

ALAMEDA COUNTY TRANSPORTATION COMMISSION

# Countywide Transit Plan

Vision, Goals, and Performance Measures



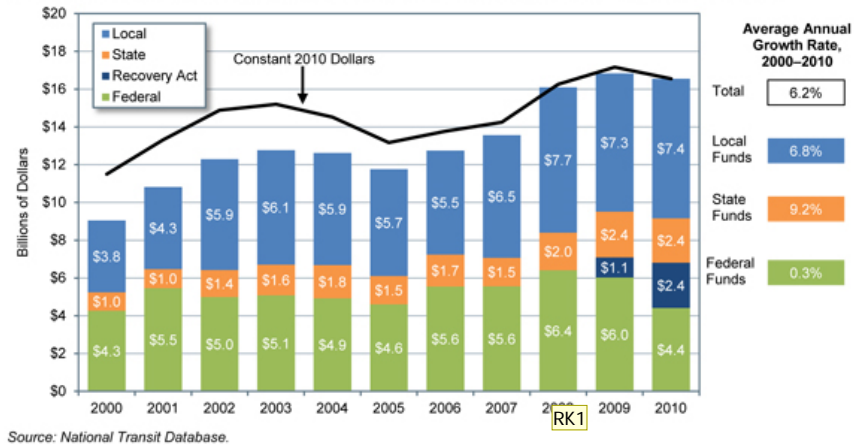
A presentation to Alameda County Technical Advisory Committee  
Rebecca Kohlstrand, Vice President – Parsons Brinckerhoff  
Thursday, November 6, 2014

## Transit Issues

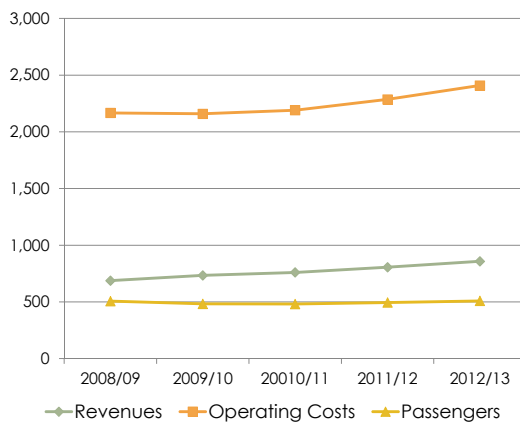
- Funding is constrained and costs are increasing
- Transit performance has declined
- Customer experience is not positive
- Network connectivity and Inter-agency coordination is deficient
- Response to technological improvements is slow
- System resiliency can be improved

## Issue – Funding is constrained and costs are increasing

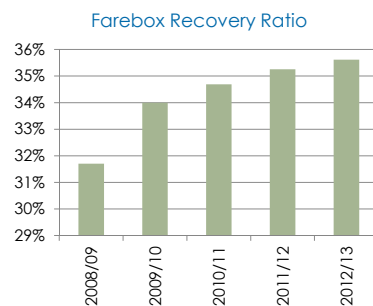
**Exhibit 6-28 Sources of Funds (Billions of Dollars) for Transit Capital Expenditures, 2000–2010**



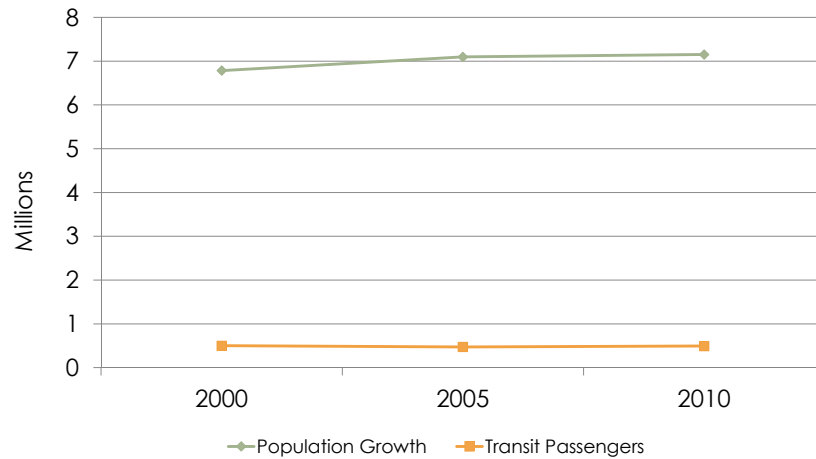
## Bay Area Transit Costs and Revenues (Millions)



