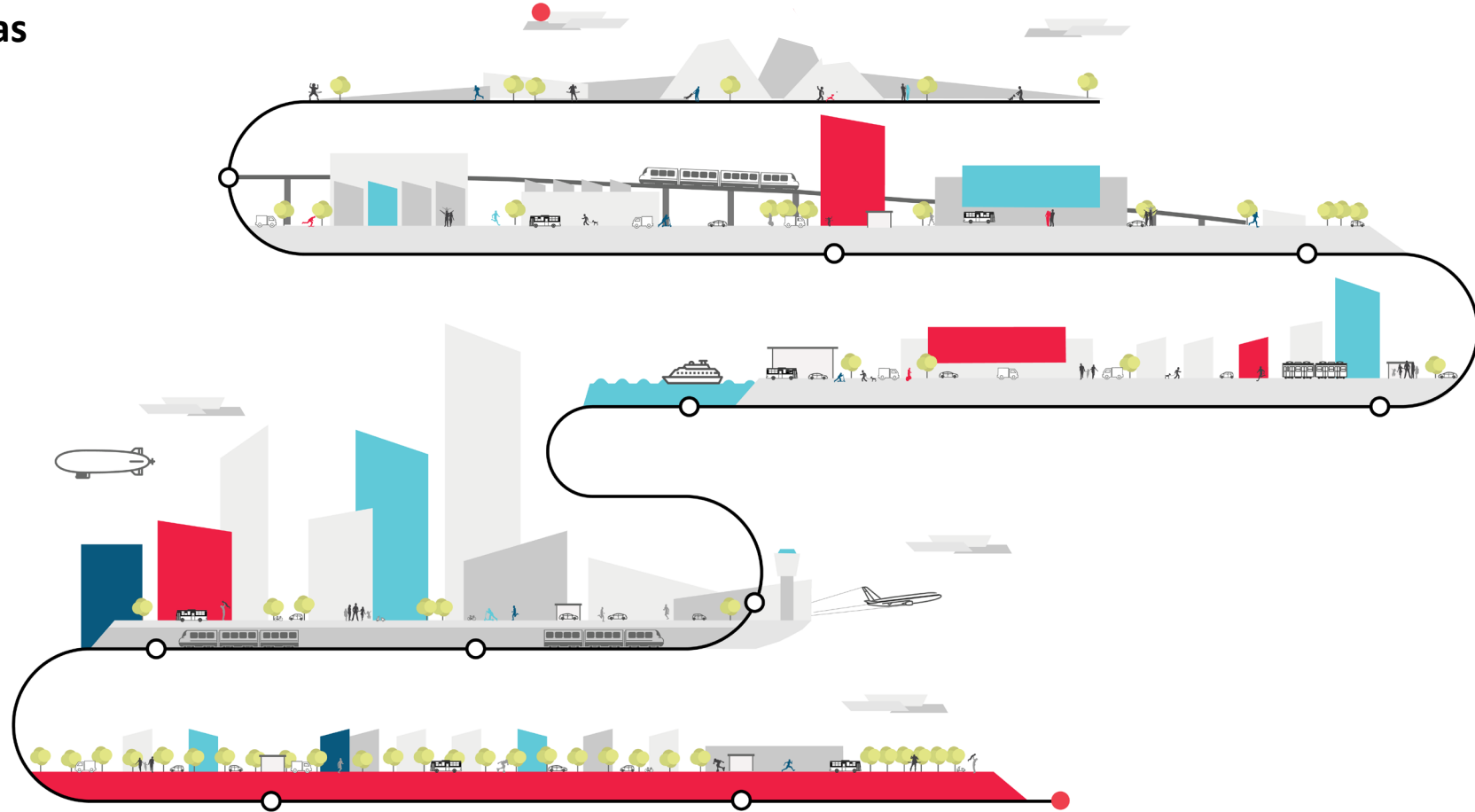


# Network Management Business Case Advisory Group Meeting #3

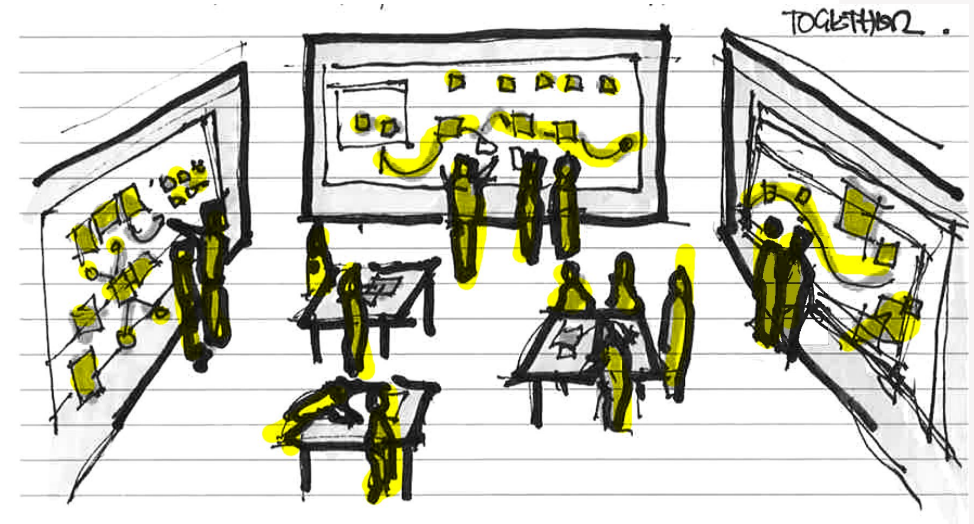
Existing Conditions and Functional Areas

May 2, 2022



# Today's Objectives

1. Confirm existing conditions and key themes - context for Regional Network Management
2. Define regional accountabilities, including Regional Network Management design principles

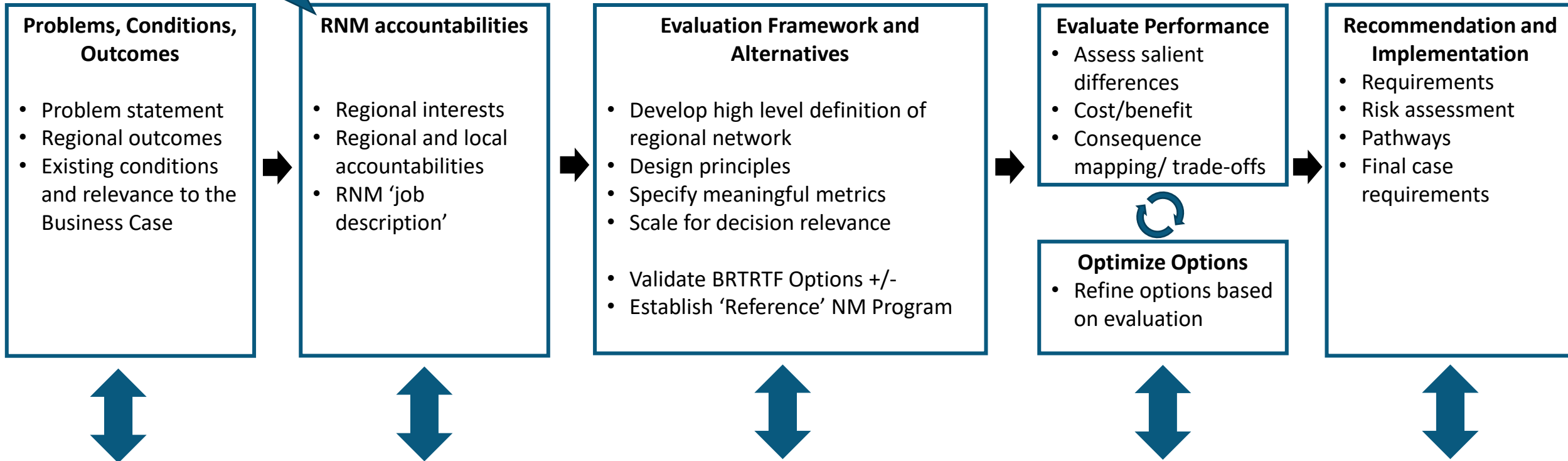


# Agenda

1. Introduction <ul style="list-style-type: none"><li>• Project status/schedule</li><li>• Follow-up from March Advisory Group</li></ul>	5 minutes
2. Existing Conditions <ul style="list-style-type: none"><li>• Summary</li><li>• Key themes for Regional Network Management</li><li>• Q and A</li></ul>	20 minutes
3. Network Management Functional Areas <ul style="list-style-type: none"><li>• RNM functional areas and key accountabilities</li><li>• Entity design principles</li><li>• Discussion</li></ul>	60 minutes
4. Wrap-up and next steps	5 minutes

