



# Update on Regional Transit Coordination: ▶ Transit Network Management

BART Board of Directors

February 26, 2021

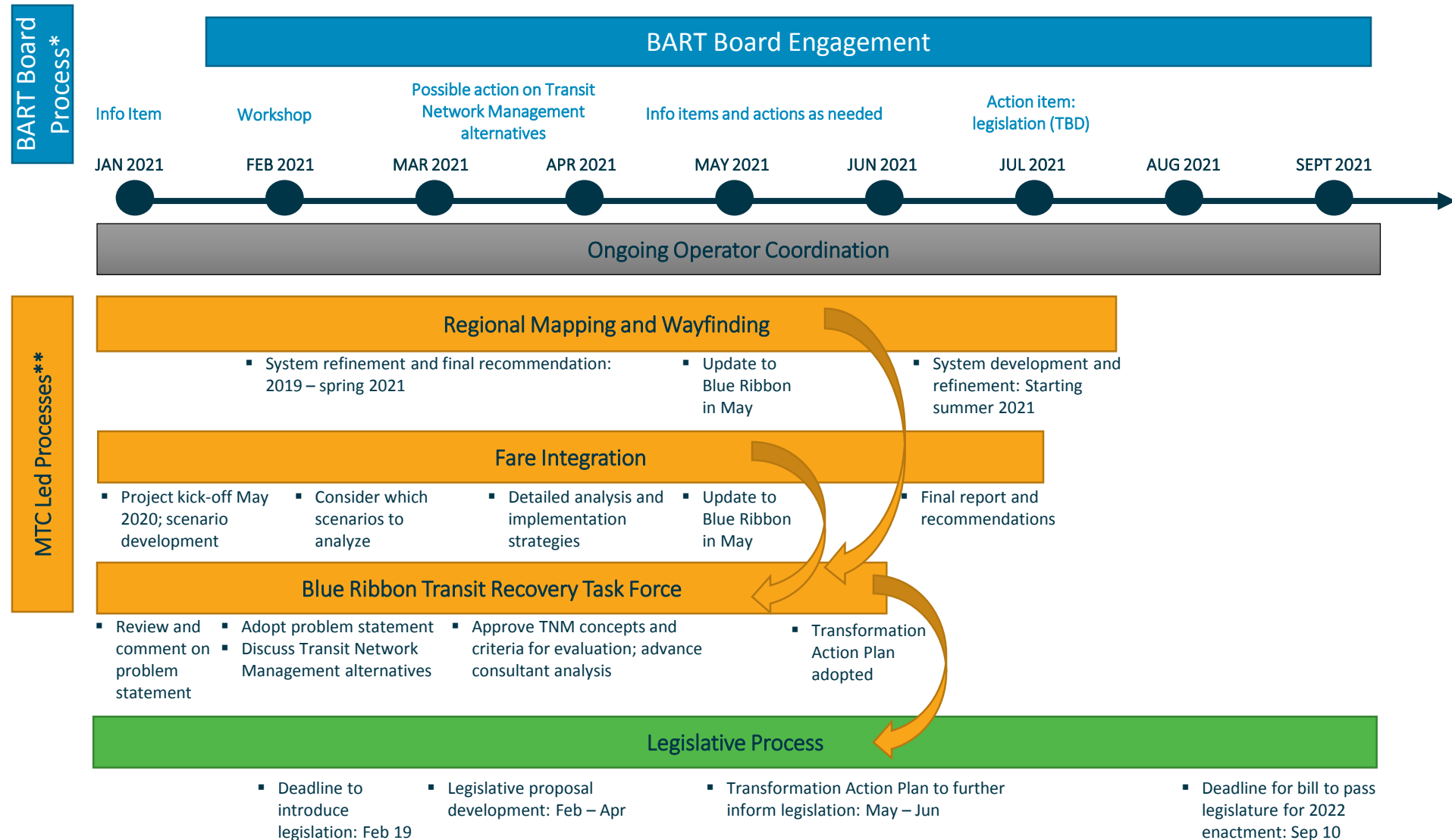


# Presentation Overview

1. Regional Coordination Overview and Background
2. Update on Key Regional Coordination Processes
  - Blue Ribbon Transit Recovery Task Force Process
  - Fare Integration Update
3. Discussion



# Regional Coordination Efforts: Multi-layered Process



\* The BART Board Adopted the Seamless Principles (Nov 2020)

