

Lessons from MTC's Transit Sustainability Project

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SPUR: 100 year old urban policy civic group.
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5,000 individual members; 350 business members



SPUR does research and advocates to improve transit in the Bay Area

MUNI'S DOWNWARD SPIRAL

Muni can avoid a financial meltdown, but it has to get better, faster, and more productive



A SPUR REPORT

Adopted by the SPUR Board
May 18, 2005

Released
September 1, 2005

San Francisco Planning and Urban Research Association
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MUNI'S BILLION DOLLAR PROBLEM

To become the transit system that San Francisco needs, Muni needs more revenue.



A SPUR REPORT

Adopted by the SPUR Board
January 18, 2006

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February 28, 2006

San Francisco Planning and Urban Research Association
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A MID-LIFE CRISIS FOR REGIONAL RAIL

Fifty Years After BART: What's Next for Regional Rail?

SPUR REPORT

Adopted by the SPUR Board of Directors October 17, 2008
Released November 1, 2008

The primary author of this report was Jake Cummings, SPUR intern with assistance from Jeff Tamkin, Chi-Hsin Shao, Anne Haland, Peter Meyers, Gillian Gillett, Hans Kerve, Stuart Cohen, Brian Stokke, Val Menotti, Brian Stokke, Dave Snyder, Gabriel Meeuf, and Egan Terplan

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SAVING CALTRAIN — FOR THE LONG TERM: STRATEGIES FOR FUNDING AND GOVERNING A CRITICAL REGIONAL RAIL SYSTEM

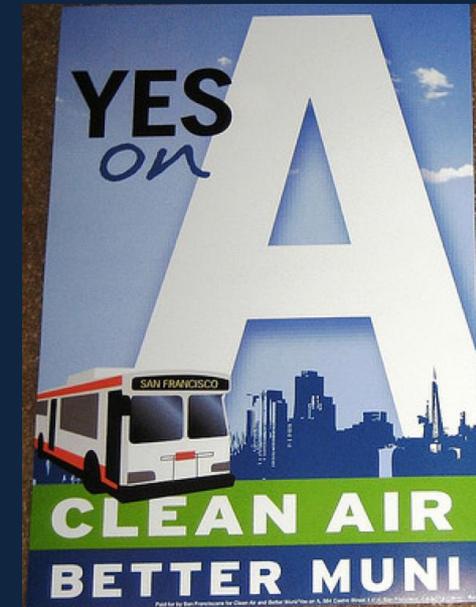
SPUR DISCUSSION PAPER

A discussion paper from the SPUR Transportation Policy Board
Released April 6, 2011

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Through research, education and advocacy, SPUR promotes good planning and good government in the San Francisco Bay Area.

