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COMMISSION

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**TRI-CITY TRANSIT
STUDY POLICY ADVISORY COMMITTEE
Monday, January 13, 2014 at 2:30 p.m.**

Joseph P. Bort MetroCenter
3rd Floor – Fishbowl Conference Room
101 Eighth Street
Oakland, California 94607

Committee Members:

Jeff Davis
AC Transit
Carol Dutra-Vernaci
Union City Transit
Scott Haggerty
MTC
Alan Nagy
Newark

MTC Staff Liaison:

Kenneth Folan

1. Tri-City Transit Study Update* (Kenneth Folan, MTC)

Staff will provide an overview of the project background, study elements and advisory structure.

2. Tri-City Transit Study: Service Development Framework and Recommendations* (Russ Chisolm, TMD Inc.)

TMD Inc., the project consultant, will provide an update on the draft transit plan. Staff seeks Committee input into the draft plan and direction on proposed development of service delivery options.

3. Next Steps

4. Public Comment/ Information/ Next Meeting

Tri-City Transit Study Policy Advisory Committee

January 13, 2014

Page 2

* Attachment sent to Committee members, key staff and others as appropriate. Copies will be available at the meeting.

Public Comment: The public is encouraged to comment on agenda items at committee meetings by completing a request-to-speak card (available from staff) and passing it to the committee secretary. Public comment may be limited by any of the procedures set forth in Section 3.09 of MTC's Procedures Manual (Resolution No. 1058, Revised) if, in the chair's judgment, it is necessary to maintain the orderly flow of business.

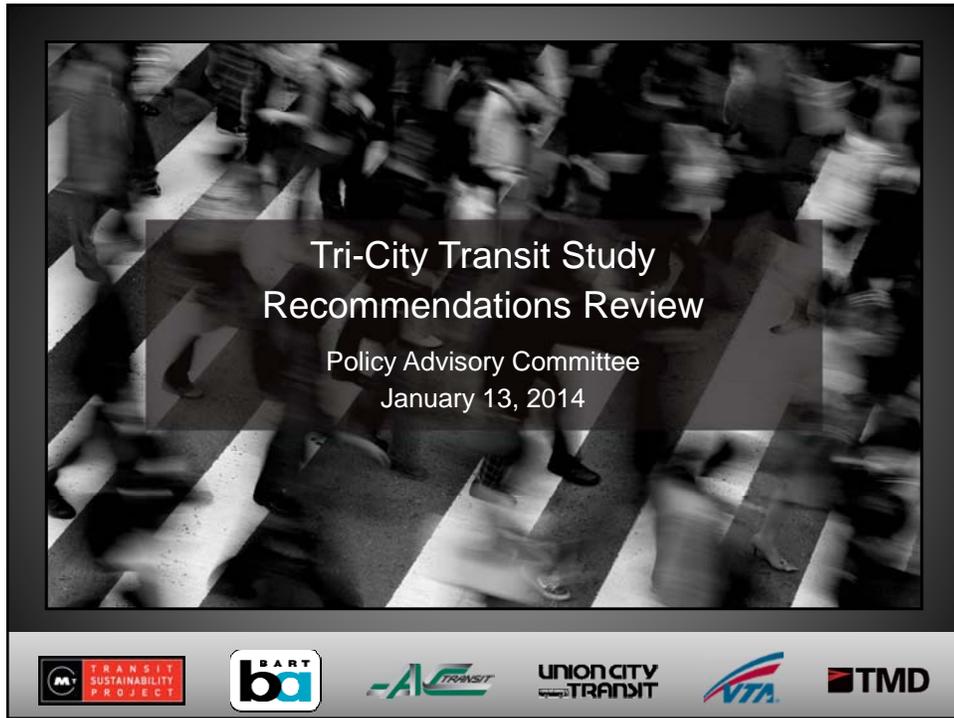
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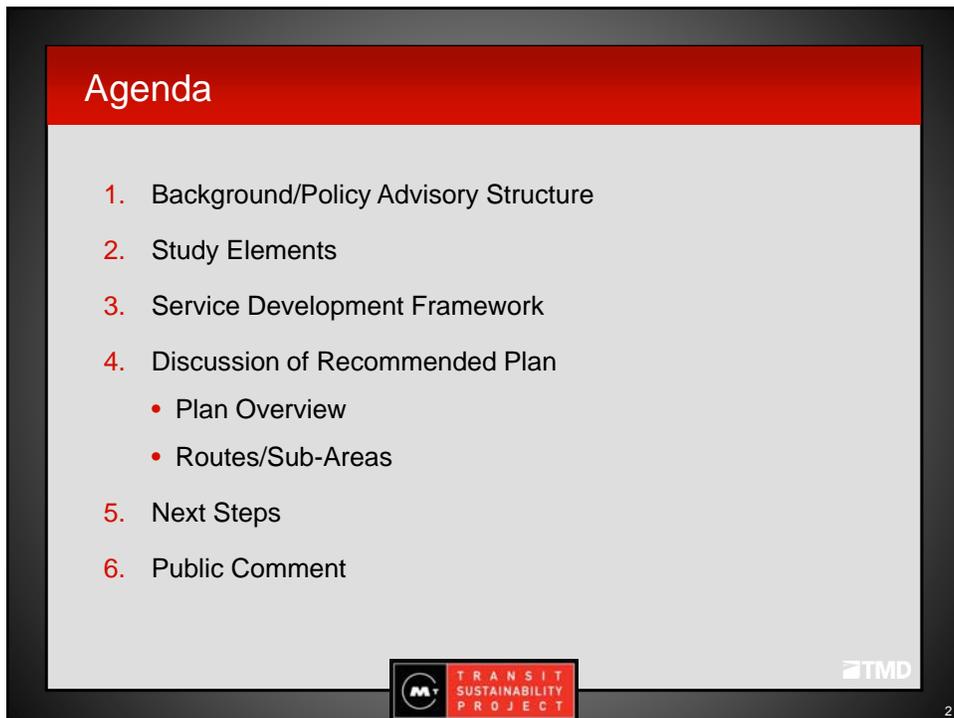


