

Meeting Agenda

Blue Ribbon Transit Recovery Task Force

Thursday, June 10, 2021

4:05 PM

Board Room - 1st Floor (REMOTE)

*****Special BTRTF Meeting with Large Transit Operators Board Members*****

The Blue Ribbon Transit Recovery Task Force will meet on Thursday June 10 , 2021 at 4:05 p.m., in the Bay Area Metro Center (Remotely). In light of Governor Newsom's State of Emergency declaration regarding the COVID-19 outbreak and in accordance with Executive Order N-29-20 issued by Governor Newsom on March 17, 2020 and the Guidance for Gatherings issued by the California Department of Public Health, the meeting will be conducted via webcast, teleconference, and Zoom for Task Force members who will participate in the meeting from individual remote locations.

A Zoom panelist link for meeting participants will be sent separately to Task Force members.

The meeting webcast will be available at <http://mtc.ca.gov/whats-happening/meetings>
Members of the public are encouraged to participate remotely via Zoom at the following link or phone number. Task Force Members and members of the public participating by Zoom wishing to speak should use the "raise hand" feature or dial *9. In order to get the full Zoom experience, please make sure your application is up to date.

Attendee Link: <https://bayareametro.zoom.us/j/82947614797>

Join by Telephone: 888 788 0099 (Toll Free) or 877 853 5247 (Toll Free)

Webinar ID: 829 4761 4797

International numbers available: <https://bayareametro.zoom.us/j/kc4wn0T96p>

Detailed instructions on participating via Zoom are available at:

<https://mtc.ca.gov/how-provide-public-comment-board-meeting-zoom>.

Members of the public may participate by phone or Zoom or may submit comments by email at info@bayareametro.gov by 5:00 p.m. the day before the scheduled meeting date. Please include the committee or board meeting name and agenda item number in the subject line. Due to the current circumstances there may be limited opportunity to address comments during the meeting. All comments received will be submitted into the record.

Large Transit Operators invited to this Meeting:

*San Francisco Municipal Transportation Agency (SFMTA)
Bay Area Rapid Transit District (BART)
Alameda-Contra Costa Transit District (AC Transit)
Santa Clara Valley Transportation Authority (VTA)
Peninsula Corridor Joint Powers Board (Caltrain)
San Mateo County Transit District (Samtrans)
Golden Gate Bridge, Highway & Transportation District (Golden Gate Transit & Golden Gate Ferry)*

1. Rollcall/Confirm Quorum

2. Chair Comments

Blue Ribbon Transit Recovery Task Force Chair and Commissioner Jim Spering

3. Presentation on Blue Ribbon Transit Recovery Task Force

- *Polling results of Bay Area residents*
- *Update on BRTTF's Network Management Discussion*
- *Transformation Action Plan and Next Steps*
- *Discussion*

[21-0862](#)

Presentation on Blue Ribbon Transit Recovery Task Force

Action:

Information

Presenter:

Commissioner Jim Spering and Executive Director Therese W. McMillan,
MTC

Attachments:

[Memo](#)
[Presentation](#)

4. Public Comments / Other Business

5. Closing Remarks

Blue Ribbon Transit Recovery Task Force Chair and Commissioner Jim Spering

6. Adjournment

Public Comment: The public is encouraged to comment on agenda items at Committee meetings by completing a request-to-speak card (available from staff) and passing it to the Committee secretary. Public comment may be limited by any of the procedures set forth in Section 3.09 of MTC's Procedures Manual (Resolution No. 1058, Revised) if, in the chair's judgment, it is necessary to maintain the orderly flow of business.

Meeting Conduct: If this meeting is willfully interrupted or disrupted by one or more persons rendering orderly conduct of the meeting unfeasible, the Chair may order the removal of individuals who are willfully disrupting the meeting. Such individuals may be arrested. If order cannot be restored by such removal, the members of the Committee may direct that the meeting room be cleared (except for representatives of the press or other news media not participating in the disturbance), and the session may continue.

