

TO: Board of Directors

DATE: January 15, 2021

FROM: Rick Ramacier
General Manager

SUBJECT: Bay Area Transit Operator's
Update on Regional Transit
Coordination

Background

As you know, the Metropolitan Transportation Commission (MTC) has established the MTC Blue Ribbon Transit Recovery Task Force (BRTF) in response to the crisis public transit faces sparked by the Covid-19 pandemic. To this end, MTC Commission Chair, Scott Haggerty sent a letter to all of the transit board chairs last month. In this letter, he states that a future virtual meeting will be held with local transit board members regarding the work of the BRTF sometime in early 2021.

One of the BRTF objectives is to greatly improve the Bay Area's regional transit network and coordination. They are particularly looking to do so through the creation of a Transit Network Manager (TNM). The creation of a TNM is also a likely focal point of potential state legislation.

Since the creation of the regional Clipper Executive Board (CEB) in 2016. The General Managers of the larger transit systems - including County Connection as the smallest of the group - have been meeting weekly on an informal basis on various common issues. Since the start of the pandemic, these meetings often focus on working together and trading best practices for coping with the pandemic. Since the pandemic began, the smaller operators are now meeting once week as well – including County Connection as the largest of this group.

When the BRTF was seated this past summer, the operators also met weekly on the items being worked on by the BRTF. That has led to forming of a number of ad hoc groups that meet at least once a week. These are the planners, the CFOs, the HR directors, and the public relations folks. A number of joint Bay Area transit operator products have been developed. A few months ago, you adopted one of those products, the "Bay Area Healthy Transit Plan."

Attached is another joint product. This is the Bay Area General Manager/CEOs "Update on Regional Transit Coordination". This work product is to provide a unified report on the BRTF for Bay Area transit board members as well as lay out the General Manager's thoughts on the state of regional transit coordination, governance, and the concept of a TNM. These ideas can also be used when speaking with our legislative delegation about the TNM concept. All of the General Manager/CEOs have committed to present this work to their respective boards in January in advance of any meetings MTC may have with said transit boards about the BRTF.

Action Requested

No action is requested. Staff wishes to make a brief presentation at your January board meeting on this work. The MP&L Committee supported this idea at its meeting earlier this month. This will be done under the General Manager's report.



METROPOLITAN
TRANSPORTATION
COMMISSION

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December 24, 2020

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Mr. Keith Haydon, Jr
Chair, Board of Directors
Central Contra Costa Transit Authority
2477 Arnold Industrial Way
Concord, CA 94520-5327

RE: Blue Ribbon Transit Recovery Task Force

Dear Chair Haydon, Jr:

I wanted to provide you and your colleagues an update on the activities of the Blue Ribbon Transit Recovery Task Force (Task Force) convened by MTC as part of our action last spring to distribute the first phase of CARES Act funding to transit operators. After focusing initially on COVID-19 health and safety protocols and encouraging the adoption of common messaging that all of the region's transit operators could agree upon, the Task Force has now moved to the next critical stage—long-term recovery and transformation. The Task Force's vision of transit transformation is to:

Design, adequately invest in and effectively manage a public transit network that is equitable, inclusive, frequent, affordable, accessible, reliable; is integrated with unified service, fares, schedules, customer information and identity; and serves all Bay Area populations, resulting in increased transit ridership and reduced growth in vehicle miles traveled.

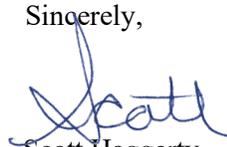
At its meeting on November 16, the Task Force adopted four specific goals and objectives for the Transformation Action Plan, attached. Goals 1 and 2 are foundational to the remainder of the plan: First, acknowledge the fiscal crisis facing operators and defer post-recovery service planning to allow agencies to prioritize difficult fiscal and service choices in the midst of increasing uncertainty. Second, prioritize equity. Third, identify near-term actions to implement network management & governance reforms, and fourth, identify how current MTC and state initiatives can help advance those reforms.

Notably, this effort is related to, but separate from, two other initiatives that MTC is working on with the Bay Area's transit operators of which you may also be aware: A Fare Coordination/Integration Study and a Transit Mapping and Wayfinding Project, both of which seek to improve the transit rider experience and encourage ridership as we recover from the pandemic. Work on those efforts is ongoing, with updates to the Task Force planned for January 2021.

The Task Force currently consists of 32 members, including California State Transportation Agency Secretary David Kim and, Assemblymember David Chiu, eight MTC Commissioners, nine transit agency general managers and 9 stakeholders representing various interests, including labor, business, social equity, and persons with disabilities. Knowing what a difficult time this is for your agency, we very much appreciate the time your staff are devoting to this effort.

