

MTC Staff Network Management Proposal Overview

May 17, 2021

- This approach **builds on decades of transit coordination efforts** and lessons learned by MTC and transit operators. Fundamentally, it is designed to be **collaborative and inclusive**, while ensuring that debate and discussion ultimately **result in improvements for the customer** on important Bay Area transit network issues.
- The process proposes a **new 16-member Transit Network Management Council (TNMC), consisting of transit operator GMs, the MTC Executive Director and key stakeholders** (with transit operator GMs comprising a majority), supported by a Technical Advisory Committee consisting of MTC and transit operator staff, with further assistance by consultants as needed.
- **MTC** would be the **chair** of the TNMC.
- Consistent with **MTC's adopted advocacy principles** for AB 629 (Chiu), recommendations from the TNMC would be sent to **MTC for final approval** and would be binding on transit operators for implementation.
- **Monitoring and oversight** by MTC will be key to success. Policies could be enforced building upon MTC's existing transit coordination authority relative to transit funding.
- Meetings would be **open to the public** ensuring an opportunity for public review and engagement throughout.
- The **scope of network management** should be **clearly defined** to focus on the **regional interest** within the following areas:
 - Fare integration policy
 - Mapping, wayfinding and branding
 - Real-time transit information for customers
 - Transit priority on roadways
 - Connected network planning/service coordination
 - Improving access at transit hubsFurther refinement of this list, including potential elimination or additions, may be added to network management scope pending discussion and evaluation at the Blue Ribbon Transit Recovery Task Force and provisions of AB 629.
- **Additional** funding and/or opportunities for redirection of existing **resources will need to be identified**, including **shared staff/financial contributions** from **transit operators and MTC**.

Attachment 1: Slides illustrating proposed Network Management decision-making framework