Record of Meeting: Committee meetings are recorded. Copies of recordings are available at a nominal charge, or recordings may be listened to at MTC offices by appointment. Audiocasts are maintained on MTC's Web site (mtc.ca.gov) for public review for at least one year.

Accessibility and Title VI: MTC provides services/accommodations upon request to persons with disabilities and individuals who are limited-English proficient who wish to address Commission matters. For accommodations or translations assistance, please call 415.778.6757 or 415.778.6769 for TDD/TTY. We require three working days' notice to accommodate your request.

可及性和法令第六章: MTC 根據要求向希望來委員會討論有關事宜的殘疾人士及英語有限者提供服務/方便。需要便利設施或翻譯協助者, 請致電 415.778.6757 或 415.778.6769 TDD / TTY。我們要求您在三個工作日前告知, 以滿足您的要求。

Acceso y el Titulo VI: La MTC puede proveer asistencia/facilitar la comunicación a las personas discapacitadas y los individuos con conocimiento limitado del inglés quienes quieran dirigirse a la Comisión. Para solicitar asistencia, por favor llame al número 415.778.6757 o al 415.778.6769 para TDD/TTY. Requerimos que solicite asistencia con tres días hábiles de anticipación para poderle proveer asistencia.

Attachments are sent to Committee members, key staff and others as appropriate. Copies will be available at the meeting.

All items on the agenda are subject to action and/or change by the Committee. Actions recommended by staff are subject to change by the Committee.

Metropolitan Transportation Commission

Legislation Details (With Text)

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Title: Presentation on Blue Ribbon Transit Recovery Task Force

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Indexes:

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Attachments: [Memo](#)
[Presentation](#)

Date	Ver.	Action By	Action	Result
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Subject:
Presentation on Blue Ribbon Transit Recovery Task Force

Presenter:
Commissioner Jim Spering and Executive Director Therese W. McMillan, MTC

Recommended Action:
Information

Attachments:

**TRANSIT RECOVERY
TASK FORCE**

TO: Blue Ribbon Transit Recovery Task Force & Board Members
of Large Transit Operators

DATE: June 7, 2021

FR: Jim Spering, Chair & Therese W. McMillan, MTC/ABAG Executive
Director

RE: Update on Blue Ribbon Transit Recovery Task Force

We are looking forward to updating you on the work of the Blue Ribbon Transit Recovery Task Force, which is wrapping up its work next month with the adoption of a Transformation Action Plan. We greatly appreciate the energy that your general managers and staff have invested in this effort to date. The Task Force has made significant progress over the last four months in identifying the topic areas that should be evaluated for consideration as topics that would be handled on a “network management” basis, as well as prioritizing near-term actions for implementation that could provide tangible benefits to riders. The Task Force will not be recommending a specific governance model for “network management,” but a consultant has been hired to develop evaluation criteria and use those to evaluate network management options that have been informed by input of the transit operators, MTC and others.

Polling Shows Strong Support for Creating a More Integrated Bay Area Transit System As part of the Return to Transit marketing campaign that MTC is developing in partnership with transit operator marketing staff, MTC commissioned a randomized poll to understand Bay Area residents’ perceptions of transit, including current riders, pre-pandemic riders and nonriders. The poll found that everyone – both riders and nonriders – values a reliable, frequent and safe transit system in the Bay Area. At the same time, they were not satisfied with public transit prior to the pandemic and they believe now is a good time for change. Reliability, frequency, ease of use, and personal safety on board were all viewed as inadequate. When asked about their support for reforms to coordinate all of the public transit systems in the Bay Area to operate as one seamless, multimodal transit system, support was overwhelmingly positive by riders and non-riders at 89 percent overall. Findings were presented to the Blue Ribbon Transit Recovery Task on May 24 (see [Agenda Item 6](#)) and a special meeting to explore the polling in detail was held on May 27 and can be viewed [here](#).