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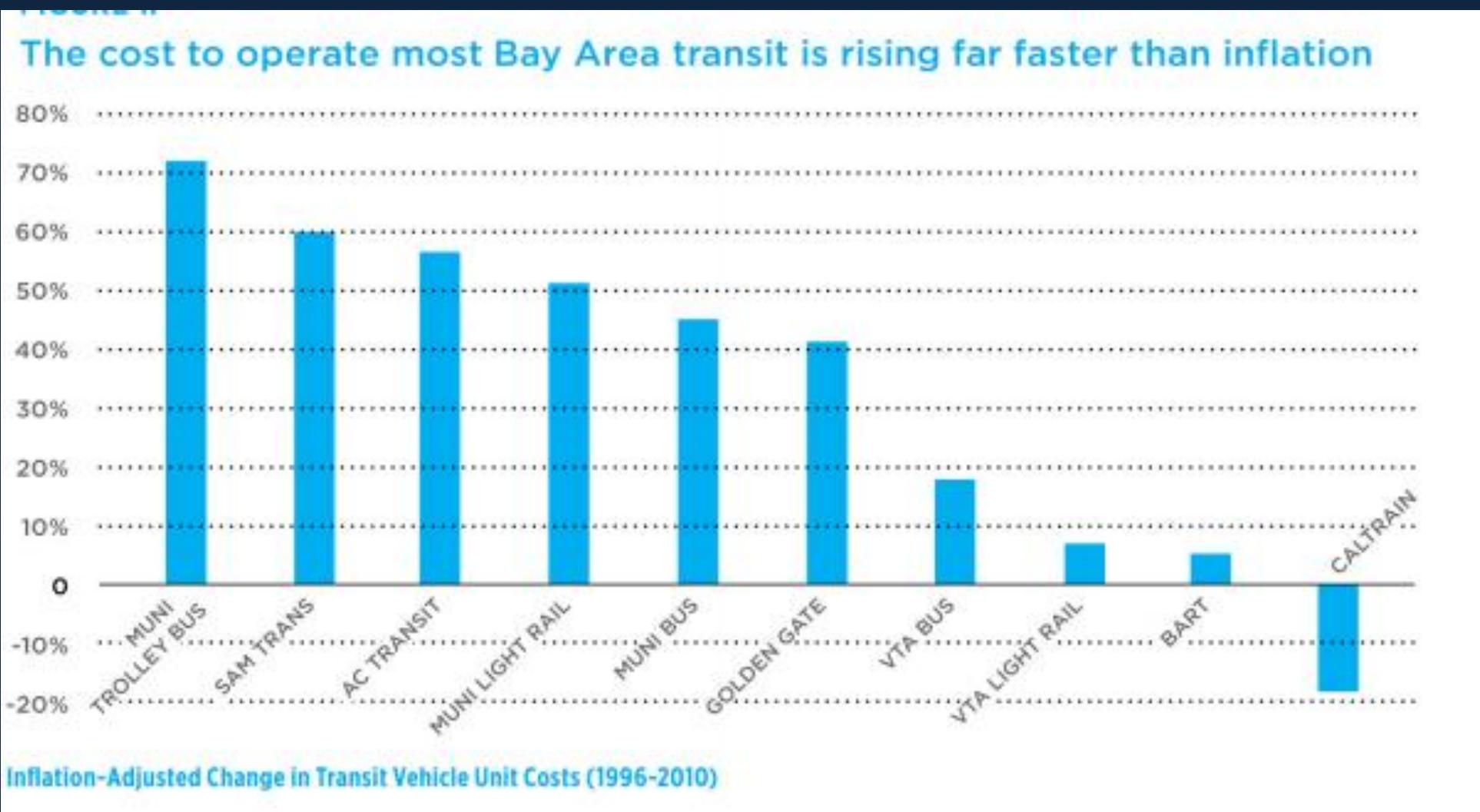


Key conclusions from the Transit Sustainability Project

1. The Bay Area's transit system is fragmented with 27 separate operators and no single regional transit service provider.