MTC Staff Network Management Proposal



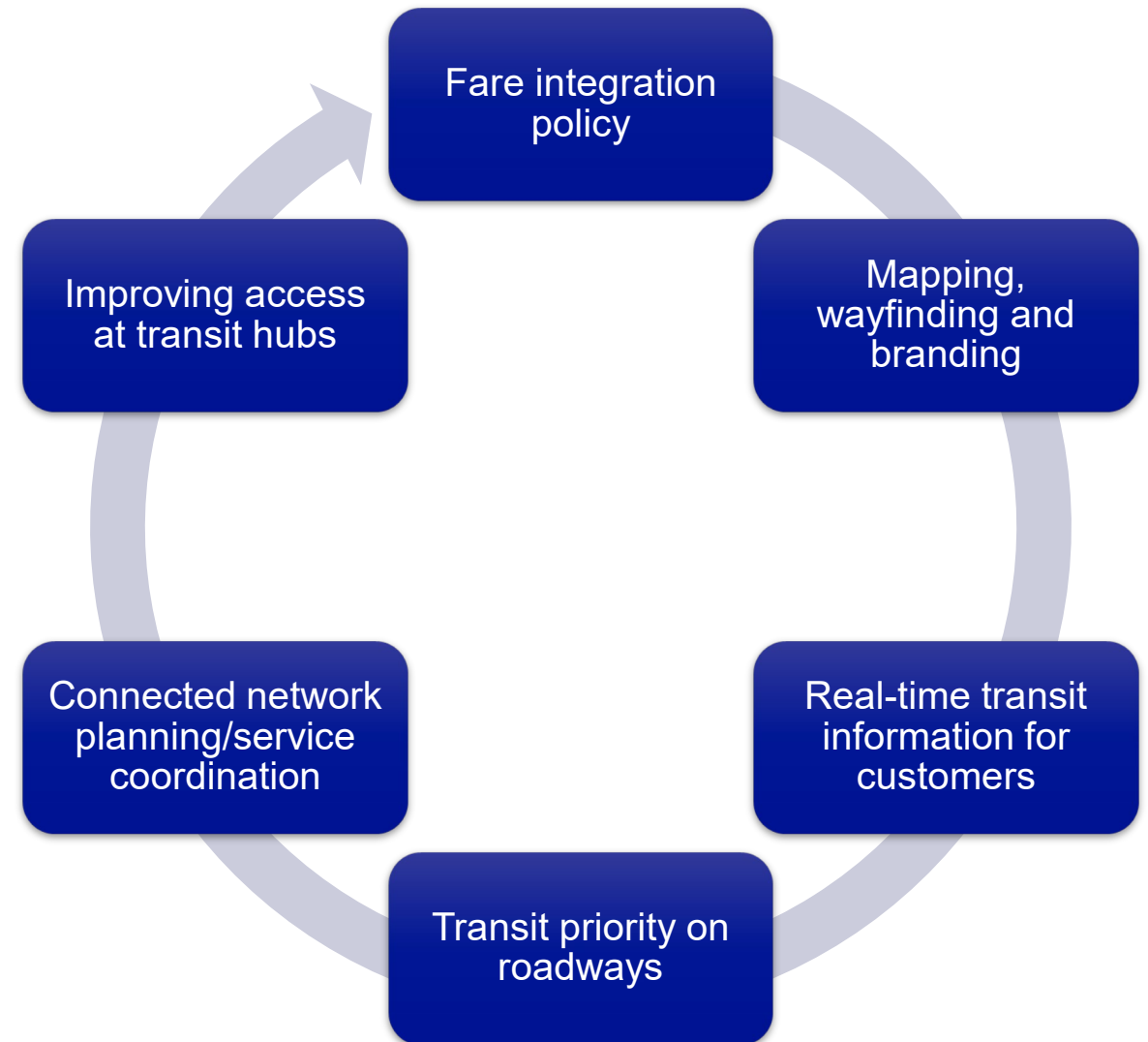
ACHIEVING TRANSIT TRANSFORMATION THROUGH ENHANCED NETWORK MANAGEMENT

Design, adequately invest in and effectively manage a public transit network that is equitable, inclusive, frequent, affordable, accessible, and reliable; is integrated with unified service, fares, schedules, customer information and identity; and serves all Bay Area populations, resulting in increased transit ridership and reduced growth in vehicle miles traveled.

Blue Ribbon Transit Recovery Task Force's Definition of "transit transformation"

NETWORK MANAGEMENT FOCUS AREAS

- Consistent with MTC adopted AB 629 Advocacy Principles, these topics should be listed within an authorized scope of an enhanced decision-making structure for Transit Network Management
- This scope defines the areas where transit operators would have to give up some degree of control and will be focused on areas of **regional interest** within these categories
- Further definition will be provided pending Blue Ribbon Recovery Task Force recommendations and AB 629



KEY PLAYERS IN NETWORK MANAGEMENT



**PUBLIC COMMENT
THROUGHOUT**



Proposed Transit Network Management Council (TNMC)

- Composition: Transit operator GMs, MTC ED, stakeholders
- A forum for vetting ideas within well-defined scope of network management
- Reviews and analyzes proposals and makes recommendations

Role: Develops network management policy recommendations.

Metropolitan Transportation Commission

- Serve as TNMC Chair with key role shaping agenda
- Final approval of TNMC recommendations after review/approval by an MTC committee
- Provide staff support to propose, inform, develop and evaluate TNMC recommendations

Role: TNMC Chair - shapes agenda; final approval of network management policies; monitoring and oversight; funding partner

Transit Agencies

- Participate in TNMC; provide staff support to propose, inform, develop and evaluate TNMC recommendations

Role: Inform and help shape TNMC recommendations; Implement adopted network management policies

Subcommittees and Technical Advisory Committees (TACs) as needed

Supported by team of MTC and transit operator staff, with consultant support as needed.

