

BLUE RIBBON



**TRANSIT RECOVERY
TASK FORCE**

TRANSIT CHALLENGES AND MOVING FORWARD

September 14, 2020

TASK FORCE STAGE THREE PURPOSE

By mid-2021, the Blue Ribbon Transit Recovery Task Force shall submit a **Bay Area Public Transit Transformation Action Plan** to the Commission for its consideration and possible adoption.

The Plan should identify actions needed to **re-shape the region's transit system** into a more connected, more efficient, and more user-focused mobility network across the entire Bay Area and beyond.

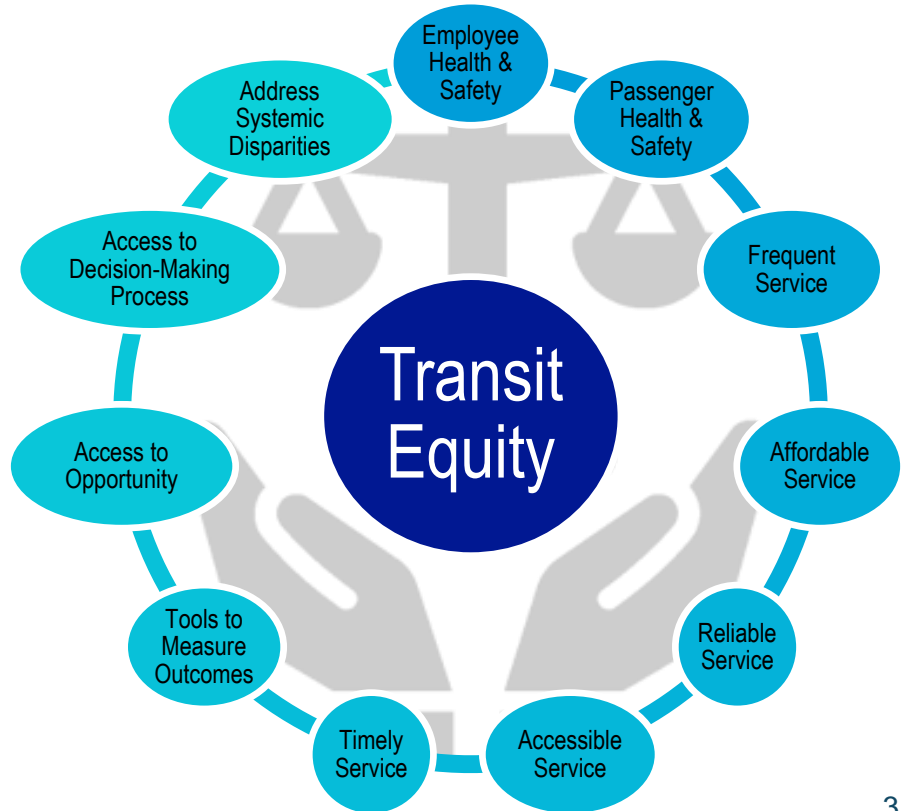
Priority Topics Shared at July 20 Task Force Meeting



EQUITY IS KEY TO TRANSFORMATION

Equity is not a side topic related to recovery — it is foundational to a just transit network

- This work must be guided by riders, communities, and community-based organizations (CBOs)
 - Riders during the pandemic (short/local essential trips)
 - Opportunities to use surveys
 - Partnerships with CBOs



CONCURRENT REGIONAL EFFORTS WITH TRANSIT LINKAGES

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Clipper Executive Board

- Clipper business operations
- Clipper START
- Clipper Next Gen
- RTC Discount Card

Fare Integration Task Force

- Study kick-off in early 2020
- Identify regional fare coordination and integration strategies

Partnership Board

- Quick Complete Streets
- Data requirements
- Technology platforms
- Mobility Options

MTC Plans with Intersecting Activities

- Coordinated Public Transit-Human Services Transportation Plan
- Plan Bay Area 2050
- MTC's Equity Platform

Regional Mapping, Wayfinding & Public Information Workshops

- Effort aims to make it easier to navigate the Bay Area using public transit
- System concept and business case under development