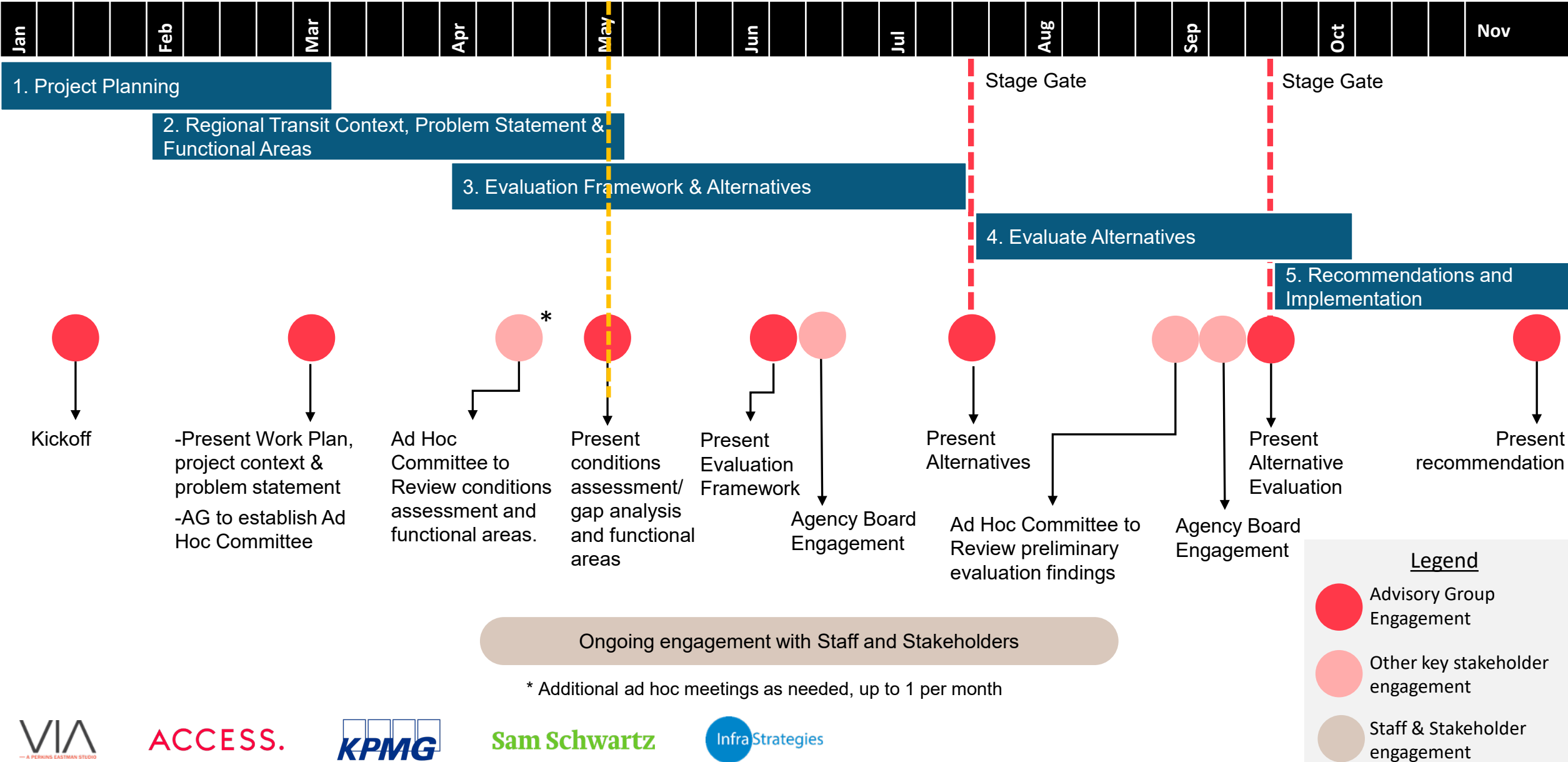
# Engagement Shapes RNM process

We are here



**Collaborative development** staff and exec representative – stakeholders, operators.  
**Dialogue** and “check points” to explore, refine, stress test, course correct at formative points.

