



TRANSIT RECOVERY TASK FORCE

TO: Blue Ribbon Transit Recovery Task Force

DATE: April 26, 2021

FR: Steve Kinsey, CivicKnit

RE: BTRTF Meeting #11 Summary

Mutual Understanding from Task Force Meeting #11

- 1. The Task Force unanimously approved the Problem Statement.**
- 2. The Task Force agreed to continue meeting through the end of July.**

Additional Information requested to be included in a future Task Force Meeting:

1. Should “Equity” be included as a category of roles and responsibilities?
2. Network Management roles and responsibilities should be organized by priority, outcomes, and timeline.

Identified Concerns

1. Should capital project prioritization and megaproject oversight be added to the list of near-term priorities as suggested?

Meeting Summary

Chair Spering began by thanking retired MTC Chair Haggerty and stated that he would not be replaced because the new Chair, Alfredo Pedroza, already serves on the Task Force. He also expressed appreciation to retiring SamTrans General Manager/CEO, Jim Hartnett, and mentioned that since Caltrain and SamTrans responsibilities will be split into two roles, Carter Mau and Michelle Bouchard will each attend as Task Force members. The Chair also stated that MTC’s Legislation Committee considered Principles related to Assembly Member Chiu’s legislation at their March meeting.

Regarding additional federal transit funding, MTC’s Programming and Allocations Committee reviewed a methodology for distributing \$802 million in the second phase of CRRSAA relief funding to Bay Area transit operators. In addition, the Chair stated that the Bay Area will receive an additional \$1.7 billion in the just-approved American Rescue Plan for transit, providing a unique opportunity to make investments that deliver on some of the Task Force’s adopted goals and objectives.

The Chair also expressed support for extending the Task Force through July to allow time for the Network Management Alternatives Evaluation consultant to complete its comparative analysis of structural management reform options. The Consent Agenda was approved without comment.

The facilitator led the Task Force through final consideration of the Problem Statement, followed by comments from Seamless Bay Area and a representative of the Operator GMs before a unanimous vote of approval.

The facilitator then presented the Network Management Alternatives Evaluation scope and timeline. Task Force members commented that the work should be focused on outcomes not tasks, continuing the business case analysis as soon as possible, coordinating with the Fare Integration Task Force and Caltrain governance planning and completing the overall evaluation and business case in time to be addressed in next year's legislative session. A public speaker requested that the focus extend beyond paratransit to include all types of accessible services.

Assembly Member Chiu described his bill, AB629, and explained that he has held back including network management reform language so that the Task Force can provide its view. He wants to have information to add to the bill in late May or June.

The Task Force continued consideration of potential Network Management near-term priority roles and responsibilities by responding to two proposed categories:

- Continuation of ongoing MTC/Operator planning related to fare integration and coordination, mapping and wayfinding, transit priority, rail governance and technology and mobile standards options.
- Important Network Management issues that could be deferred in the near-term to allow for focused concentration on key priorities.

Task Force member responses included a preference to have priorities organized by need and timeline, increasing priority on data collection, current services planning, inclusion of hub design in wayfinding planning, the increased urgency of capital project prioritization and megaproject oversight, connected network planning, procurement and contracting. A question was raised about whether "Equity" should be included as a network management responsibility. A suggestion was made that MTC develop a standardized business case analysis protocol.

MTC E.D. McMillan mentioned that the Evaluation consultant will develop criteria and a methodology for a business case. She mentioned that to deliver improved transit results MTC would need additional resources, authority and technical capacity, to be matched by political will and public support. She also encouraged narrowing the focus to those items that would benefit from more centralized management.

Individual Public Speakers supported priority consideration of unified data collection, comparable data for equity planning, Capital Project Prioritization, Mega-project oversight and Delivery and including school transportation.

Secretary David Kim and Chad Edison made a presentation of State opportunities to support the Bay Area's Transit Transformation, including making state assets available to serve transit, bus priority use of lanes and sharing new metrics to measure travel demand and "service appeal". Planning equitably is an increasingly important priority. They emphasized accommodating long-distance one-ticket trips, off-peak service and all-day community services. Members' comments included appreciation for the state's active involvement with the Task Force, seeking a

partnership that accelerates projects with either legislative or policy fixes, the importance of the state's tools to understand where transit isn't but could be competitive with driving, the need to grow long-distance transit corridors and shared vision of a system designed for its users.

E.D. McMillan referenced the presentation's relationship to Plan Bay Area 2050 and the regional issues that intersect with connected transit planning; transportation, housing, the economy, and the environment. She encouraged Statewide leadership on policy integration.

Public speakers comments included there is value in the state's data and tools, only the state has the ability to look at the whole network, state leadership on an integrated statewide rail system, that CalSTA could provide more operating funds for transit and that electrified freight could help meet greenhouse gas reduction targets.

Closing Public Comments included that American Rescue funds should be used to get riders back to transit and to encourage addressing the needs for individuals who are considered disabled in the Task Force's recommendations.