Assemblymember Chiu’s Legislation Not Advancing in 2021 As you are likely aware, AB 629 (Chiu), the Seamless and Resilient Bay Area Transit Act, is now a two-year bill that will be on hold until next January. This deferral will enable the bill to be better informed by the Transformation Action Plan, the Fare Coordination and Integration Study which will be adopted this fall, and the business case analysis, which will be conducted over the fall and into 2022. The purpose of the business case is to explore costs, risks and variants in more detail based on any recommended alternatives or next steps emerging from the Task Force in July.

Strong Federal Support for Transit While the pandemic decimated transit ridership, resulting in a massive loss of fare revenue especially for agencies with a high fare-box ratio, Congress recognized the critical role that public transit plays in our communities and invested almost \$4 billion in extra federal funding in the Bay Area alone. These funds have helped sustain the Bay Area's transit workforce and the service that so many residents continue to rely upon. We are hopeful that public transit will continue to receive significant new investment, either in the form of a federal Infrastructure Plan and/or the renewal of the surface transportation program (FAST Act), which Congress is beginning to debate, and which expires September 30, 2021. As we did for the COVID-relief proposals, MTC continues to be actively engaged in these efforts, advocating for increases in the transit programs that provide the maximum level of funding to the Bay Area.

State Budget Also Likely to Increase Transit Funding We are fortunate that despite the state's economic challenges during the pandemic, the State of California's budget coffers are flush with a \$38 billion surplus and Governor Newsom and legislative leaders are poised to invest an additional \$1 billion in the Transit and Intercity Rail Capital Program as well as \$500 million in railroad grade separations and potentially \$100 million or more for zero emission buses and charging infrastructure. In addition, we estimate that State Transit Assistance (STA) will provide an additional \$32 million in revenue-based funds and \$11.7 million in population-based funds to the Bay Area above the February 2021 estimates and FY 2020-21 levels due to higher diesel prices (the sole funding source for STA) than originally forecast.

Restoration and Growth in Transit Ridership Remains Key to Long-Term Success While the funds described above will enable the Bay Area's transit system to avoid a fiscal, workforce, and service crisis in the near term, to be financially sustainable over the long-run—and to provide the societal benefits that help maintain strong public and political support for transit—we must not just **restore, but also grow transit ridership**. This will require delivering enhancements to the customer experience that provide riders a more convenient, frequent, and reliable system. MTC recognizes that to provide a fully integrated transit system that can attract a far greater share of daily trips—consistent with the goals of Plan Bay Area 2050—additional investment in both capital and operating funding will be needed. Moreover, the most likely source of a substantial infusion of new, ongoing dedicated transit funding will be at the ballot box. As you know, winning a two-thirds ballot measure is not easy. To succeed, we will be in a much stronger position if we can point to recent, meaningful successes and a clear commitment to deliver a more rider-focused, coordinated, and integrated transit system across the Bay Area for decades to come.

We are hopeful that the final Transformation Action Plan adopted by the Task Force next month will include clear, actionable recommendations on next steps. The ongoing Fare Coordination and Integration Study, the Mapping and Wayfinding Study, and Bus Transit Priority are current initiatives that have been identified as offering the greatest opportunity in the near-term (1-5 years) and we anticipate that the Task Force will include recommendations related to their implementation. We also believe that moving to a “network management” approach where key decisions affecting Bay Area riders are made in an integrated manner will be critical to achieving our ambitious transit ridership goals. We look forward to your agencies' continued engagement in the business case starting this summer to provide greater clarity and direction on this key topic. In closing, we would like to thank you for your continued partnership, and we look forward to your active participation during the meeting.