# Schedule



# Feedback and follow-up

- Requests from last meeting:
  - Investigate existing agency work on equity
  - Define the regional network – interest in how that will be done
  - Public outreach to understand issues from a customer perspective
  - Interest in deeper dive on major project development/delivery
  - Look for opportunities for additional engagement, noting that these will mean schedule changes/additional time to complete the work

# Existing Conditions

# Existing Conditions/Problems

## How Will This Help?

- Deeper understanding of transit system context, challenges and perspectives
- Identify key enabling and constraining factors for designing RNM entity (creating “design principles” to guide option development)
- Establish the current state condition as a baseline to measure against (develop evaluation criteria)



# Complex institutional environment for transit

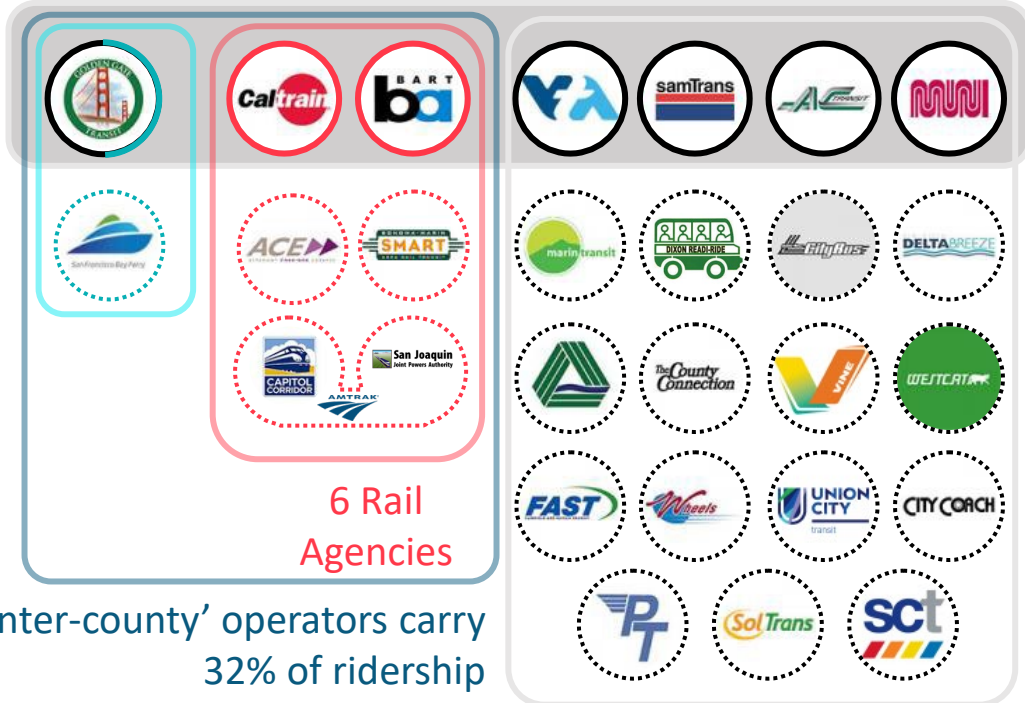
- Services and structures have evolved over time to be tailored to local need
- Form of agencies and structures closely tied to funding arrangements
- Systems have each achieved successes, and fulfilled the purposes for which they were created
- Level of integration (and lines of decision accountability vary from county to county)
- Agencies are responsible for many and varied labor agreements and service delivery models

County	Ridership	County Transportation Authority	Primary County Operator	Additional Local Operator(s)	Inter-County Service				
	Population								
Solano									
Contra Costa									
Alameda									
Santa Clara									
San Mateo									
San Francisco									
Sonoma									
Marin									
Napa									

# No agreed definition of 'regional network'

- Regional Operators?
- Regional Routes?
- Regional Interest in the transit network