Statistical Summary of Bay Area Transit Operators, MTC, July 2014



## Bay Area Transit Growth versus Population Growth



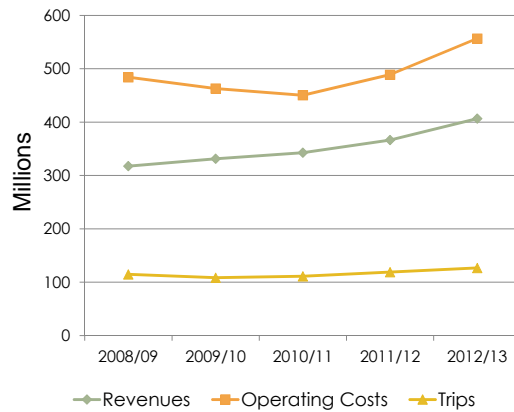
Sources: Statistical Summary of Bay Area Transit Operators, MTC  
Travel Forecasts for the SF Bay Area, MTC, 2005

## Alameda County Transit Operators

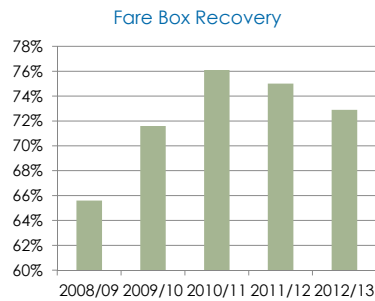
- **Inter-regional services**
  - Altamont Corridor Express
  - Capitol Corridor
- **Inter-county services**
  - BART
  - AC Transit
  - WETA
- **Local Services**
  - Wheels
  - Union City Transit
- **Connecting Services**
  - Contra Costa County Connection
  - Santa Clara Valley Transportation Authority (VTA)



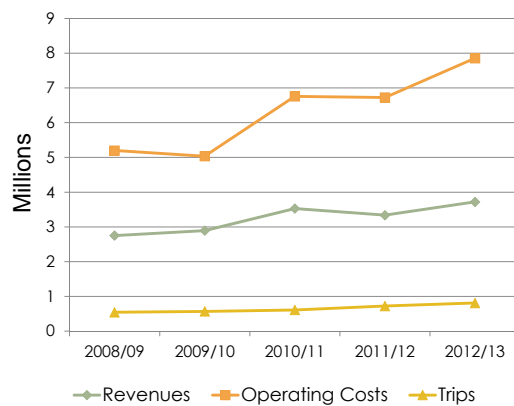
## BART Performance



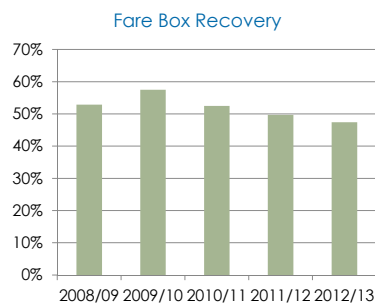
Sources: Statistical Summary of Bay Area Transit Operators, MTC  
Travel Forecasts for the SF Bay Area, MTC, 2005