Tri-City Transit Study
Recommendations Review

Policy Advisory Committee
January 13, 2014

Logos: M+ TRANSIT SUSTAINABILITY PROJECT, BART, AC TRANSIT, UNION CITY TRANSIT, VTA, TMD

This slide features a background image of a busy transit station with blurred figures of people walking. The title and date are centered in a semi-transparent box. At the bottom, a row of logos represents the participating transit agencies and the project name.



Agenda

1. Background/Policy Advisory Structure
2. Study Elements
3. Service Development Framework
4. Discussion of Recommended Plan
 - Plan Overview
 - Routes/Sub-Areas
5. Next Steps
6. Public Comment

Logos: M+ TRANSIT SUSTAINABILITY PROJECT, TMD

2

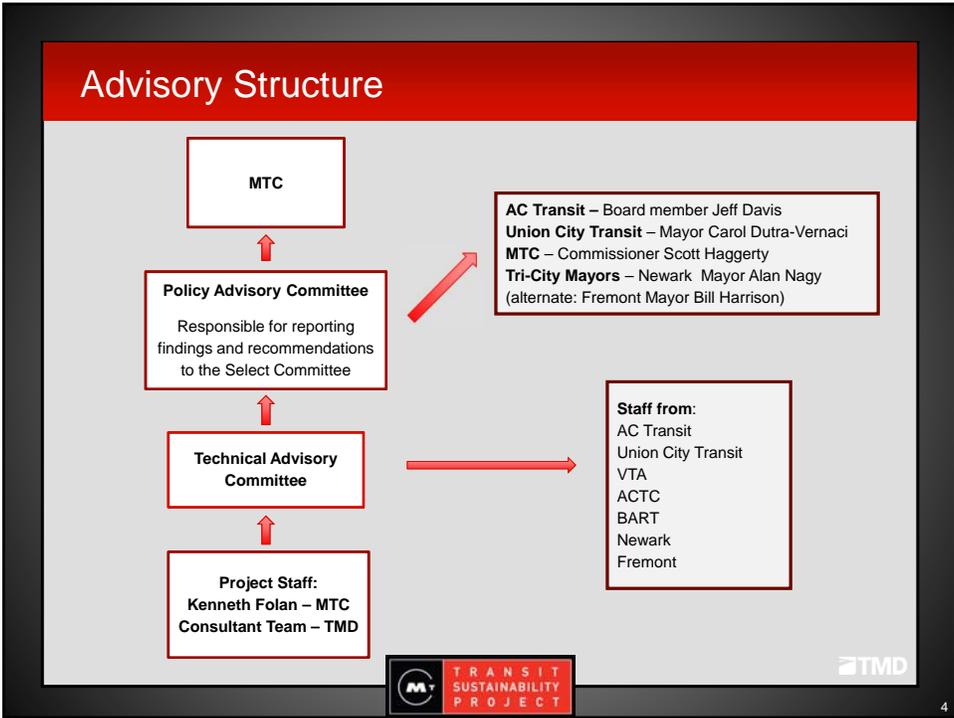
This slide has a red header with the word 'Agenda' in white. Below the header is a list of six agenda items. The fourth item includes two sub-points. At the bottom, there are logos for the project and TMD, and a small number '2' in the bottom right corner.