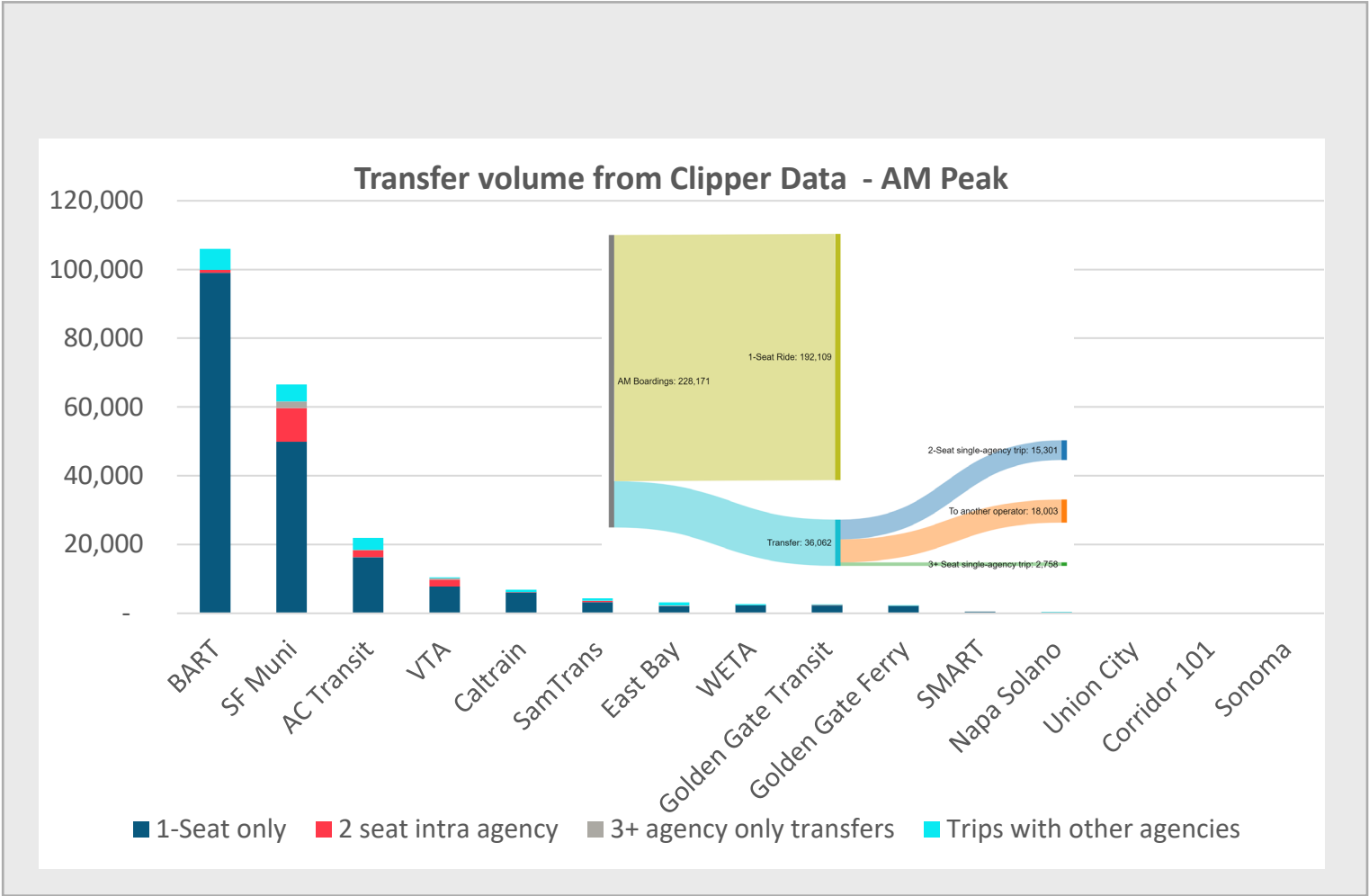
Seven 'large' operators carry 95% of the ridership



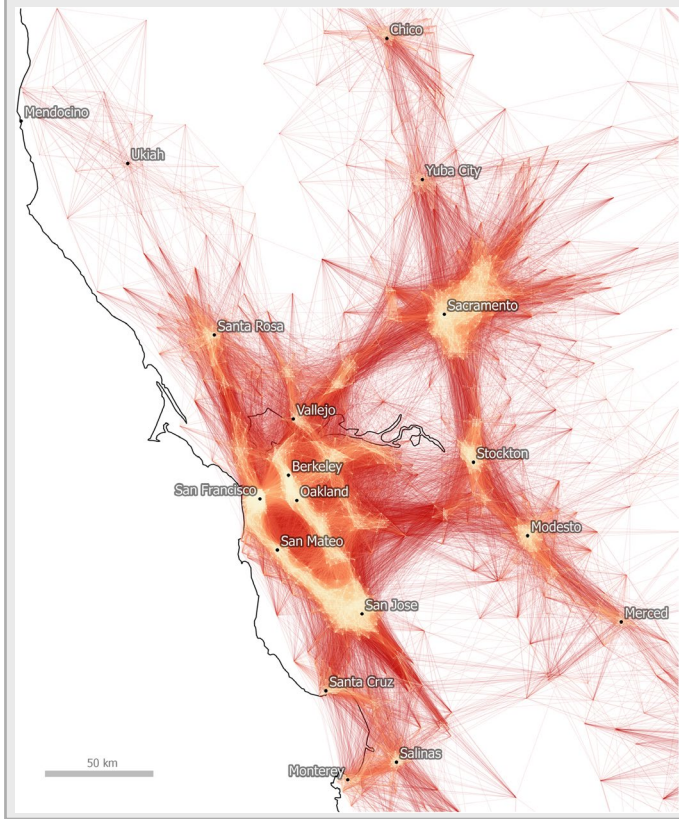
19 county-wide and local bus operators  
carry 68% of ridership