\*\* MTC is also leading Bridge Forward, which includes **transit priority** projects and Safe & Seamless Mobility Quick-Strike Program

# Seamless Transit Principles

- In Nov 2020, BART became the first transit agency to endorse the Seamless Transit Principles
- They are focused on building a more integrated, efficient, and rider-friendly transit system



1. Run all Bay Area transit as one easy-to-use system



2. Put riders first



3. Make public transit equitable and accessible to all



4. Align transit prices and passes to be simple, fair, and affordable



5. Connect effortlessly with other sustainable transportation



6. Plan communities and transportation together



7. Prioritize reforms to create a seamless network

# State Legislation Anticipated

- Background

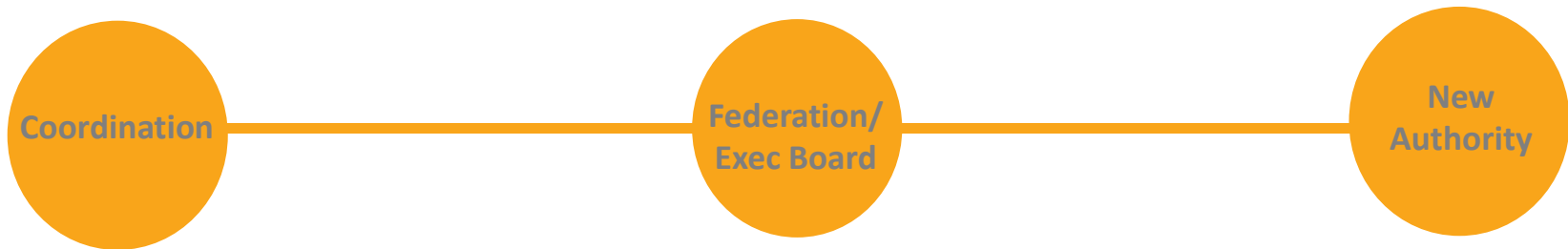
- State Assembly Member Chiu introduced AB 2057 in early 2020, sponsored by Seamless Bay Area
- Bill was tabled in Apr 2020 due to COVID (condensed legislative calendar and direction from leadership to limit bills under consideration)

- Anticipated Legislation

- Assembly Member Chiu plans to author new bill to implement task force recommendations
- Timeline
  - Deadline to introduce legislation Feb 19
  - Feb – Apr: Spot bill introduced and legislative proposal development
  - Feb – Jun: MTC Transformation Action Plan
  - Sep 10: Deadline for bill to pass Legislature for 2022 enactment
- Legislation will be brought to the Board for consideration

# Network Management and Governance

## Decision-Making Authority Spectrum



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

### Questions

- **Authority:** What is the preferred balance of decision-making authority?
- **Funding:** What funding is identified for successful transformation?
- **Consolidation:** Should agency mergers or consolidation be considered?

# MTC Blue Ribbon Process Update

## Transit Network Management Alternatives Possible Roles & Responsibilities (local versus regional authority)

### • Customer Facing

- Fare policy and collection
- Network design, planning and coordination
- Service coordination
- Branding and wayfinding
- Station hub design review
- Technology and mobile standards
- Marketing and public information services
- Paratransit coordination
- Advance bus transit priority
- Micro-mobility integration

### • Administrative/ Institutional

- Strategic goals and standards
- Procurement and contracting
- Capital project prioritization
- Mega-project delivery and oversight
- Emergency coordination
- Data collection and coordination
- Program eligibility verifier
- Performance management
- Financial assessment and advocacy

### Questions

- Which topics are critical for BART to retain decision-making authority?
- What scope items are the highest priority or present the most potential benefits?
- Which topics Most clearly benefit from a regional decision-making authority?