BLUE RIBBON

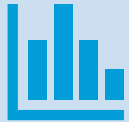


TRANSIT RECOVERY
TASK FORCE

UPDATE ON BLUE RIBBON TRANSIT RECOVERY TASK FORCE

Therese W. McMillan
MTC Executive Director

PRESENTATION OVERVIEW



Polling results of Bay Area residents



Update on Blue Ribbon Transit Recovery Task Force's Network Management Discussion



Transformation Action Plan and Next Steps

Public Opinion Survey & Focus Groups Conducted

Randomized Poll by EMC Research

- Random survey of Bay Area residents across nine-counties, April 15 – 21, 2021
- 1,000 total interviews, margin of error ± 3.1 percentage points
- Mixed-mode methodology: phone (landlines and cell phones), text and email invites to on-line option
- English, Chinese, Spanish, and Vietnamese

▶ Community Focus Groups

- Five transit rider focus groups that included 23 participants
- One in Spanish, one in Cantonese, two in English, one with persons with disabilities

Focus Groups and Poll Findings: Transit is Valued

Most Bay Area residents (87%) believe public transit is important to the Bay Area.

Everyone – both riders and nonriders – values a reliable, frequent and safe transit for the Bay Area.



Focus Groups and Poll Findings: What We Had Was Not Good Enough

BLUE RIBBON



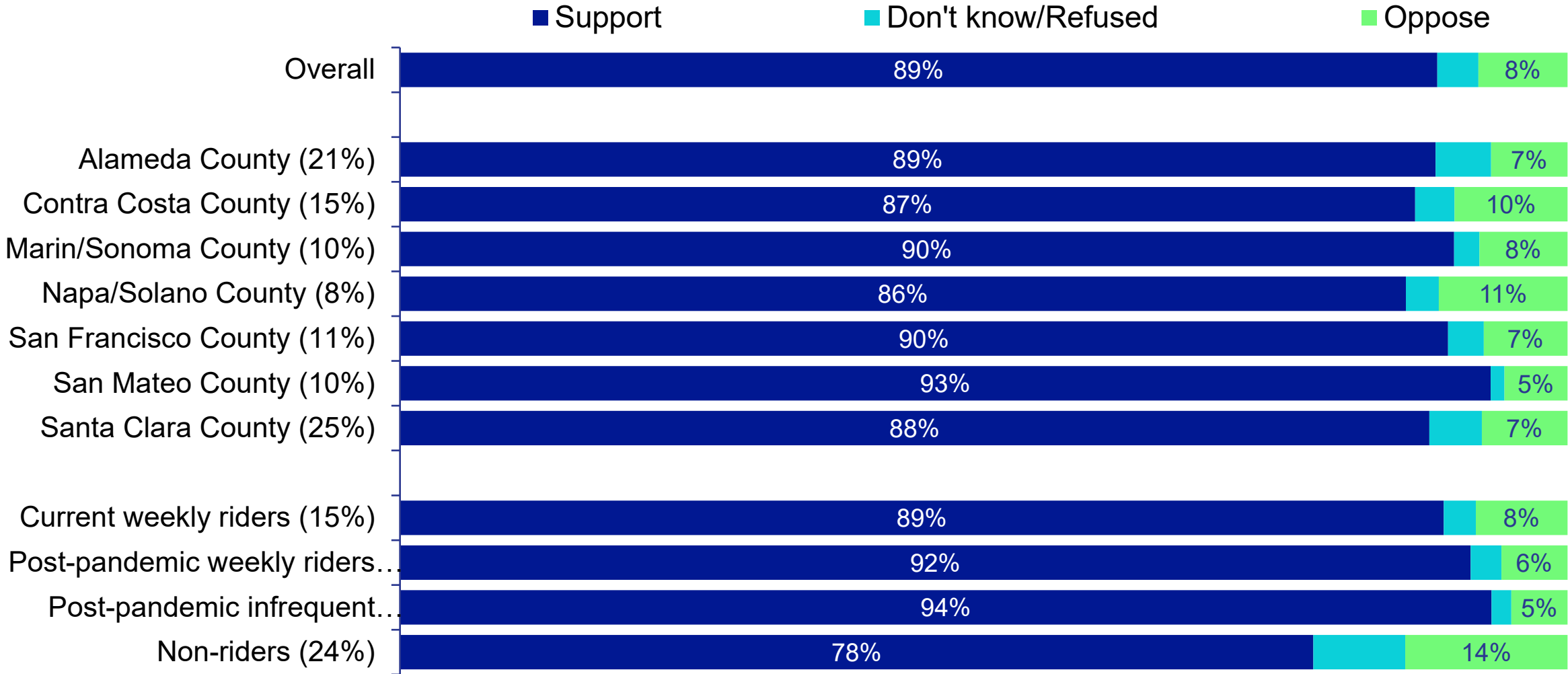
TRANSIT RECOVERY
TASK FORCE

Bay Area residents, both transit riders and not, were not satisfied with public transit prior to the pandemic, and **they demand better and encourage that now is the time to act.**

Reliability, frequency, ease of use, and personal safety on board are all viewed as inadequate.



Poll Finds Strong Support Across Bay Area for Seamless Legislation



Community Focus Group Findings

- ▶ Participants enthusiastic about a more **integrated transit system**
- ▶ **Fare integration**, especially a standardized pass, among most compelling features
- ▶ **Better connections** between operators seen as enabling easier travel as well as improving access from outlying areas to key regional systems
- ▶ Centralized **real-time transit** information another popular feature, especially on systems where wait times (headways) are long