# Current agency transit ridership and regional transit travel patterns



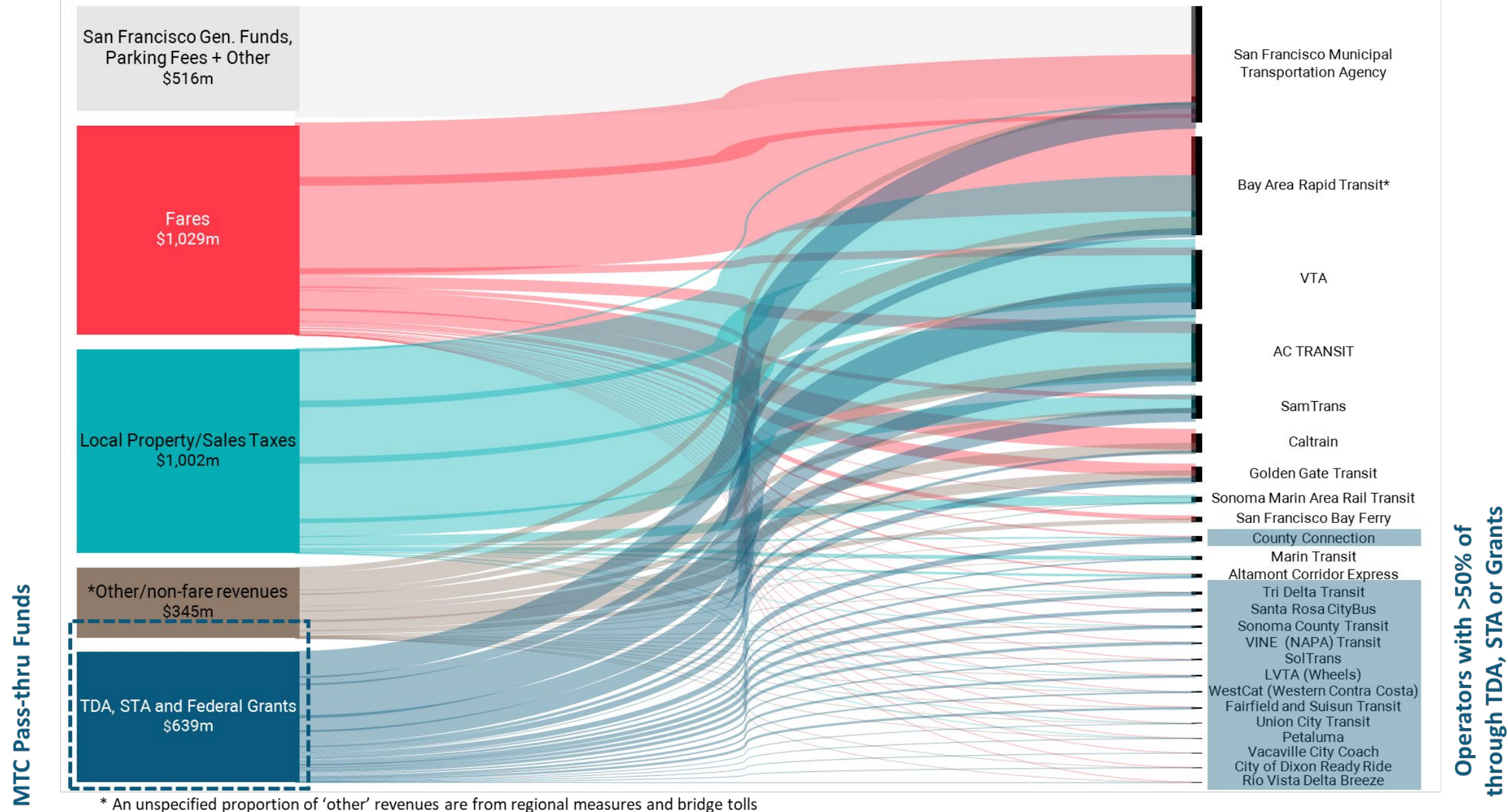
...However, there is substantial regional travel demand within and beyond the Bay Area Agglomeration