MTC staff will schedule a virtual meeting for the region's transit agency board members early next year to provide an opportunity for you to learn more and ask questions. In the meantime, meetings of the Task Force are open to the public and held via Zoom. Prior meeting materials are available for review on MTC's website [here](#). The final Transformation Action Plan, anticipated to be completed in June 2021, will likely include legislative recommendations and Assemblymember Chiu has made it clear he is interested in authoring legislation on this subject. If you have questions or would like to request a presentation regarding the work of the Task Force work at a future board meeting, please contact Rebecca Long, MTC Manager of Government Relations at rlong@bayareametro.gov or 510-504-7914.

Sincerely,


Scott Haggerty
Chairman



cc: MTC Commissioner Jim Spering (Blue Ribbon Transit Recovery Task Force Chair)
Rick Ramacier, General Manager, Central Contra Costa Transit Authority

Update on Regional Transit Coordination

XXX Board of Directors

January X, 2021



Presentation Overview

1. Transit Coordination Today
2. Governance
3. Transit Network Management Concepts

Shared Goals for Bay Area Transit

- Restore and increase Bay Area **transit ridership**
- Improve **regional connections** and overall function of transit systems as an integrated regional network
- Improve the **rider experience**, creating a **world-class network** that is more understandable, reliable, frequent, effective, and easy to use
- Focus on **equity** to ensure that the region's transit network is accessible and affordable to all
- **Identify new revenues** to ensure that new regional integration strategies can be advanced without negatively impacting riders that depend on reliable local services

What we are
doing today:

Operator Framework

- **Regular Coordination:** weekly coordination involving multiple disciplines
- **Sharing Best Practices:**
 - Service planning and recovery strategies
 - Public outreach and approval processes for pandemic related service adjustments
 - Social distancing requirements
- **Service Principles:** Developing common service principles during the pandemic and into recovery
- **Regional Efforts:** Engaging with MTC-led regional efforts (i.e. Fare Integration, Mapping, Clipper START)
- **Long-Range Planning:** FASTER regional funding measure involved coordinated on long-range planning

Coordination Today:

Ongoing & Planned Efforts

Hold regular coordination meetings for upcoming schedule changes

Establish key regional hubs list and map

Conduct in-depth pilot case studies to improve connectivity at regional hubs

Utilize technology to visualize and better understand connections

Align service sign-up calendars to enable coordinated schedule changes

Examples:

- *Communication between BART and feeder transit agencies in advance of Spring 2021 service adjustments*
- *Minimized scheduled gaps between Caltrain & BART at the Millbrae Station*
- *SFMTA worked with SamTrans and GGBHTD to provide coverage in certain overlapping areas where SFMTA had to scale back service recently*