Background

- In May 2012, MTC adopted the Transit Sustainability Project (TSP) recommendations
- TSP Inner East Bay effort identified the need for a more focused transit study in Southern Alameda County.
- MTC created a Policy Advisory Committee (PAC) to investigate ways to improve service in the Tri-City/Tri-Valley areas served by LAVTA, Union City and AC Transit. The PAC will report findings and recommendations to MTC
- In April 2013, the PAC directed staff to focus study exclusively on the Tri-City area and travel into Santa Clara County.
- Technical Advisory Committee meets bi-monthly to advise MTC staff and consultant team



3



Study Elements

- **Phase 1 – Service Plan (Spring 2014)**
 - Market and Service Analysis
 - Transit Plan
 - Service Delivery Options

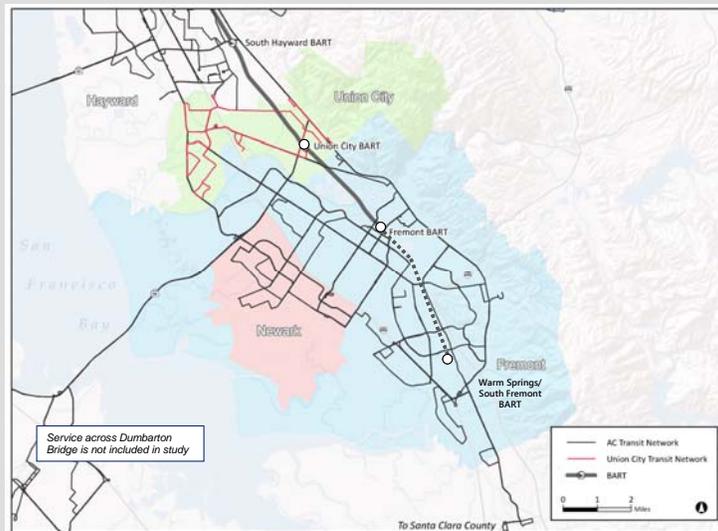
- **Phase 2 – Service Delivery Framework (Late 2014)**
 - After completion of Phase 1, PAC to provide direction on next steps on institutional aspect of service delivery
 - Develop recommendations for service delivery models and institutional structures to best meet service recommendations



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5

Project Study Area



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Goals of the Inner East Bay COA

- Promote a **seamless Inner East Bay** bus and rail transit system
- **Build the Urban Core** to allow for spontaneous bus and rail network use by customers
- Match bus and rail service levels with demand, focusing on **improving service productivity** while **increasing overall system ridership**
- Ensure on-going **financial sustainability**