# MTC Blue Ribbon Process Update

**Transit Network Management Alternatives: Key topics illustrate the complexity of defining roles and responsibilities**

| Topic  | Initial Considerations   |
|--|--|
| <b>Network Design, Planning and Service Coordination</b> | <ul style="list-style-type: none"><li>• Efficiency and improved customer experience</li><li>• Balance regional and local considerations</li><li>• Service flexibility</li><li>• Funding adequacy and assurance</li><li>• Labor considerations</li><li>• Equity considerations and Title VI analysis</li></ul>  |
| <b>Branding and Wayfinding</b>                           | <ul style="list-style-type: none"><li>• Improved customer experience</li><li>• Current effort underway by MTC</li><li>• Identity related to accountability voter support</li><li>• Funding adequacy and assurance</li></ul>  |
| <b>Procurement and Contracting</b>                       | <ul style="list-style-type: none"><li>• Benefit may vary by discipline/ item</li><li>• Various small business and DBE goals/ requirements</li></ul>  |
| <b>Fare Policy and Collection</b>                        | <ul style="list-style-type: none"><li>• Fare collection: Currently coordinated via Clipper and the Clipper Executive Board</li><li>• Potential implications for agency budgets/ need for subsidy</li><li>• Equity considerations and Title VI analysis</li><li>• Fare integration study illustrates the complexity of the possible issues related to fare policy</li></ul> |