TRANSIT NETWORK MANAGEMENT COUNCIL

- MTC DRAFT CONCEPT

7 Non-Transit Operator Members

- 1 representative of Metropolitan Transportation Commission (ED)
- 2 representative of Community-based Organizations (social justice, equity, transit advocacy, or environment)*
- 1 transit rider representative*
- 1 business representative*
- MTC Policy Advisory Council Chair
- 1 representative of county transportation agencies (CTAs), nominated by the CTAs *

* **Appointed by MTC**

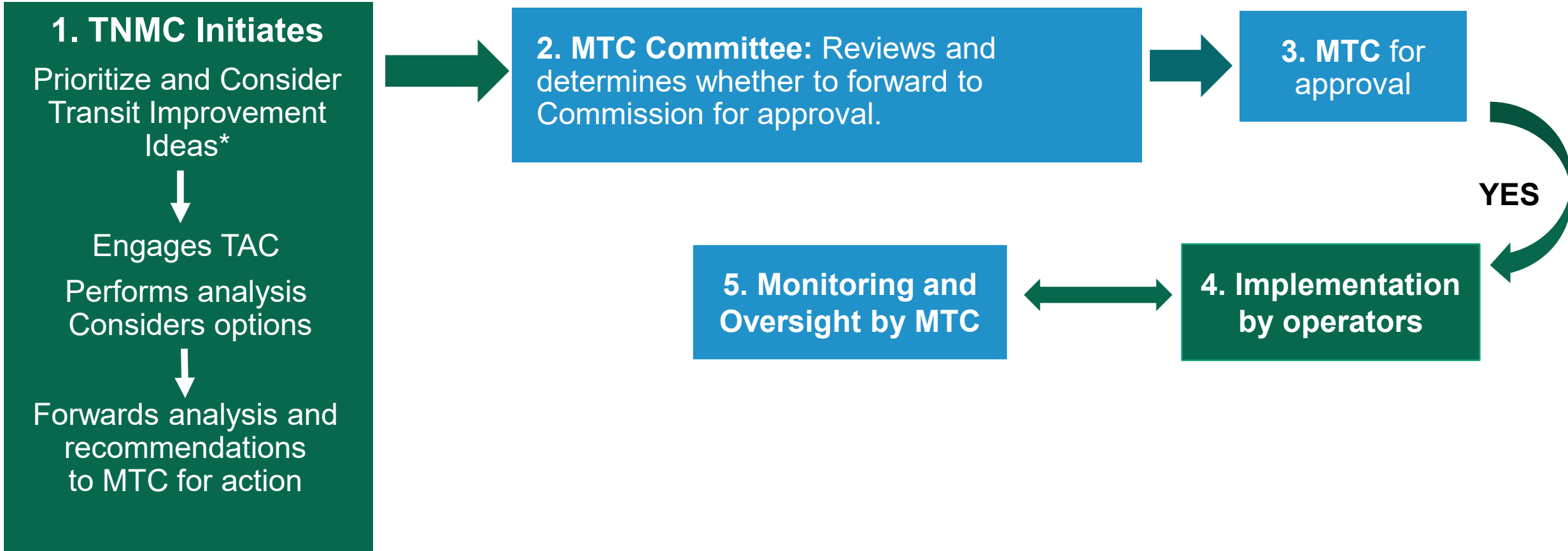
6 Large Operators by Ridership (GMs)

- Alameda-Contra Costa Transit District
- Bay Area Rapid Transit District
- Golden Gate Bridge Highway and Transportation District
- San Francisco Municipal Transportation Agency
- San Mateo County Transit District
- Santa Clara Valley Transportation Authority

3 representatives from smaller operators, nominated by transit operators* (GMs)