Garrett and Nelson 2016

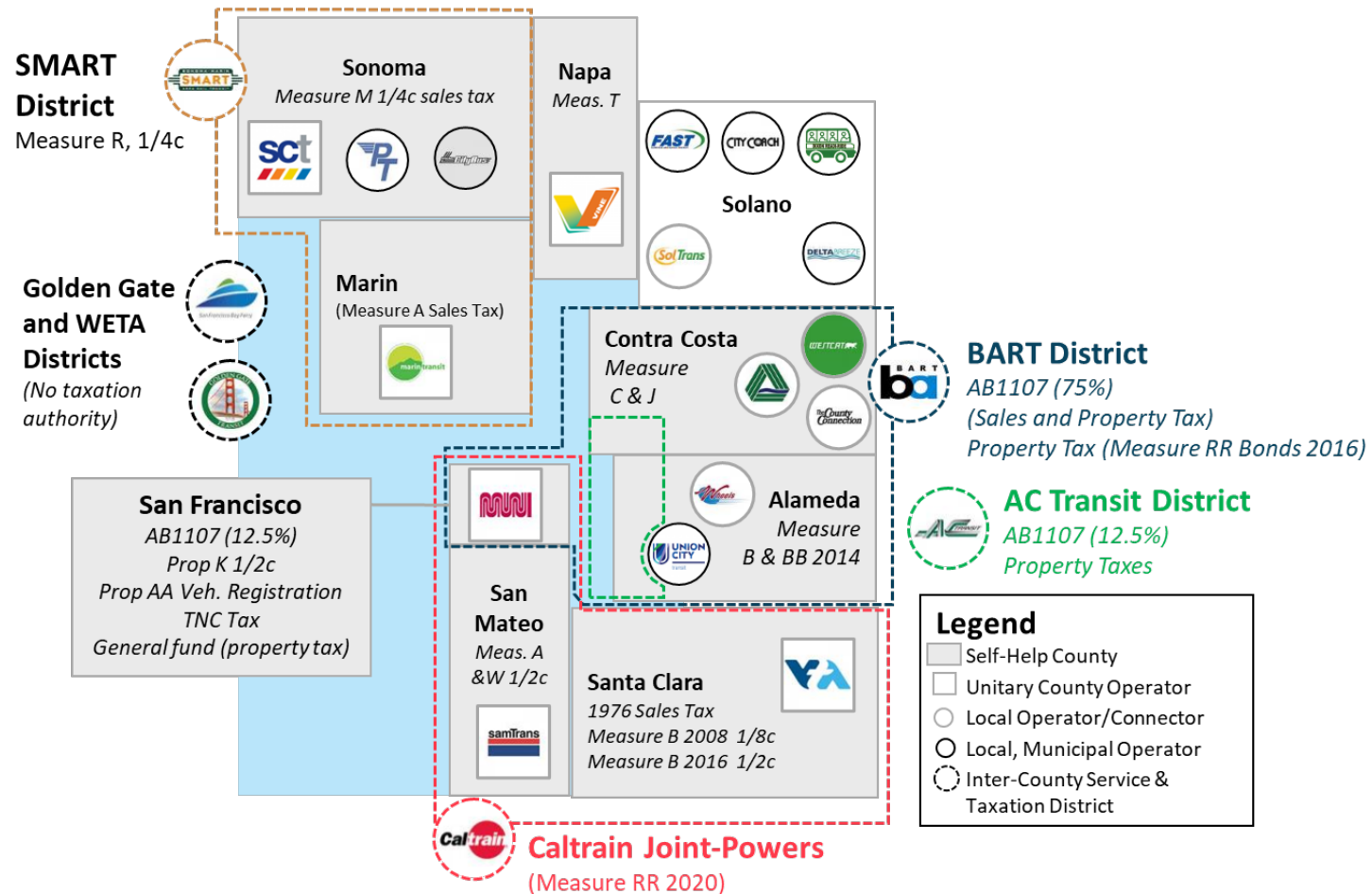


# Agencies have varying reliance on fares, taxes and formula funds



# Most funds locally derived for specific purpose

- Countywide or district wide sales taxes are a key source of revenue for many operators
- The volume of funds and proportions that are allocated to transit vary across the region.
- MTC administers about 18% of transit operating funds (E.g. TDA & STA)
- Truly 'regional' funds are only RM2 & RM3 Bridge tolls, (not sales taxes) but are also hypothecated/committed.