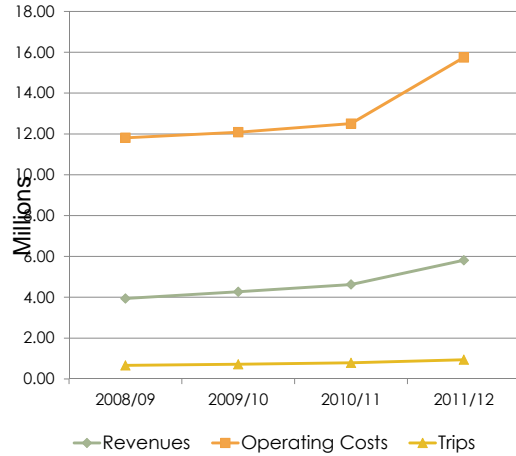
## WETA Transit Performance



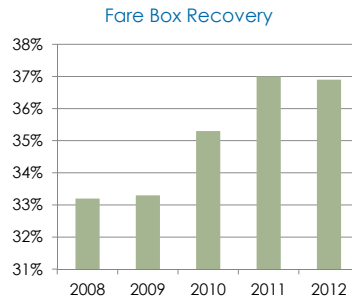
Sources: Statistical Summary of Bay Area Transit Operators, MTC  
Travel Forecasts for the SF Bay Area, MTC, 2005



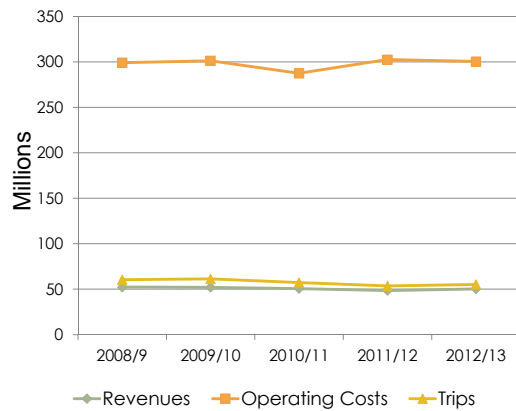
## ACE Transit Performance



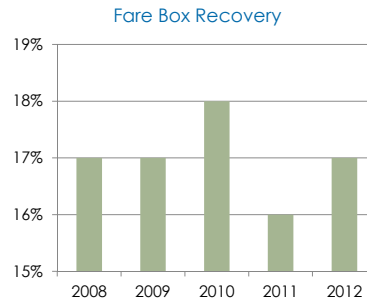
Sources: Statistical Summary of Bay Area Transit Operators, MTC  
Travel Forecasts for the SF Bay Area, MTC, 2005



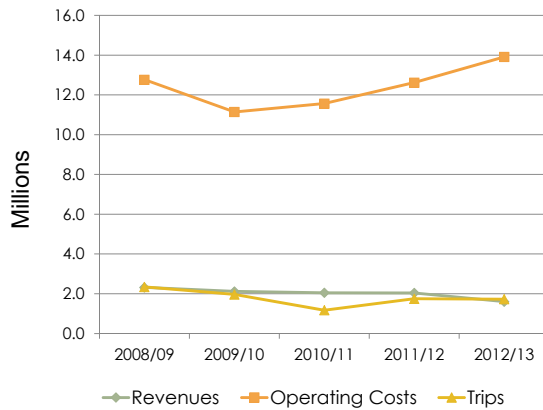
## AC Transit Performance



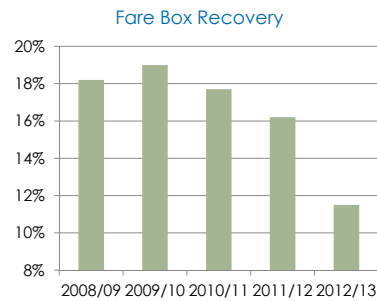
Sources: Statistical Summary of Bay Area Transit Operators, MTC  
Travel Forecasts for the SF Bay Area, MTC, 2005



## LAVTA Transit Performance



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

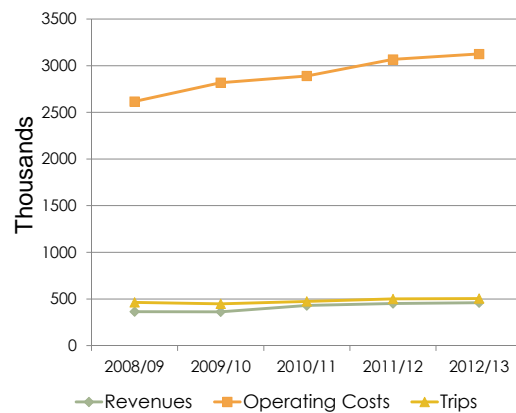


COUNTYWIDE TRANSIT PLAN

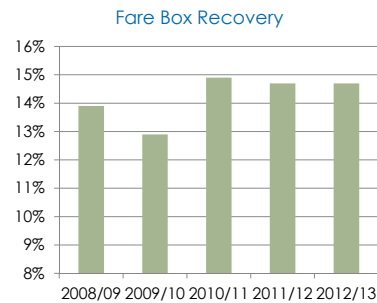


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## Union City Transit Performance