- ▶ Most wanted improvements **beyond restored service levels**, even though many had been impacted by service reductions
- ▶ A better functioning transit system seen as critical for **everyone** in the Bay Area, not just transit riders
- ▶ Some concern that improvements might focus on gaining new riders at expense of transit dependent, but most felt better **integration would benefit everyone**

Poll: Specific Findings

BLUE RIBBON



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Everyone wants the same things:

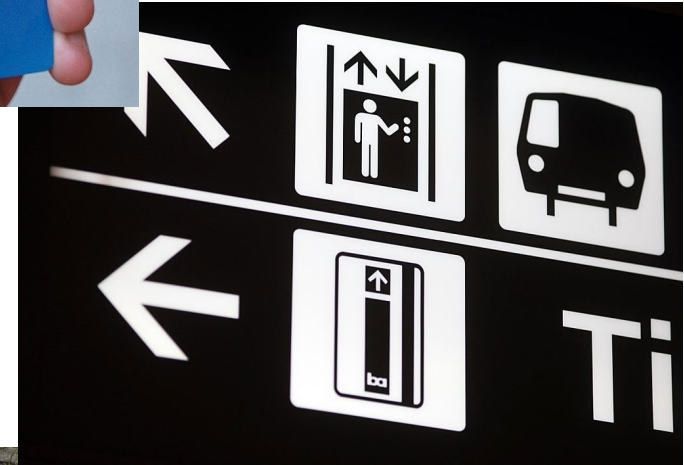
- ▶ 92% find real-time information on wait times and vehicle locations important
- ▶ 91% - 93% find better transit for dependent populations important
- ▶ 91% find more direct service, fewer transfers, and shorter wait times important
- ▶ 88% find a regional network that can set fares, align routes and schedules, and standardize information important



Poll: Specific Findings

Everyone wants the same things:

- ▶ 92% find easy to use and uniform maps and signage important
- ▶ 90% find a single mobile app for planning, schedules, and information important
- ▶ 89% find a single set of fares, passes, discounts, and transfer policies important
- ▶ 80% find dedicated travel lanes along key transit routes for buses and carpools important



NETWORK MANAGEMENT ROLES AND RESPONSIBILITIES

- The Task Force has worked over the last four months in refining a priority list of items for a consultant to evaluate as priority **roles and responsibilities** to be evaluated by a consultant.
- In April, MTC hired a consultant team led by Via Architecture to conduct an initial evaluation between May and July.
- They will be evaluating the roles and responsibilities adopted by the Task Force against potential Network Management models and evaluation criteria.
- An Ad Hoc workshop will be held on June 16 to discuss criteria for evaluation and possible network management alternatives
- Findings will be completed by the final Task Force meeting on **July 26**.
- A business case will commence in the fall to further explore and evaluate Task Force recommendations relative to cost, schedule and authority to implement.

