

ACTION MEMO

AC TRANSIT DISTRICT
Board of Directors
Executive Summary

GM Memo No. 07-187
Meeting Date: July 25, 2007

Committees:

- | | | | |
|----------------------------|-------------------------------------|------------------------------|--------------------------|
| Planning Committee | <input checked="" type="checkbox"/> | Finance Committee | <input type="checkbox"/> |
| External Affairs Committee | <input type="checkbox"/> | Operations Committee | <input type="checkbox"/> |
| Rider Complaint Committee | <input type="checkbox"/> | Paratransit Committee | <input type="checkbox"/> |
| Board of Directors | <input type="checkbox"/> | Financing Corporation | <input type="checkbox"/> |

SUBJECT:

Consider Approval of Revisions to Guiding Principles

RECOMMENDED ACTION: Staff recommends that the Board consider approving proposed revisions to Guiding Principals.

- Information Only Briefing Item Recommended Motion

Fiscal Impact:

None at this time

Background/Discussion:

In September 2000, the AC Transit Board approved adoption of a set of Guiding Principles for Service Deployment (GM Memo 00-215). The principles have not materially changed since that time. However, comments from Board members at the

BOARD ACTION: **Approved as Recommended** [] **Other** []
 Approved with Modification(s) []

[To be filled in by District Secretary after Board/Committee Meeting]

The above order was passed on _____, 2007.

Linda Nemeroff, District Secretary
By _____

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May 2, 2007 Board Workshop, and the June 6, 2007 Planning Committee meeting would indicate an interest in reviewing potential revisions to the principles.

Staff concurs with this interest, and presents a revised *Guiding Principles* document for Board consideration and approval (Attachment A). If approved, the revisions will be incorporated into the Short Range Transit Plan (Chapter 3: Outcomes and Service Policies), and will also be included in the revision of Board Policy 550 (Service Standards and Design). It is the recommendation of staff that the Board consider approving these revisions.

Prior Relevant Board Actions/Policies:

GM Memo – 00179: Service Deployment Policies, June, 2000

GM Memo - 00-215: Adoption of Guiding Principles, August, 2000

GM Memo – 00-289: Service Deployment Policies – Policy Background, October, 2000

GM Memo – 00-328: Adopt Service Deployment Policies for the Development of Service Alternatives, November 2000

GM Memo – 01-099: Approve in Concept the Recommended Service Development Plan and Timeline and Issue Related Report to the Metropolitan Transportation Commission (MTC), March, 2001

GM Memo – 01-142: Update on the Service Deployment Plan, May, 2001

Attachments: Attachment A: Revised Guiding Principles

**Approved by: Rick Fernandez, General Manager
Nancy Skowbo, Deputy GM, Service Development**

**Prepared by: Anthony Bruzzone, Service Planning Manager
Nancy Skowbo, Deputy GM, Service Development**

Date Prepared: July 8, 2007

Guiding Principles (revised)

Note: Changes from the original text are in **bold typeface** below. Where more extensive changes are proposed, both the original text and the proposed revision are included, for ease of reference.

The following are the Guiding Principles for the design and allocation of **local transit service within the East Bay**:

1. AC Transit, working with other transit operators in its service area, will increase annual per capita transit trips within the AC Transit service area. ~~to 100 by 2010.~~
2. ~~AC Transit will not only act as a provider of a social good, but an aggressive instigator of service, and an overall mobility manager for the East Bay.~~ **AC Transit will serve as the overall mobility manager for the East Bay, acting as a provider of a social good. AC Transit will vigorously pursue opportunities to provide service for customers in the East Bay.**
3. AC Transit will develop a straightforward ~~and marketable~~ transit system, one that is easily understood by the public and **user-friendly**, and that runs frequently enough so that passengers do not need a schedule to use the system on a large part of the service. **Limited stop services will be implemented on the routes with the highest patronage, to decrease overall travel times.** ~~–AC Transit’s service network will provide for a multi-destinational system serving that serves all traffic generators throughout the East Bay, regardless of location.~~ **The densest portions of the service area will operate in a grid system, with route spacing of about 3,000 feet, or just over one half mile.**
4. ~~AC Transit will be the lead transportation agency as the central East Bay core cities increase density, leading to more demands for transit services. AC Transit will support these smart growth and in-fill efforts by designing routes and services to meet this new demand.~~
AC Transit will be the lead transportation agency for the cities of the Central East Bay, recognizing that as those cities increase in population density, there will be an increased demand for transit services. AC Transit will support smart growth and in-fill efforts, and will design routes and services to meet the new demand.
5. AC Transit will aggressively pursue transit priority and transit preferential measures, ~~at the most important locations~~ to improve street operation of the transit system, to decrease transit passenger travel times, to improve reliability, and to reduce overall system operating cost.
6. The transit system **should** ~~must~~ be seamless to the passenger regardless of the operator. Differences between operators in services, transfers and fares must not be a barrier to using the system for the rider.

7. The transit system route network will allow for modal conversions (for example, bus to rail; rail to boat; boat to bus, etc.) when and if those are appropriate, and the service planning effort **should** ~~must~~ complement the District's other planning work.
8. Transit service **should** ~~must~~ be prioritized to those areas with the greatest potential for transit use, **subject to Title VI compliance**, with **higher** ~~good~~-patronage **resulting in more frequent service** ~~rewarded by better service~~ and shorter passenger waits.

(New Section):

The following are the Guiding Principles for the design and allocation of transit service within Transbay Corridors:

1. AC Transit will provide and facilitate all-day Transbay bus services in areas that are not well served by, or distant from regional rail services.
2. AC Transit will provide or facilitate weekday peak period Transbay bus service in order to provide a supplement to rail services, where rail operations are approaching capacity.
3. AC Transit will provide a “many-to-one” service pattern from dense areas of the East Bay to downtown San Francisco, primarily developing a Transbay transit system that encourages walk access to transit, but may facilitate automobile park and ride access in low density areas and for Transbay transit access in the San Mateo and Dumbarton Bridge corridors.
4. Transbay Services will be funded from passenger fares and regional sources, most appropriately those revenue sources derived from users of the bridge corridors who benefit from decreased highway and bridge congestion. The District will support legislation to identify and implement these non-general fund sources.

(New Section):

The following are the Guiding Principles for the design and allocation of transit service in All-Nighter (Owl) Corridors:

1. All-Nighter services are part of a regional network, and the All-Nighter route network should conform to the existing regional network, including the regional rail system and the trunk bus network.
2. All-Nighter services will be funded from regional sources, most appropriately those revenue sources derived from users of the bridge corridors who benefit from decreased highway and bridge congestion and funding, ensuring access to employment. The District will support legislation to identify and implement these non-general fund sources.