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

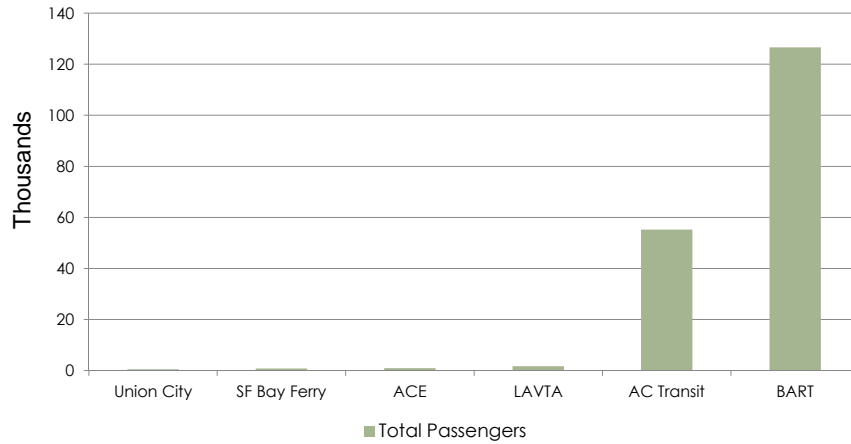


COUNTYWIDE TRANSIT PLAN



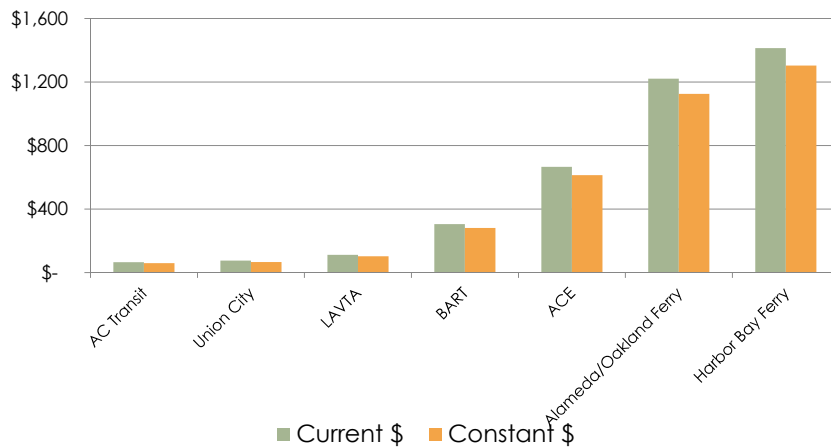
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## Total Passengers – 2012/2013



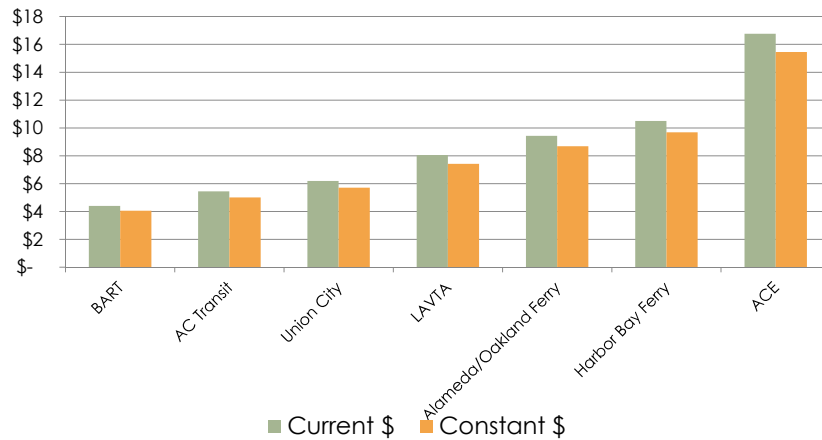
Sources: Statistical Summary of Bay Area Transit Operators, MTC  
Travel Forecasts for the SF Bay Area, MTC, 2005