MTC Blue
Ribbon Transit
Recovery Task
Force
(BTRTF):
Transformation
Action Plan

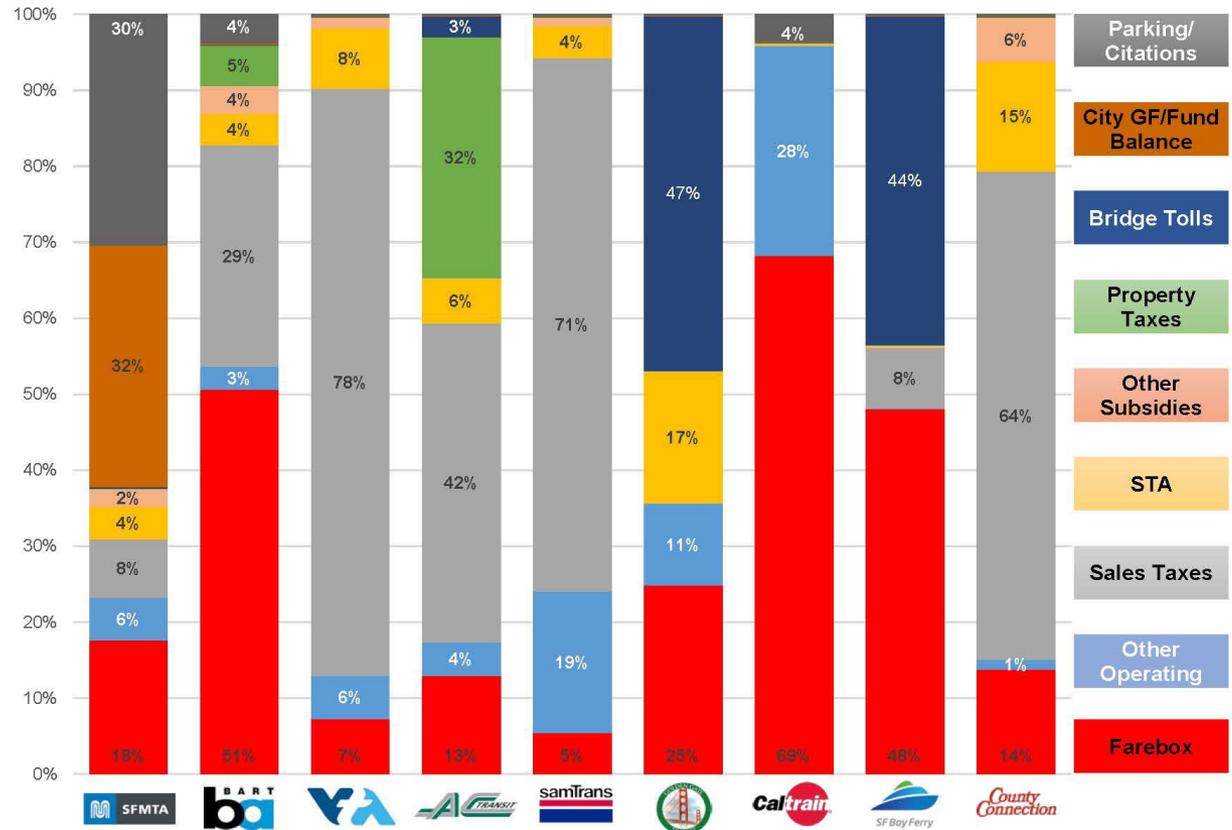
- Task Force Adopted 4 Goals
 1. Recognize Critical Recovery Challenges Facing Transit Agencies
 2. Advance Equity
 3. **Identify near-term actions to implement beneficial long-term Network Management & Governance reforms**
 4. Integrate current MTC and state transit initiatives with Network Management & Governance reforms
- Next Steps:
 - Define Problem Statement & Develop Network Management Concept Alternatives: January/February
 - Spot bill introduced by Assembly Member Chiu: January
 - Legislative Proposal Developed: Spring/Summer
 - Content of Transformation Action Plan anticipated to inform legislation: June
 - Deadline for bill to pass Legislature for 2022 enactment: September 10

Existing Governance & Local Authority

- Transit Agency Authority Varies by Agency but Typically:
 - Accountable to boards to deliver transit operations and capital projects as defined in enabling legislation and/or funding measures
 - Sets fares, budgets, levels of service, schedules, etc.
 - Eligible recipient of funding from various local/county, regional, state, and federal sources
 - Transit funding throughout region is often tied to specific jurisdictions with specific requirements
 - Specific to BART:
 - BART District created by State Legislation
 - May place funding measures on the ballot for authorization by residents of the District
- MTC Authority Related to Transit Coordination
 - Long history of legislation granting MTC transit coordination authority (dating to 1970s)
 - MTC Resolution 3866 (last updated in 2015)
 - Contains requirements related to Transit Coordination, Fare and Schedule Coordination, and Regional Transit Information
 - Allows MTC to identify, recommend, establish and coordinate transit connectivity improvements, requirements and performance standards –and condition regional discretionary funds based on compliance
 - MTC may exert influence by withholding funding; however, doing so may work against the purposes of advancing coordination and providing better service

Existing Funding Streams: Selected Comparison of Revenues

- Funding streams/sources vary substantially by agency, are locally relevant, and can come with restrictions on their use



FY19-20 Adopted Budgets – Revenue Share Comparisons

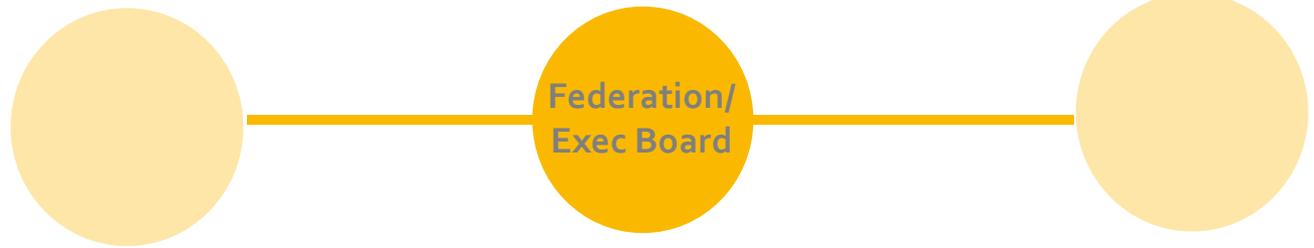
Network Management and Governance Decision-Making Authority Spectrum



Decision Areas: Service/Schedules | Fares | Branding | Funding

Critical Questions:

- As the Task Force and Draft Legislation Advance, what is the preferred balance of decision-making authority?
- What new funding will be identified to achieve a successful transformation?