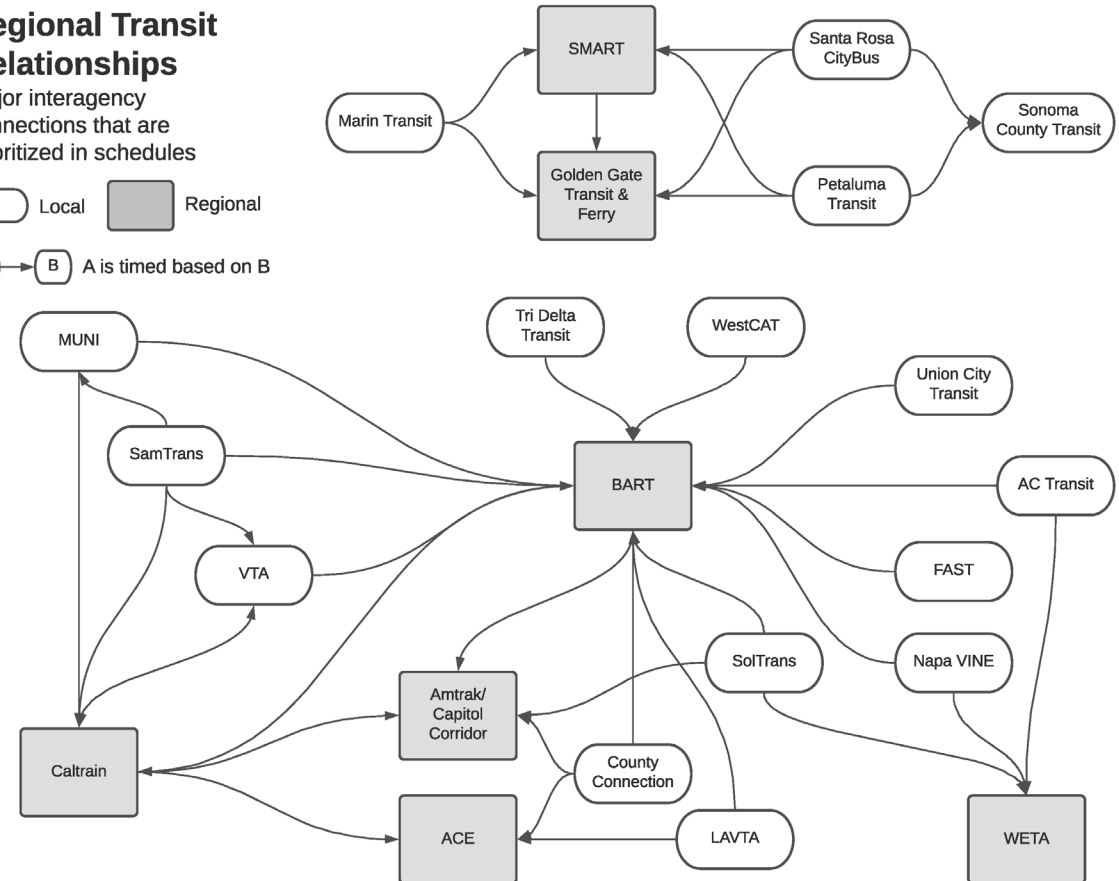
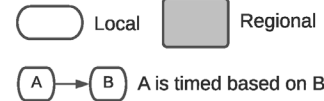


# Unprecedented coordination in pandemic period

- Formalized cooperation of transit operator staff, GMs and MTC since COVID/2020.
- Work by the FITF Task Force and Clipper Executive Board to pilot interagency pass programs in 2022, expand in 2023
- Service coordination to time transfers at major hubs, ensuring timed meets; and renumbering routes to avoid duplication.

## Regional Transit Relationships

Major interagency connections that are prioritized in schedules



# Conclusions – existing conditions

- The Bay Area's multiplicity of operators has a clear rationale, and poses constraints
  - Structure evolved incrementally to meet community, functional or modally specific needs
  - Funding arrangements that founded them have firm structures
  - Little flexible existing regional funding source to enhance regional transit services.
  - Small amount of multi-agency trips suggests the lack of a regional system
- Evolution has created gaps, overlaps and lack of consistency in services/customer interface
- COVID-19 has accelerated the push for regional transit coordination; increased uncertainty
- Labor coordination challenges solvable; longer term concern re: mergers, or RNM authority over labor rules
- Plan Bay Area 2050 provides aspiration of what RNM should achieve
- Defining the regional interest and roles in the transit network is key to designing an entity to advance RNM.

# Next Step for existing conditions

- Existing conditions report distributed in May - prior to next advisory group meeting