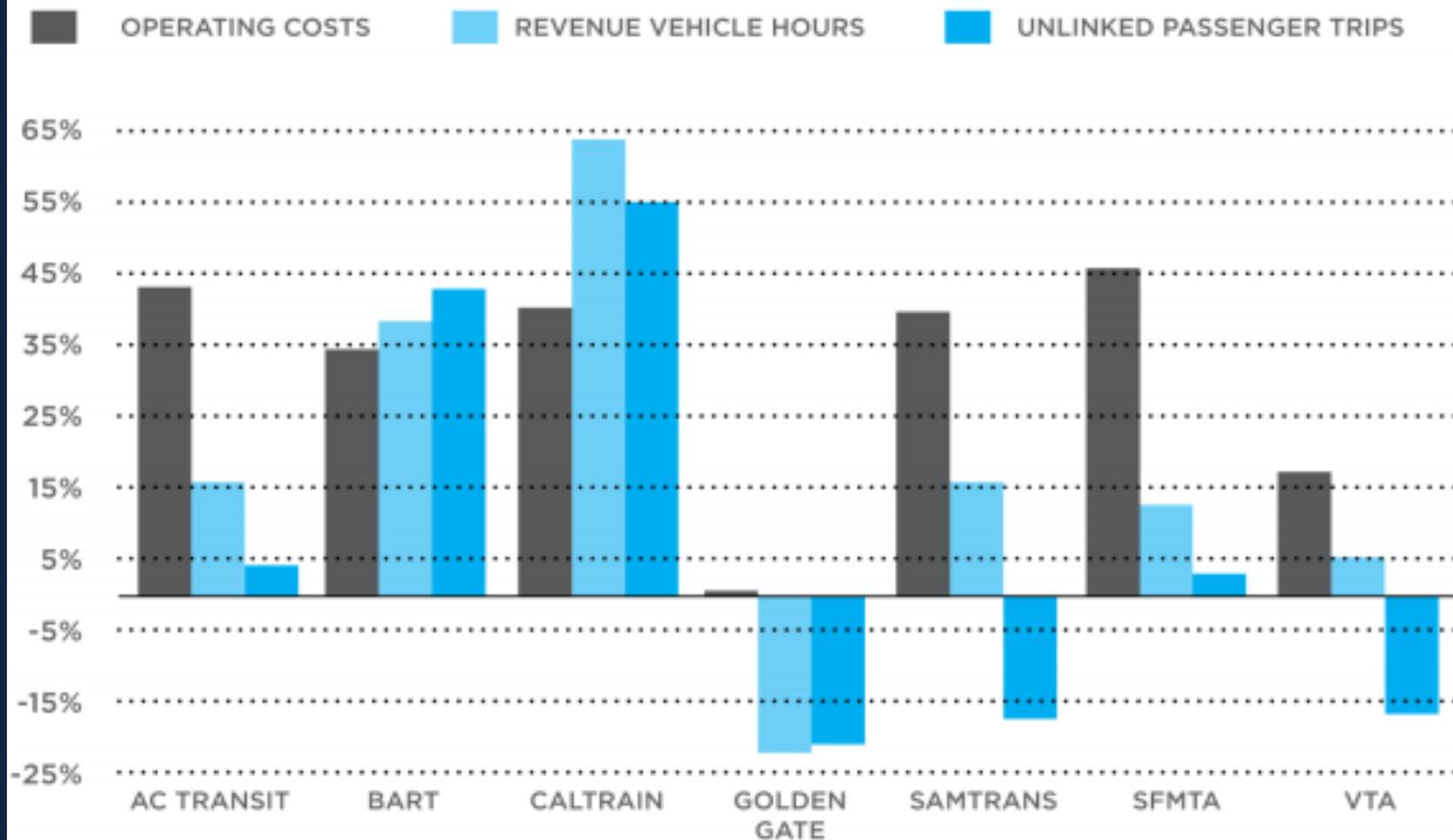
Region	Total Ridership (2008)	Total Number of Operators	Largest Operator Name	Transit market share of largest operator
Bay Area	484,000,000	27	SFMTA	43%
Philadelphia	358,000,000	5	SEPTA	95%
Washington, DC	476,000,000	12	WMATA	89%
Chicago	628,000,000	15	CTA	84%
New York City	4,077,000,000	37	MTA	82%
Los Angeles	640,000,000	20	LACTA	74%
Seattle	189,000,000	9	King County Metro	65%

2. Unit costs are rising faster than inflation.



3. Increases in productivity are not sufficient to match cost increases.

While costs are increasing, service levels and ridership are only growing faster than inflation for BART and Caltrain