7

TRI-CITY SERVICE DEVELOPMENT FRAMEWORK



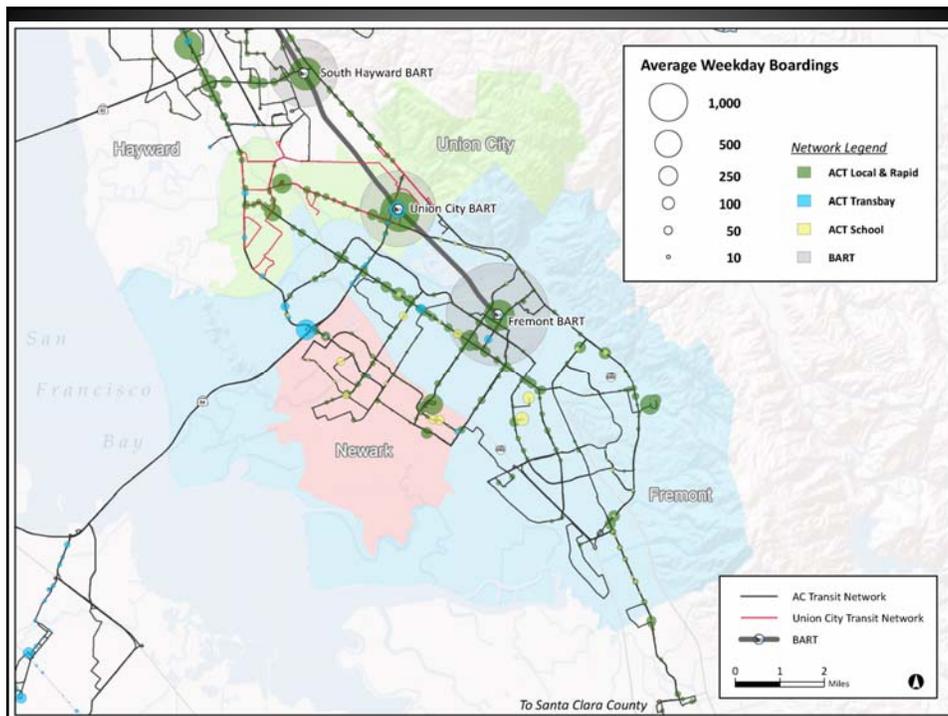
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Why Restructure Transit in Tri-Cities?

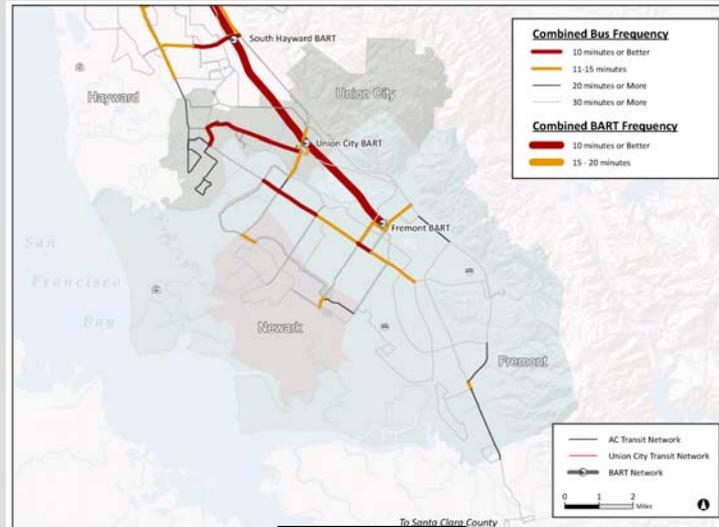
- BART extension changes Tri-Cities transit landscape
 - Tri-Cities travel is closely tied to Santa Clara County
 - 65,000 daily work trips, 118,000 total daily trips between regions
 - Opportunity to reshape transit to maximize network options as BART extends to Warm Springs 2015; Berryessa 2018
- Tri-Cities continues to develop into a stronger market for transit
 - New opportunities for transit corridors and frequent core network
 - New community transit options beyond just fixed route bus
 - Opportunity to support Priority Development Areas



9



Limited “Show and Go” Frequent Service



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11

Guiding Principles for Service Design

- Create service structure that allows customers to use the network, not just individual routes.
- Where warranted by demand, deliver frequency that enables spontaneous use (10 min desired; 15 min or better minimum).
- Consolidate low-frequency coverage on higher-frequency corridors.
- Minimize service duplication and out-of-direction travel delay.
- For commute services, put the “mass” in mass transit – create frequent, simple products that serve major corridors or hubs.
 - Focus on major corridors or park-and-ride lots on the origin end
 - When serving multiple or dispersed destinations, provide last-mile connections (e.g., employer or public shuttles, station cars/vanpools)



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12

TRI-CITY TRANSIT PLAN OVERVIEW

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13

Proposed Service Tier Overview

- **Frequent Network**
 - BART, BRT/Rapid bus, Frequent Local bus
 - Supports all-day, all-week regional, sub-regional, and local transit travel markets (PDAs)
- **Supporting Network**
 - Supporting Local bus, Community Connections
 - Supports all-day local travel and neighborhood circulation, school travel, and senior mobility
- **Peak-Focused Commuter Market**
 - Transbay bus, peak-hour express bus, ACE rail, first/last-mile connections
 - Weekday travel targeted to match commute attractors and generators strong enough to support productive service