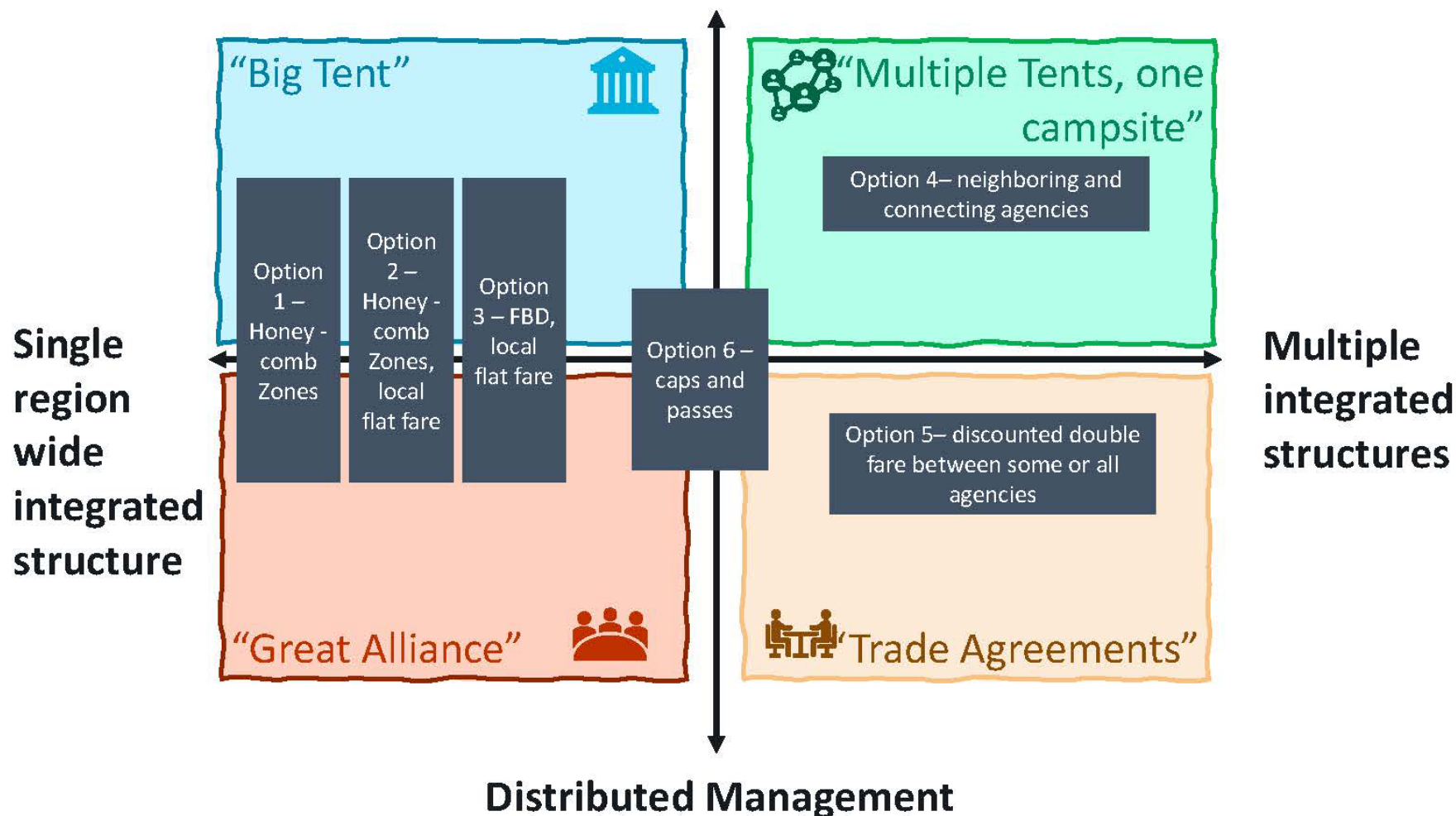
# Recent Fare Policy Coordination

1. Clipper Card Migration
2. Youth/Senior Fare Discount Alignment
3. Clipper START (Means Based Fare Pilot)



# Fare Integration Study: Policy Options Short List

Managed by a single entity



# Next Steps – MTC Processes

- MTC Blue Ribbon Transit Recovery Task Force (tentative)
  - February
    - Adopt problem statement, review, and discuss
    - Transit Network Management Alternative
  - March – May
    - Approve Transit Network Management concepts and criteria for evaluation
    - Sonoma County Transportation Authority – service consolidation and governance options
    - CalSTA presentation on State initiatives benefitting Network Management
    - Consultant evaluation of Network Management Concept Alternatives
  - June
    - Transformation Action Plan adopted
  - Business Case (timing TBD)
- Fare Integration Study
  - Final Report and Recommendations summer 2021

# BART Board Discussion

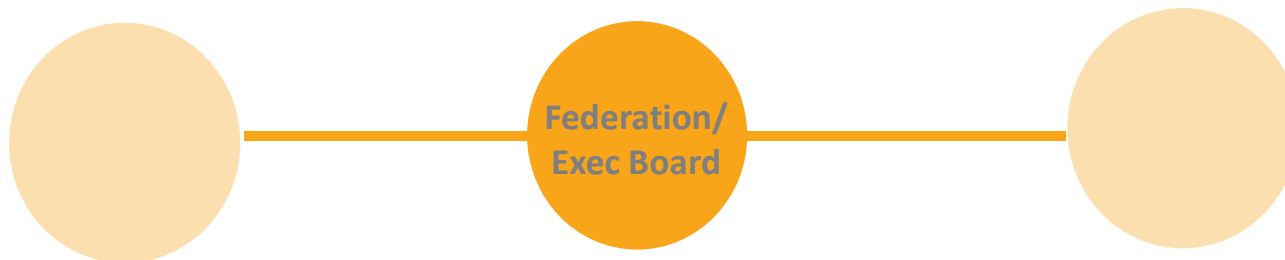
- What is the preferred **balance** of decision-making authority?
- Which network management roles/responsibilities:
  - Are critical for BART to retain **decision-making authority**?
  - Are the highest priority or present the most **potential benefits**?
  - Most clearly benefit from a **regional decision-making** authority?
- What is the **Business Case** for a Transit Network Manager?
- How does the Board want to lead on this?

# Supporting Slides



# Transit Network Management: Federation/ Exec Board Concept

- **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



# Fare Integration Study: Policy Options Short List

| Short List                                      | Overall Policy Changes  |
|---|---|
| <b>1. Honeycomb Zones</b>                       | <ul style="list-style-type: none"> <li>• All modes use one fare structure - zones</li> </ul>  |
| <b>2. Honeycomb Zones, local flat fare</b>      | <ul style="list-style-type: none"> <li>• Local services (to be defined) would use a 'free transfer' flat fare</li> <li>• Higher order service (to be defined) would use zones</li> </ul>  |
| <b>3. Fare by Distance, local flat Fare</b>     | <ul style="list-style-type: none"> <li>• Local services (to be defined) would use a 'free transfer' flat fare</li> <li>• Higher order service (to be defined) would use FBD</li> </ul>  |
| <b>4. Neighboring &amp; Connecting Agencies</b> | <ul style="list-style-type: none"> <li>• Logical agency pairs are identified and specific fare policies will be developed with an emphasis on:               <ul style="list-style-type: none"> <li>• Integrating higher order agencies where logical (example: aligning Caltrain and BART fares)</li> <li>• Reducing double fares for connecting services to higher order</li> <li>• Reducing double fares between neighboring local services</li> </ul> </li> </ul> |
| <b>5. Discounted Double fares</b>               | <ul style="list-style-type: none"> <li>• Reducing double fares between individual agency pairs only</li> </ul>  |
| <b>6. Caps &amp; Passes</b>                     | <ul style="list-style-type: none"> <li>• Setting up passes or caps at a multi agency or regional level</li> </ul>   |





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