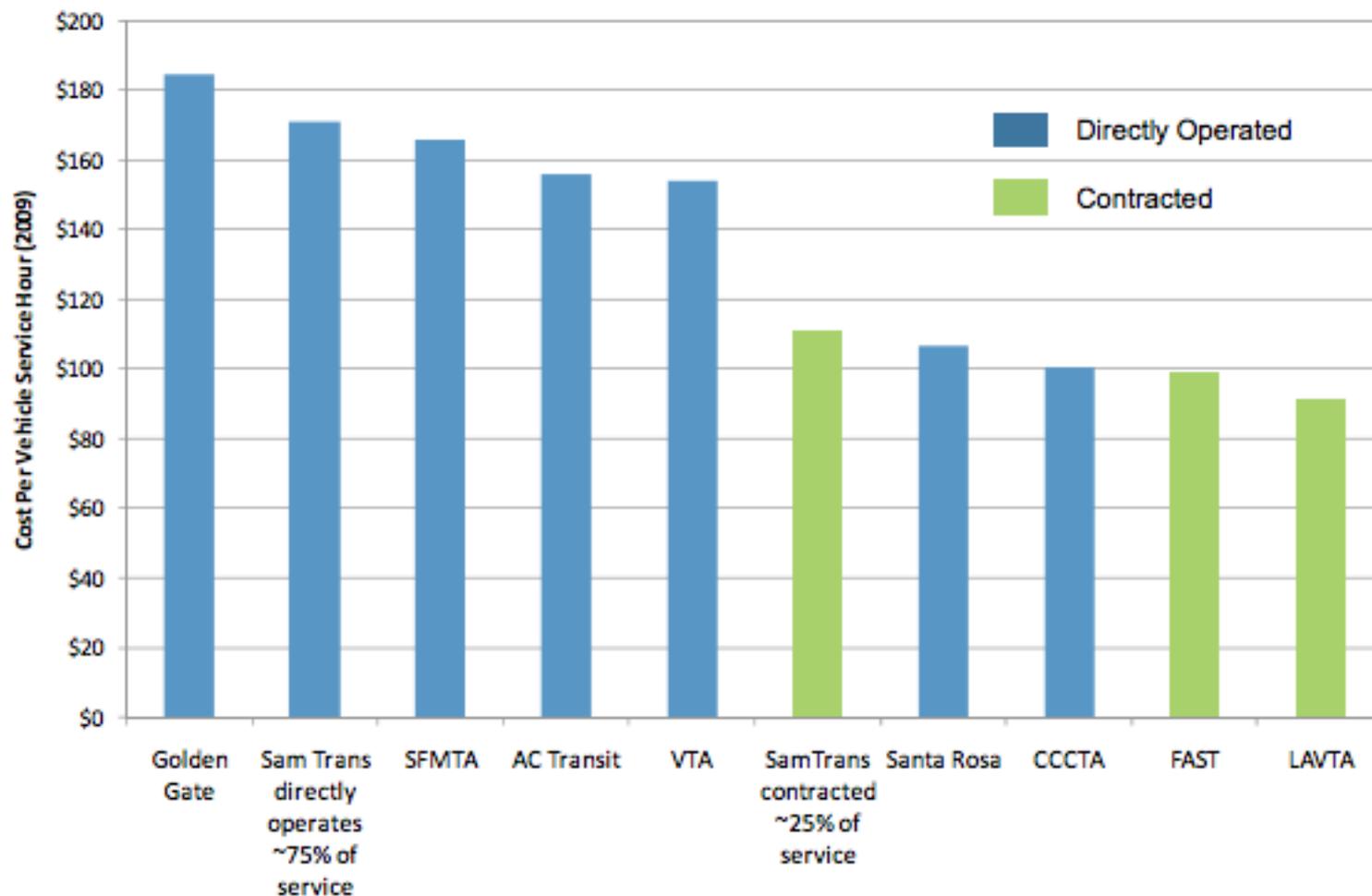


Inflation-adjusted Change in Operating Costs, Hours of Service and Trips (1997-2008)

Where the Transit Sustainability Project could
have gone further

1. Identify a set of comparative transit performance metrics that are reported to the operator boards – perhaps by establishing an independent tenured officer.