NETWORK MANAGEMENT: NEAR-TERM PRIORITY ROLES & RESPONSIBILITIES FOR EVALUATION

OUTCOMES

ROLES & RESPONSIBILITIES

Coordinated, equitable fares and simpler payment options that attract more riders	Fare Integration Policy
Reliable, integrated, customer-focused transit network with coordinated routes, service, schedules, and long-term planning	Bus Transit Priority
	Connected Network Planning
	Station Hub Design Review
	Data Collection and Coordination
	Capital Project Prioritization
Customer Information that attracts more riders due to convenience, uniformity, and real-time accuracy	Branding, Mapping and Wayfinding
	Marketing / Public Information
	Technology and Mobile Standards (Real Time Info)
Equitably distributed community transit services that are efficiently and cost effectively administered to maximize customer benefits	Accessible Services (including Paratransit)
	Centralized Program Eligibility Verification
Transit Network Management reforms resulting in efficient, customer-focused policies and operation	Bus Network Management Reform
	Rail Network Management Reform
	Mega-project Delivery and Oversight
Increased cost-effectiveness and public transit funding at all levels of government	Funding Advocacy

Legend

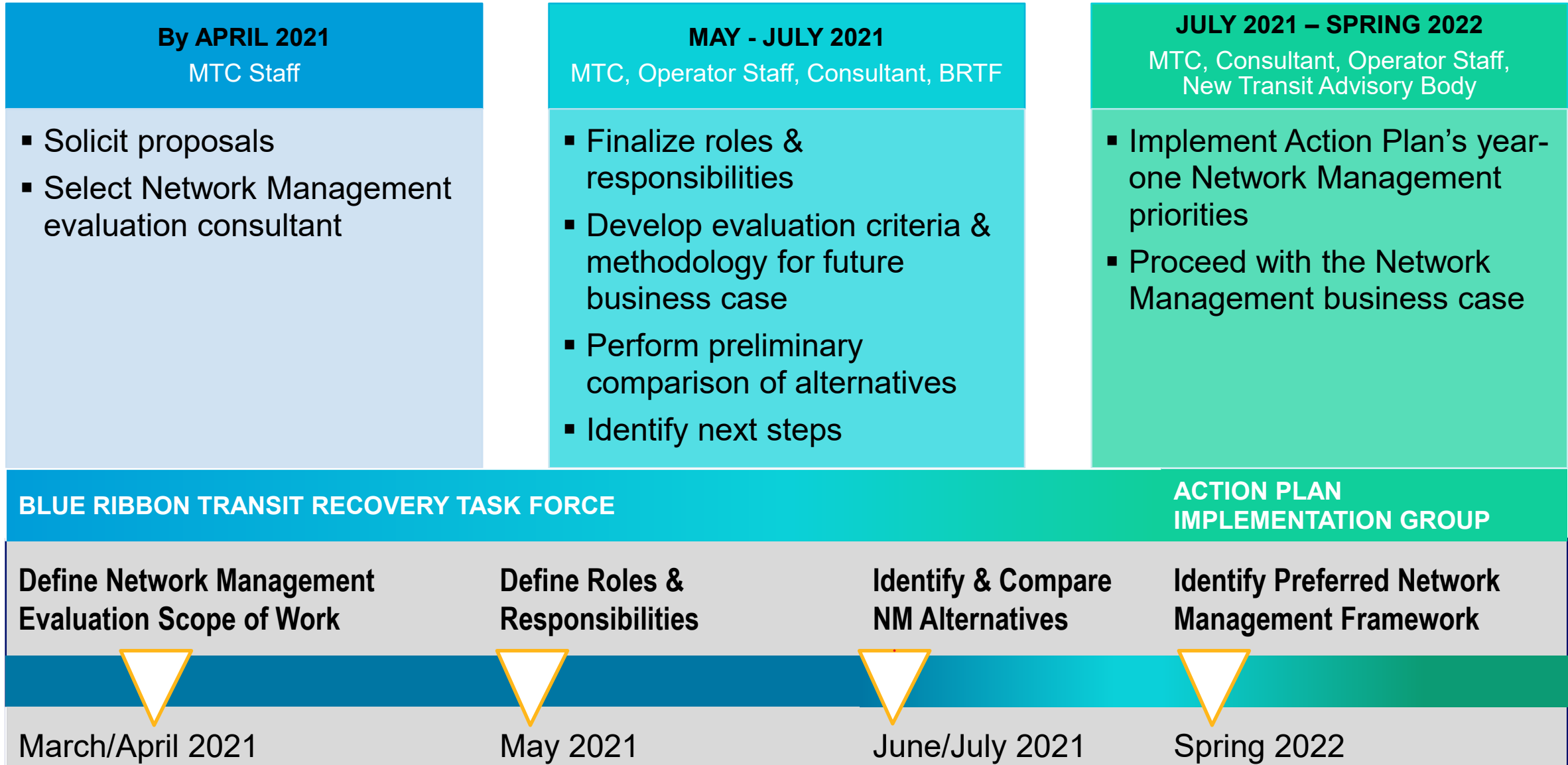


Near-term priority to be considered in Network Management Alternatives analysis



May be evaluated by consultant but not a near-term network management priority

NETWORK MANAGEMENT: EVALUATION PROCESS & TIMELINE



TRANSFORMATION ACTION PLAN PROPOSED NEXT STEPS

Fare Coordination and Integration Study

1. Receive specific fare recommendations from the Fare Coordination and Integration Study (FCIS) and Fare Integration Task Force
2. Endorse and support early areas of focus/action as defined by the FCIS and the Fare Integration Task Force
3. Support the designation of an advisory body to guide the implementation of the FCIS recommendations
4. Review and determine the authority necessary to ensure timely implementation



