

AC Transit Transbay Capacity

September 9, 2015

MTC Programming & Allocations
Meeting



Overview

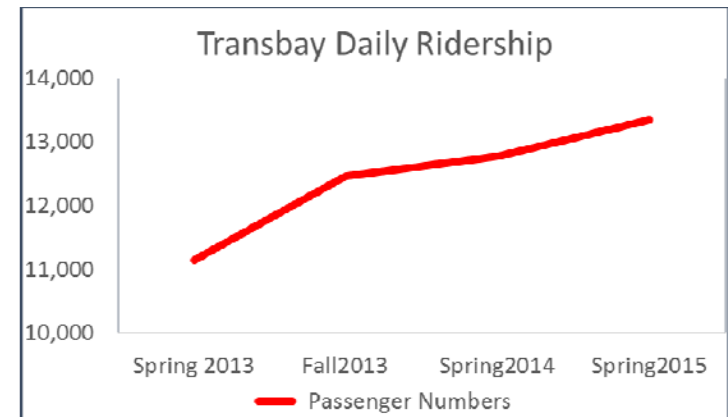
- Existing Conditions
 - Managing Existing Demand
 - Supply Constraints
- Planned Solutions
 - 2017/2018 Capabilities
 - Ideas to Consider



Existing Conditions

- **Ridership growth**

- 20% increase between 2013 and 2015
 - BART strike 6/2013 & 10/2013
 - Economic growth



- **Capacity reduction**

- High capacity MCIs poses accessibility problems
- Lower capacity but accessible Gilligs replaced MCIs
- Fleet change reduced capacity

- **Resource imbalance**

- Transbay service requires 110 buses for the PM service
- District uses 19% of fleet resources to capture 7% of District ridership



Existing Conditions

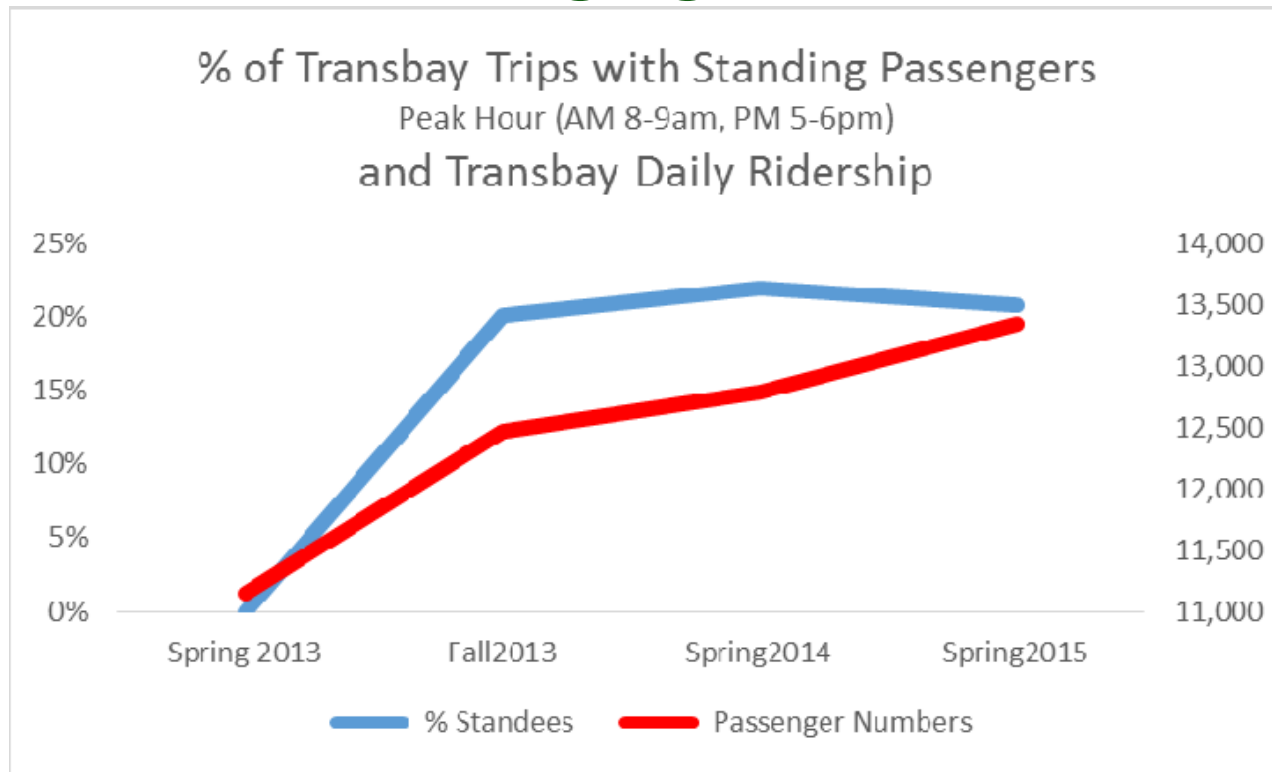
- Managing Demand

- Additional trips
 - 20 added across the AM and PM peaks 2013-2015 (\$750,000)
 - \$250,000 - On Time Performance (OTP) fixes
- Monitoring loads and readjusting fleet
 - 44 high-capacity MCIs remaining
 - Ongoing fleet reassignment
 - No additional buses available for the peak



Existing Conditions

- Managing Demand



- Ongoing fleet reassignment
- 20 trips added btw Spring 2014 and Spring 2015
- 20% ridership growth (2013-2015)
- Trips with standees kept stable @20% in the peak



Existing Conditions

- Supply Constraints

- Operators
 - Currently at max recruitment levels which still will not accommodate growing Transbay demand
- Yard Capacity
 - Currently at max operational capacity
 - Richmond yard to re-open in 2017
 - Potentially 50 additional Transbay bus capacity
- Temporary Terminal Capacity
 - Limited articulated bus bays
 - Limited on-street bus staging
- Bus Manufacturing Lead Time
 - 18-24 months from procurement to service



Planned Solutions

- 2017/2018

- New fleet with increased capacity
 - 10 double deckers planned for 2017 and another 10 for 2018
 - increases daily capacity by 2,000
- Move into the Transbay Transit Center in 2017
 - Can accommodate more articulated buses than the Temporary Terminal
 - More bays allows for potential service expansion



Planned Solutions

- Ideas to Consider

- Additional Regional Funding?
 - Bring forward 10 high capacity replacement in 2017 adds 1,000 daily seats
 - Available capacity for 50 additional buses → 12,000 daily seated capacity
- Redesign service
 - Increase Park and Ride opportunities
 - Pilot new limited stop routes in dense core
 - Partner with BART to influence demand between modes
 - Incentivize off-peak travel
- Regional Plans
 - Core Capacity (Bay Bridge contraflow lane, MTC)
 - Managed Lanes Implementation Program (MTC)
 - Western Contra Costa Express Bus Study(CCCTA)
 - Alameda Countywide Transit Plan (ACTC)



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