Figure 5: Cost Per Vehicle Service Hour (Bus Only, 2009)



2. Consider form of receivership for the governing board of transit agency that continuously fails to improve on its performance metrics.



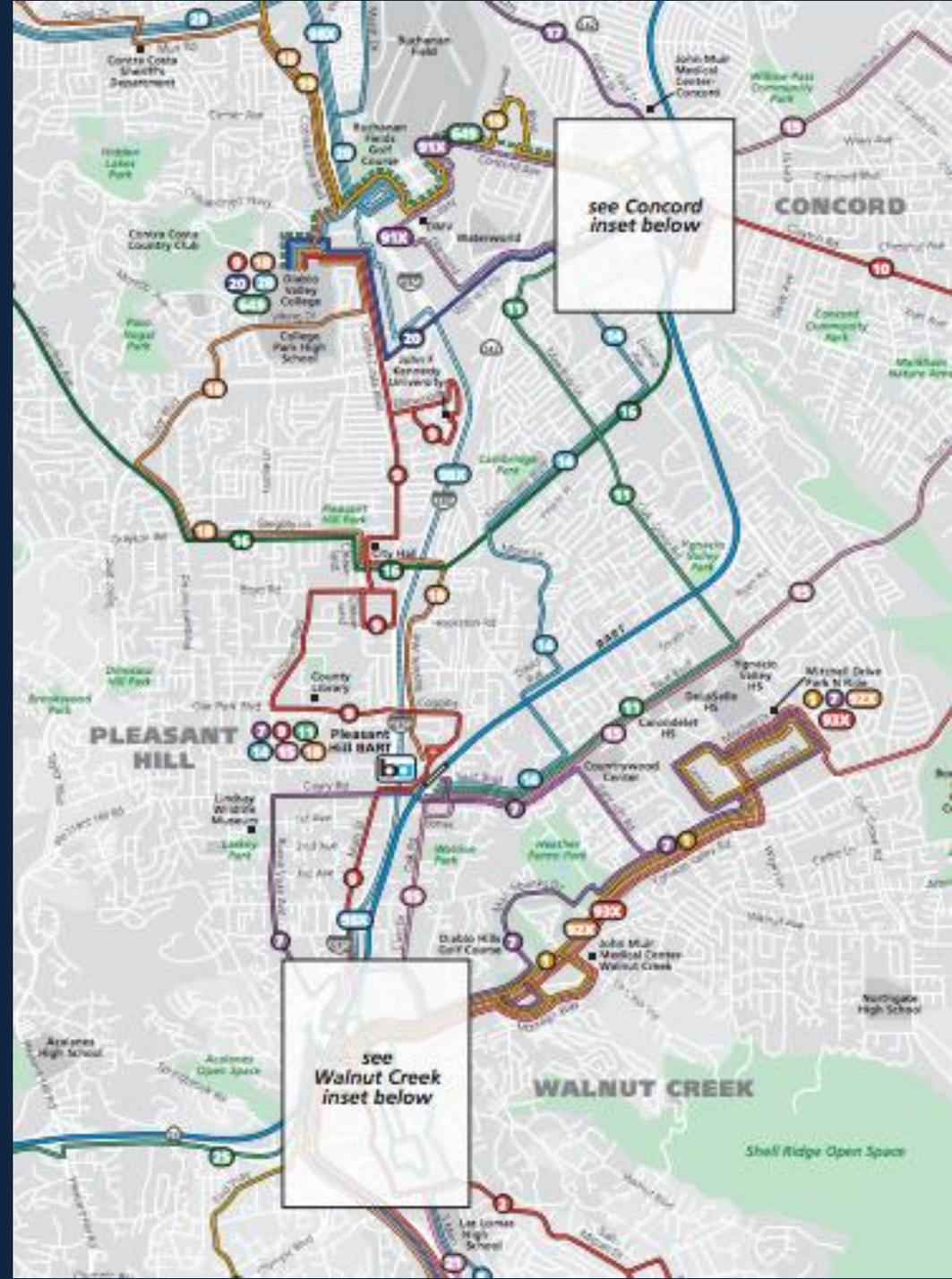
3. Shift regional funding towards a “bounty” per passenger for any new riders over a defined baseline.