Transit Network Management Federation/ Exec Board Concept:

Authority & Governance

- **Draft Concept** under development by Transit Operators for discussion
- **Formalizes unprecedented coordination** happening now
- Retains individual **agency control** and board **accountability**
- Recognizes **financial realities**
- Identifies **near-term priority action items**
- Ensures **public accountability & engagement**, such as Creation of a Policy Advisory Committee
- Suggests ideas for **membership** composition, including a subset of small & large operator general managers and MTC's Executive Director

Transit Network Management:

Key Opportunities and Challenges

Opportunities

- Improved **regional coordination**
- Potential to improve **customer experience**, particularly related to travel on multiple systems
- Potential for improved **efficiency**
- **Transit priority** for improved reliability, frequency, and travel time savings
- Develop a **business case** for transformation that is both impactful and achievable

Challenges

- Additional **funding** to support efforts not identified
- Loss of **local control and accountability**
- **Fares** are integral to complex funding structures unique to each locality and agency
- Tradeoffs between **regional and local** service – investment in regional service without negative impacts to local service
- Brand recognition is linked to **accountability and voter support**
- Quantifying **customer benefits**

County Connection

Local Transit Service

County Connection provides vital local transit service for communities in Central Contra Costa County.

Our Riders

Compared to Central Contra Costa County residents, our riders are:

4.4X more likely to have no car

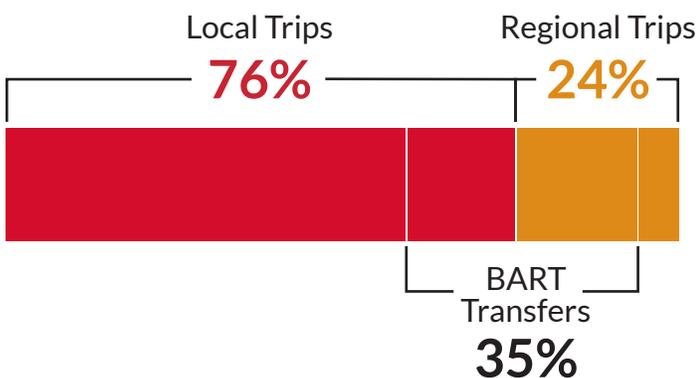
3.8X more likely to be in a 3+ worker household

3.0X more likely to earn less than \$50,000/year

2.7X more likely to be ages 18-24

Local vs. Regional Trips

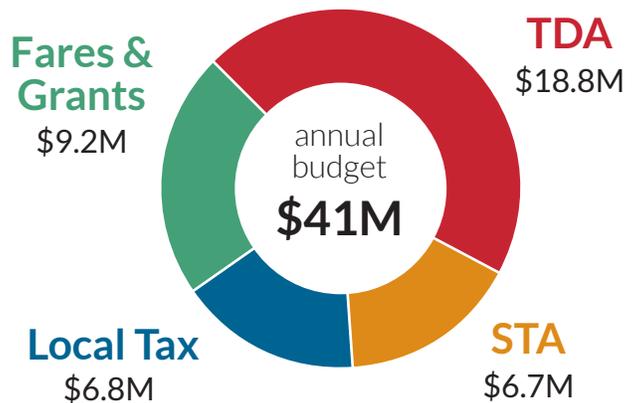
While most routes serve a BART station, most of our riders (76%) are making local trips within Central Contra Costa.



Also, while 35% of our riders transfer between our buses and BART, roughly half of them stay within Central Contra Costa.

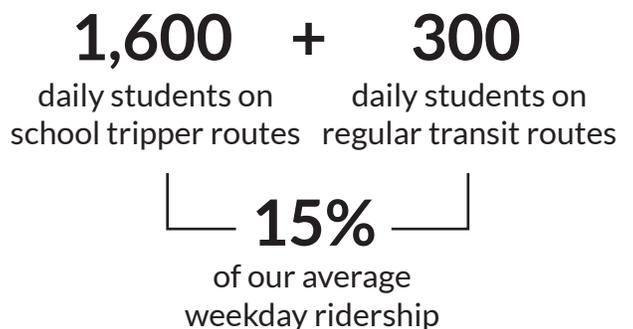
Funding

MTC manages over 60% of all operating funds available to County Connection (TDA & STA)



Transit to Schools

County Connection provides service that takes students to and from school



Up to **30** of 83 vehicles in peak service are used to operate school trippers