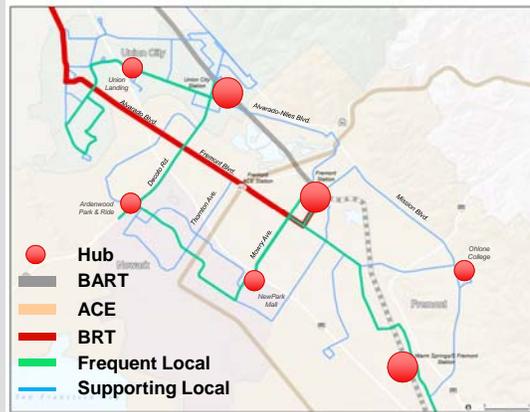
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14

Proposed Service Tier Overview

- Tier structure supports use of integrated network, not single routes
- Simpler for customers to understand, allows for more consistent headways
- May require more transfers



PLAN COMPARISONS AND TAC FEEDBACK



AC Transit Draft Southern Area Restructuring

	AC Transit Draft Recommendation	TMD Draft Recommendation
Planning Principles	Trunk network with feeder system	✓
Discontinued Route Segments	Unproductive segments	✓
Planning Horizon	Short-term – not yet adjusted for Warm Springs/South Fremont BART	Long-term – Incorporates Warm Springs and Milpitas/Berryessa BART extensions into plans
Network Tiers	Local bus network, Transbay	Urban Trunk, Frequent Local, Supporting Local, First-Mile/Last-Mile, Community, Transbay
First-Mile/Last-Mile Services	Local bus network	Local bus network, peak-hour BART parking shuttles, Newark employment shuttle
Community Transit	Local bus network	Local bus network, new community transit initiatives (flexible options)



17

Union City Restructuring

	Union City SRTP Recommendation	TMD Draft Recommendation
Union City Route Network and Alignments	Detailed in Union City Transit SRTP	✓ (Follows Union City SRTP)
Role of AC Transit Route 97	Existing service: Bay Fair BART to Union City BART via Hesperian, Union City, Alvarado-Niles Blvds.	Proposed new Urban Trunk Rapid service: Bay Fair BART to Fremont BART via Hesperian, Union City, Alvarado, Fremont Blvds.; new street transfer hub at Alvarado & Dyer
Role of AC Transit Route 99	Existing service: Bay Fair BART to Fremont BART via Mission Blvd., Decoto Rd., Fremont Blvd.	Proposed: Bay Fair BART to Union City BART via Mission; Fremont Blvd segment replaced by Line 97; future Rapid.



18

TAC Feedback

	TAC Member Comments	TMD Response
BART	Interested in testing feasibility of peak shuttles serving remote parking	Recommended pilot project for Fremont BART via Mowry
	Interested in express bus capacity augmentation	Augmentation proposed for Central East Bay Transbay Service
Newark	Interested in express bus to Santa Clara County from west of I-880	Not recommended due to productivity concerns; experience feedback from VTA
	Interested in connecting business community to Fremont BART	Added to recommendations; Last-Mile Shuttle
Union City	Disagreed with the shift of the 97 line from Alvarado-Niles serving Union City BART to Alvarado-Fremont serving Fremont BART	After reviewing mobility needs, ridership, BART extension, and new Union City transit plan, recommendation to serve Fremont BART was not changed
	Concerned over recommended contraction of AC Transit route coverage	Based on very low ridership, availability of alternative transit within walking distance, and recommended new community mobility initiatives, the recommendations were not modified





19

NEXT STEPS





20

Service Delivery Options

- **Scenario 1:** Baseline (ACT & UCT current operating model)
- **Scenario 2:** ACT-managed trunk line service and city-managed first/last mile and community service
- **Scenario 3:** Individual city-managed contracted operations
- **Scenario 4:** City-managed contracted operations with single contract managed by a lead city
- **Scenario 5:** Establishment of new Tri-City transit agency with contracted operations, optionally including Union City



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21

Next Steps

- Reconcile differences between Tri-City Plan recommendations and agency/city recommendations
- Develop service delivery options
- Develop institutional options for service delivery



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22