Performance-based funding should help make transit more financially sustainable.



4. Establish a consistent regional fare policy.

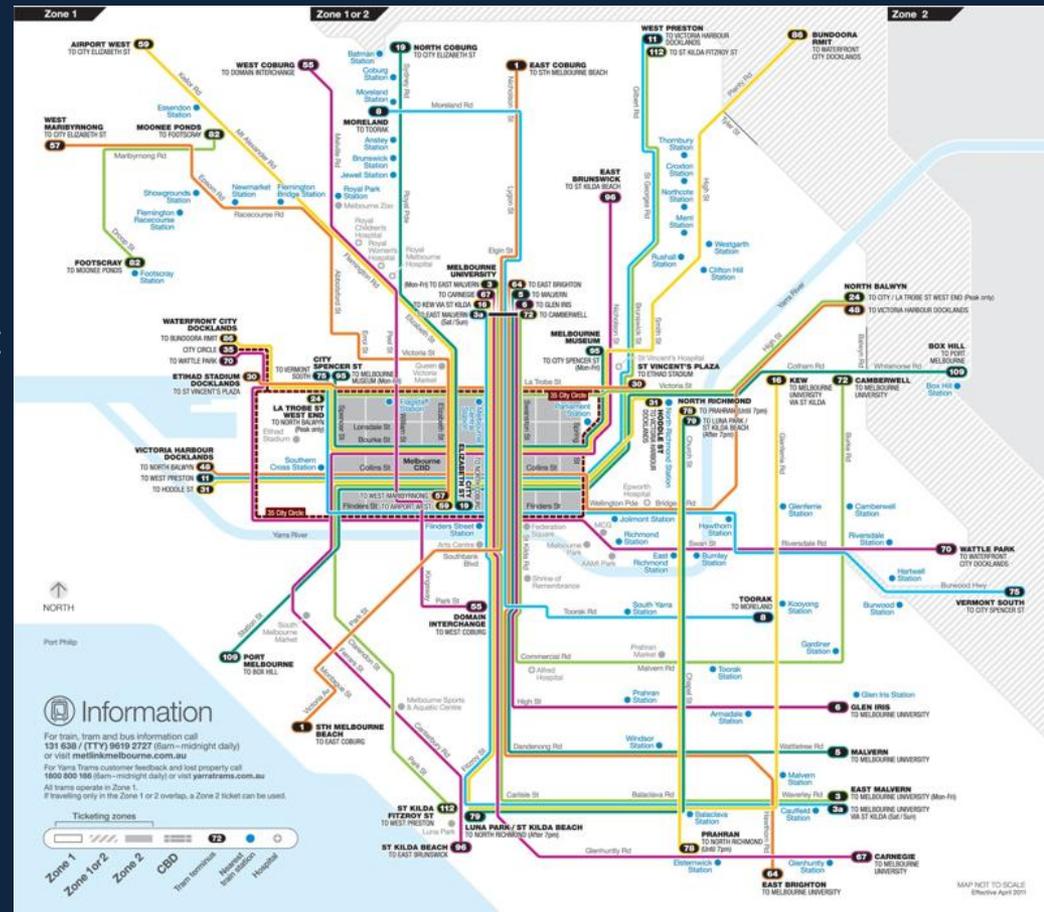
- Have regional operators share some of the fare with local systems so there is not a disincentive to transferring.
- Make more consistent: Zone vs distance based.