NETWORK MANAGEMENT PROCESS

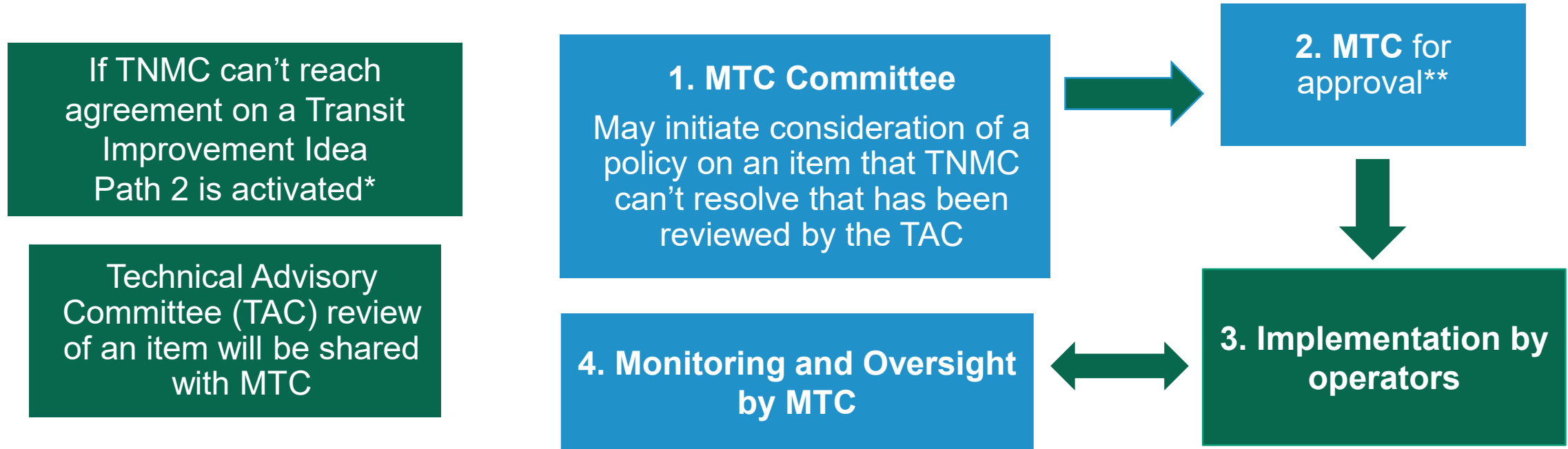
PATH 1: CONSENSUS ACHIEVED, DECISIONS MADE



* Subject areas to be taken up would fall within authority of TNMC scope, which is TBD, pending Blue Ribbon discussion and AB 629.

NETWORK MANAGEMENT PROCESS

PATH 2: MAINTAINING ACCOUNTABILITY



Public Input Throughout Process

* Subject areas to be taken up would fall within authority of TNMC scope, which is TBD, pending Blue Ribbon discussion and AB 629.

** Approval of a transit improvement policy within the TNMC scope by MTC that does not originate via a recommendation from the TNMC must be accompanied with the adoption of specific findings focused on improving the transit customer experience and be consistent with the RTP.

ESTIMATED COSTS FOR NEAR-TERM NETWORK MANAGEMENT PRIORITIES

Approximate Annual Cost to MTC
(Dollars in millions)

Priority Area	# Staff (New FTE)	Staff cost	O&M	Total
Fare coordination	4	\$1.1	\$1.0	\$2.1
Mapping/ wayfinding	3	\$0.8	\$6.5	\$7.3
Transit priority	3	\$0.7	\$1.5	\$2.2
Network planning	TBD	TBD	TBD	TBD
Total	10	\$2.5+	\$9.0+	\$11.5+

NECESSITY OF SHARED CONTRIBUTIONS: ESTIMATE OF CURRENT EXPENDITURES ON TRANSIT NETWORK SERVICE PLANNING AND CONNECTIVITY

Category	Source	Annual Amount (in millions)
Short range transit plans	MTC provides federal planning funds with 20% match by transit operators	~\$0.6
Mapping/Wayfinding	Transit operator budgets	~\$3.8
Service Planning/Marketing Related*	Transit operator budgets	~\$10.0*
Total	Varied	~\$14.4

*Estimate of 1 PYs for small operators, 5 PYs for large operators

POTENTIAL FUNDING OPTIONS

Funding Source	Potential Contribution	Potential Funding Amount	Authority?
STA-Revenue Based	5-10% off the top for shared use/NM annual expenses	\$8-16M Annually	Requires legislative change
STA Population Based	Clipper START subsidy reduction	Up to \$8M Annually	Current*
STA Population Based	Reduce County Block Grant by 1/3	\$12M Annually	Current*
American Rescue Plan	5%	\$80M one-time	Current
Future Regional Ballot Measure (2024?)	TBD	TBD	TBD

* **Note:** Our current STA Population-Based funding is \$54M per year. Our current policy reserves 30% for regional programs, including Clipper and Clipper START. These funds are on an annual cycle, policy last updated in 2018 and can be changed at any time by Commission.