BATA Recovery Ad Hoc Working Group

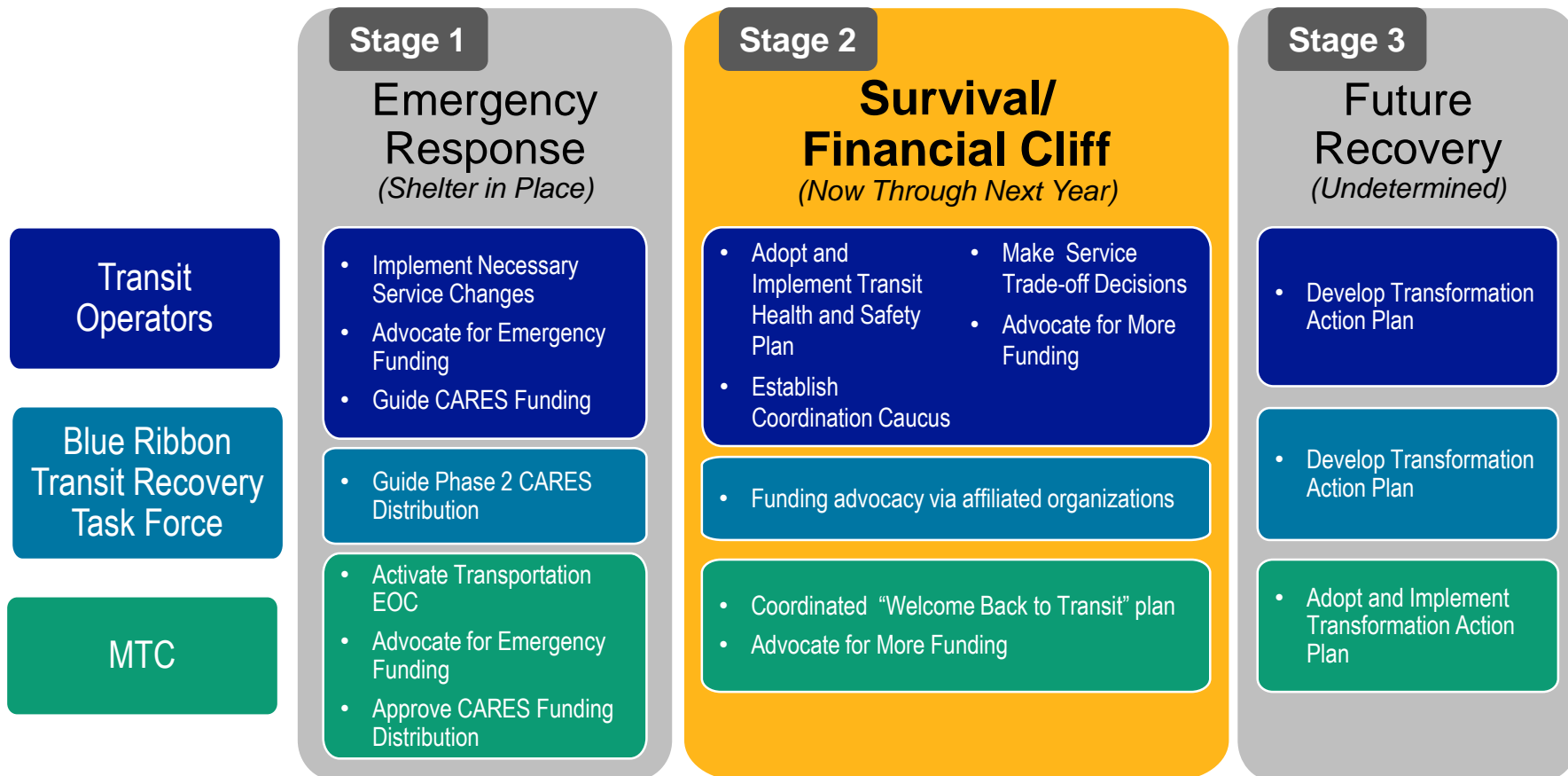
- Address constrained revenue outlook for Rehab
- Address transit capacity constraints plus likely increase in driving

TRANSIT RECOVERY STAGES: ROLES & RESPONSIBILITIES

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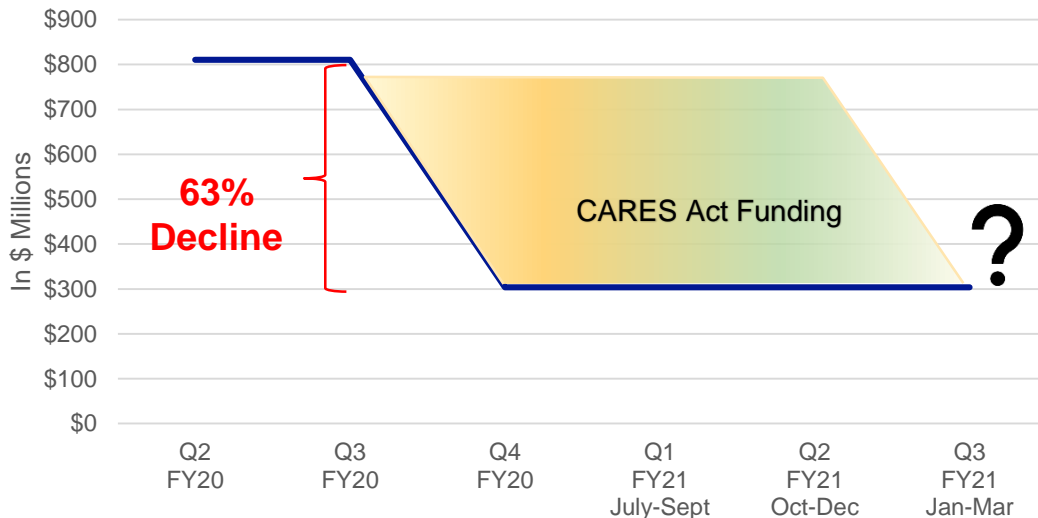


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TRANSIT CHALLENGED BY RIDERSHIP AND REVENUE DECLINES

Pandemic Impact on Quarterly Transit Operating Revenue*



*Based on average quarterly revenue for FY 2018-19 and estimates of monthly revenue losses developed for the CARES Act funding distribution (March through August). Assumes economy does not begin recovery before January 2021.