5. Consolidate more transit services – through both mergers and better coordination/marketing.

- merge more small operators
- create one regional map and subregional umbrella marketing
- establish appearance of single regional transit operator

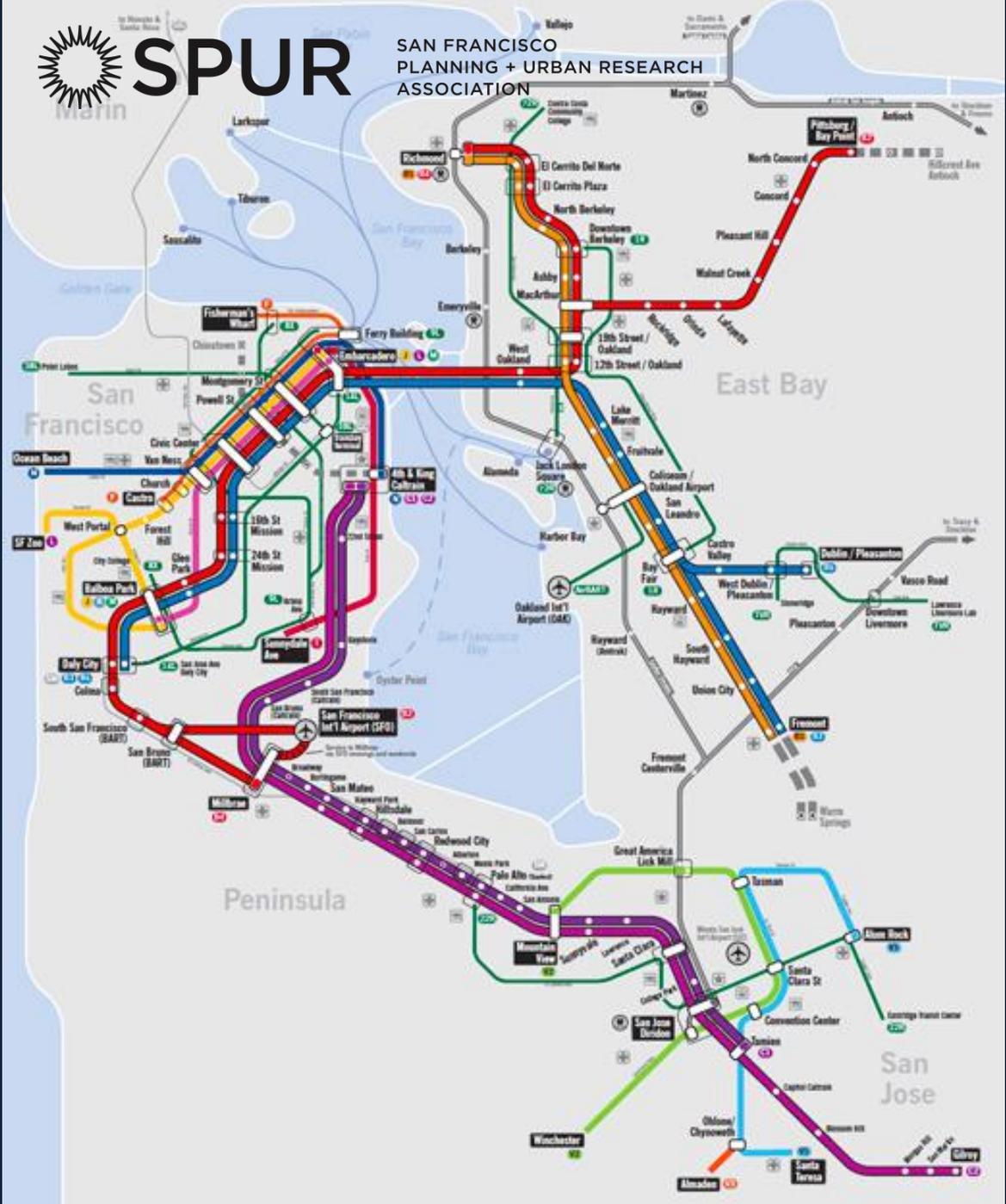
Examples: Metlink in Melbourne, GOTransit in Toronto, Sound Transit in Seattle





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Thank you