Transit Issues

- Funding is constrained and costs are increasing
- Transit performance has declined
- Customer experience is not positive
- Network connectivity and Inter-agency coordination is deficient
- Response to technological improvements is slow
- System resiliency can be improved
Issue – Funding is constrained and costs are increasing

Exhibit 6-28 Sources of Funds (Billions of Dollars) for Transit Capital Expenditures, 2000–2010

Bay Area Transit Costs and Revenues (Millions)

Source: National Transit Database.

Statistical Summary of Bay Area Transit Operators,
MTC, July 2014
Bay Area Transit Growth versus Population Growth

![Graph showing population and transit growth over years 2000 to 2010]

Sources: Statistical Summary of Bay Area Transit Operators, MTC
Travel Forecasts for the SF Bay Area, MTC, 2005

**Alameda County Transit Operators**

- **Inter-regional services**
  - Altamont Corridor Express
  - Capitol Corridor

- **Inter-county services**
  - BART
  - AC Transit
  - WETA

- **Local Services**
  - Wheels
  - Union City Transit

- **Connecting Services**
  - Contra Costa County Connection
  - Santa Clara Valley Transportation Authority (VTA)
COUNTYWIDE TRANSIT PLAN

BART Performance

![Graph showing BART Performance over years with details on Revenues, Operating Costs, and Trips.]

Sources: Statistical Summary of Bay Area Transit Operators, MTC; Travel Forecasts for the SF Bay Area, MTC, 2005

WETA Transit Performance

![Graph showing WETA Transit Performance over years with details on Revenues, Operating Costs, and Trips.]

Sources: Statistical Summary of Bay Area Transit Operators, MTC; Travel Forecasts for the SF Bay Area, MTC, 2005
COUNTYWIDE TRANSIT PLAN

ACE Transit Performance

Sources: Statistical Summary of Bay Area Transit Operators, MTC; Travel Forecasts for the SF Bay Area, MTC, 2005

AC Transit Performance

Sources: Statistical Summary of Bay Area Transit Operators, MTC; Travel Forecasts for the SF Bay Area, MTC, 2005
LAVTA Transit Performance

Union City Transit Performance

Sources: Statistical Summary of Bay Area Transit Operators, MTC. Travel Forecasts for the SF Bay Area, MTC, 2005.
**Cost-Effectiveness – 2012/13**

*(Operating Cost Per Passenger)*

- **Current $**
- **Constant $**

Sources: Statistical Summary of Bay Area Transit Operators, MTC
Travel Forecasts for the SF Bay Area, MTC, 2005

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**Farebox Recovery Ratio 2012/13**

*Farebox Recovery Ratio*

Sources: Statistical Summary of Bay Area Transit Operators, MTC
Travel Forecasts for the SF Bay Area, MTC, 2005
Paradigm Change for Transit

- Business Model that is financially sustainable
  - Revenues keep pace with costs
- Transportation/land use connection that is environmentally sustainable
  - Responsive to Sustainable Community Strategies and SB743
- Shifting of travel to non-automotive modes
  - Growth in transit faster ridership faster than the growth in population
- Greater benefit from resources invested
  - Shift to performance-based programming

Performance–Based Evaluation Framework

Vision:
Create an efficient and effective transit network that enhances the economy, improves quality of life and the environment.

Goals:
- Increase Transit Mode Share
- Increase Cost Effectiveness
- Increase Efficiency
- Improve access to work, education, services, & recreation
- Reduce Emissions
- Achieve State of Good Repair
### Performance-Based Evaluation

<table>
<thead>
<tr>
<th>Goals</th>
<th>Performance Measures</th>
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<tbody>
<tr>
<td>Increase Transit Mode Share</td>
<td>Increase per capita transit use</td>
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<tr>
<td></td>
<td>Daily transit trips</td>
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<tr>
<td>Increase Cost Effectiveness</td>
<td>Daily passenger miles on transit</td>
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<td>Benefit-Cost Ratio</td>
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<tr>
<td>Increase Efficiency</td>
<td>Passenger miles per seat mile</td>
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<td></td>
<td>Cost per new passenger mile</td>
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<tr>
<td>Improve access to work, education, services, and recreation</td>
<td>Operating cost per revenue vehicle hour</td>
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<td>Cost per revenue seat mile</td>
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<tr>
<td>Reduce Emissions</td>
<td>Passenger miles per revenue vehicle mile</td>
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<tr>
<td>Achieve State of Good Repair</td>
<td># of Households/Jobs within ½ mile of transit station</td>
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<tr>
<td></td>
<td>Average transit speeds</td>
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<td>Greenhouse gas emissions</td>
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<td>Category pollutant emissions</td>
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<td></td>
<td>Average Age of Transit Fleet</td>
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<tr>
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<td>Number of facilities beyond their expected service life</td>
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