41 million
passengers



July
2019

9.4 million
passengers

-77%



July
2020

SURVIVAL MUST BE HIGHEST PRIORITY

Survival Goals

- Safety for all employees and riders
- Limit loss of transit workforce positions
- Plan adaptively to be responsive during economic recovery
- Prioritize service for essential workers and those without other options
- Maintain key transit connections on heavily used routes

Decision-Making Framework

- Unprecedented collaboration and information-sharing among operators
- Weigh trade-off of service with system reinvestment (deferred maintenance)
- Balance forecasted funding w/ Service Levels
- Decision-making will occur at individual transit Boards



THINKING FORWARD WHILE SURVIVING

Building on Operator-MTC Coordination

- New dynamic for transit system: FASTER Bay Area + Pandemic
- Unprecedented cooperation (service, financial, health, communications)
 - Investment framework
 - Vision + goals
 - Healthy Transit Plan
 - Federal CARES Act allocations
 - Short- and longer-term initiatives + deliverables + actions
- Weekly GM + staff meetings
- Examples: Clipper Executive Board + Fare Integration Task Force

Exploring Innovation

- Real-time passenger load information
- Common planning software service platforms
- Quick-build Toolkit
- “Connection Protection” tools





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STAGE 3 TRANSIT CHALLENGES: MOVING FORWARD

TRANSIT CHALLENGES – EXTERNAL FACTORS

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Transformation will take place in a dynamic environment with business elements outside our control.

Business Environment

- Continuing uncertainty
- Changing economic outlook and demographics
- Varied urban context and land uses
- Uncertain and new travel patterns
- Street network operated and maintained by others

Transformation
requires addressing the
issues that the transit
agencies can control.

Transit Service Issues

- **Issue #1 System Design** – Divergent priorities and limited resources
- **Issue #2 System Performance** – Slower and less reliable service results in a less favorable customer experience
- **Issue #3 System Expansion** – Projects have fragmented planning, lack consensus and are costly and slow to develop
- **Issue #4 Fares and Payments** - Complex to administer, and little consistency and coordination; must be equitable and not a barrier to low-income riders
- **Issue #5 Information & Marketing** – Information is inconsistent, uncoordinated and irregularly updated. Customers rely on 3rd parties for travel information

TRANSFORMATION IN STAGES

Transformation will occur in stages and is limited by fiscal realities. Blueprint (long-term) stage will require new funding.

Baseline (Near-Term)

- Coordinated service planning
- Common planning tools
- Improve 511 convenience
- Develop hierarchy of service and connection improvements
- Complete existing fare study
- Low-cost innovations

Blueprint (Long-Term)

- Regional signage and branding
- Transit priority infrastructure
- New set of performance standards
- Modernize fare and payment collection
- Affordable fare subsidies
- System expansion
- Comprehensive Operations Analysis
- Regional Express Bus

TRANSITS CHALLENGES - FINANCES

Costs:

- Administrative redundancy
- Increasing operating and capital costs stymy investment
- Costs controlled through cost-cutting measures that place the burden on riders

Funding Structure:

- Fragmented with local constraints
- Wide array of sources, with differing • performance and policy criteria
- County-generated sales taxes usually do not allow for cross county transit service

• Potential Actions:

- Enhanced regional coordination on measures to reduce operating and capital costs
- Jointly identify efficiencies that don't impact the quality of service or critical infrastructure projects

• Potential Actions:

- Develop and estimate the cost of regional service plans
- Determine the need for new regional funding sources
- Continually advocate for state and federal dollars

TRANSIT CHALLENGES – SPECTRUM OF SYSTEM MANAGEMENT OPTIONS

Non-binding Coordination

- Working group(s) or technical advisory committee(s) for staff from individual operators to meet and coordinate on issues of common interest, such as network management
- Participation typically optional and operators are generally not bound by the decisions

Binding Coordination

- Clipper Executive Board model
- Could be extended to other areas or functions, by creating coordinating entities similar to the CEB or even a single coordinating entity that functions as a Regional Transit Coordinator or Network Manager
- Functional Coordination

Agency Consolidation

- Fewer agencies based on criteria such as regional mode or geography
- Deepest level of integration beyond functional consolidation
- Implementation could involve significant challenges and tradeoffs



THANK YOU.

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