TRANSFORMATION ACTION PLAN PROPOSED NEXT STEPS

Regional Transit Mapping and Wayfinding

1. Support development of regional mapping and wayfinding standards based on business case recommendation
2. Support development of regional mapping data and systems
3. Support pursuing subregional pilots and phased regional roll-out



TRANSFORMATION ACTION PLAN PROPOSED NEXT STEPS

Bus Transit Priority

1. Freeway and State Highway Projects:

- Support approvals and capital funding requests for Bay Bridge Forward: I-580 WB HOV Lane Extension (\$7M)
- Support the advancement of Regional Forward projects on Bay Bridge, Richmond-San Rafael, and Dumbarton Bridges, and add remaining bridges into the queue

2. Arterials and Local Streets:

- Forge partnerships with cities/counties to address challenges and opportunities with transit priority projects on major arterial corridors



IMPLEMENTATION – A SHARED RESPONSIBILITY

PROJECT (Years 1-5)

Fare Coordination and Integration Study

Est. Near Term Need:
Implementation / Unknown fare impacts

Mapping and Wayfinding

Est. Near Term Implementation:
\$25M system design & 3 pilots

Bus Transit Priority

Est. Initial Near Term Capital
Need: \$30M capital delivery

CONCEPTUAL PLANNING

MTC and transit partners

MTC in collaboration with agencies

Varies: CTAs, Transit Agencies, and MTC have initiated projects

EARLY PROJECTS AND DEMONSTRATIONS

FULL IMPLEMENTATION AND OPERATION & MAINTENANCE

Near-Term Next Steps ...

- Collaborate with operators on early projects and demonstrations; based on scope of projects.
- Implementation and capital costs to be shared. Possibly through reprioritization of existing funds, securing new funding/ sources.
- Jointly fund improved Regional Standards, Data, and Systems, operated at a regional level.
- Pursue enactment of AB 629 to accelerate recommendations emerging from Task Force.



www.mtc.ca.gov/mtc.ca.gov/blue-ribbon-transit-recovery-task-force