## Cost Efficiency – 2012/13 (Operating Cost per revenue-vehicle hour)



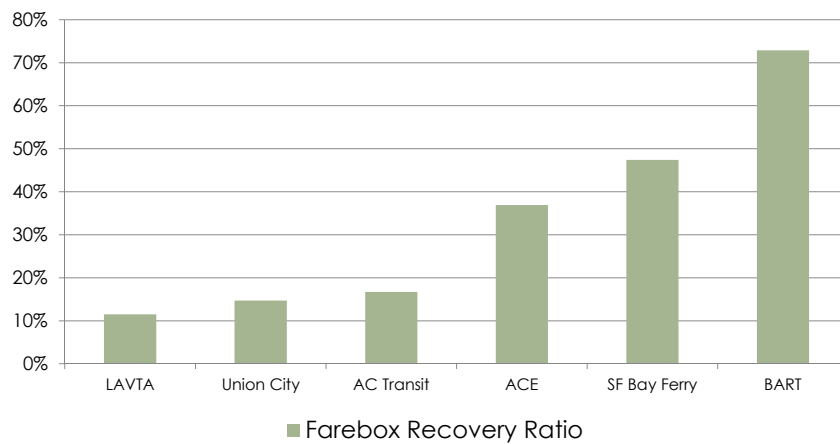
Sources: Statistical Summary of Bay Area Transit Operators, MTC  
Travel Forecasts for the SF Bay Area, MTC, 2005

## Cost-Effectiveness – 2012/13 (Operating Cost Per Passenger)



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

## Farebox Recovery Ratio 2012/13



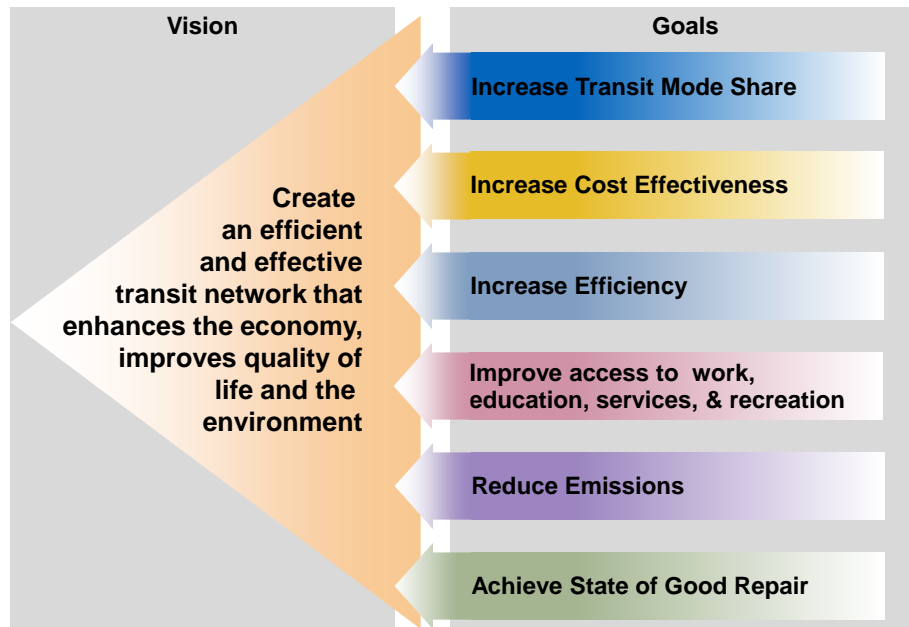
Sources: Statistical Summary of Bay Area Transit Operators, MTC  
Travel Forecasts for the SF Bay Area, MTC, 2005



## 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



## Performance-Based Evaluation

