



TRANSIT RECOVERY TASK FORCE

TO: Blue Ribbon Transit Recovery Task Force

DATE: July 26, 2021

FR: Steve Kinsey, CivicKnit

RE: BTRTF Meeting #14 Summary

Mutual Understanding from Task Force Meeting #14

1. The Task Force supported targeting completion of the Business Case in time to inform state legislation in 2022.
2. The Task Force and public commenters supported targeting completion of a Connected Network Plan in time to be presented to voters in 2024.
3. The Task Force and public commenters supported greater engagement with Accessibility advocates.

Identified Concerns

1. There were concerns about the composition of the post-BRTF advisory body.
2. Accessibility advocates expressed interest in greater participation in the process.

Meeting Summary

Chair Spering began by reporting on public updates with Board Members and top leadership of most of the Bay Area's large and small transit operators. He acknowledged the consultants' hard work preparing for the June 16 Ad Hoc Network Management workshop and his Task Force colleagues' ability and enthusiasm to complete the exercises that provide a clearer picture for this meeting's review. He confirmed that MTC intends to establish a multi-stakeholder advisory body in September or October to carry on this work after the conclusion of the Blue Ribbon, primarily focused as a sounding board for the Business Case evaluation of network management reforms. It would be consensus-oriented with equal representation from transit operators and other stakeholders – including MTC, business, equity, and labor. His initial thinking is that it should be comprised of 7 transit GMs selected by the operators and 7 other stakeholders identified by MTC.

The facilitator introduced the Network Management Evaluation team and reminded the Task Force that the consultants were retained to provide an independent review of the Task Force's work and network management alternative structures. The consultants led the Task Force through a series of slides depicting four different decision making structures before receiving Task Force members' comments, which included interest in better understanding who would control the funding and have overriding decision authority, how different approaches would impact equity issues, the relative cost of changes to the current management structure, the idea of proceeding with immediate actions as "stepping stones" towards greater public accountability,

the need to recognize that locally generated funds should remain under local control, the importance of evaluating how current transit funds are spent before asking for more tax dollars and the timing of moving transit decisions forward.

The consultants presented a list of nine evaluation criteria, under two broader categories of Effectiveness and Implementation. The purpose of the criteria is to qualitatively evaluate alternative structures in order to identify key consequences and trade-offs for a more technical, quantitative Business Case analysis. Task Force members' comments included a question regarding the ability of a structure to be nimble when needed, the ability to act efficiently, the importance of adding quantitative metrics, and the critical need to have public support for the solution.

Public participant comments included the need for both independence and accountability, the need for a single decision maker, support for a "stepping stone" approach to transformation and the importance of having transit-dependent persons participating.

The facilitator presented a first draft set of 25 actions organized under five outcomes and asked the Task Force to comment on them. He emphasized that several were identified as "accelerated actions" to elevate their priority in the near-term. Comments included support for Sonoma and Solano receiving funds to better integrate their intra-county transit, mention of four east Bay operators' pilot for a one-seat paratransit ride, the importance of new funding for regional services in order to protect existing operations, faster delivery of bus priority projects, suggested changes to Chair Spering's initial advisory group composition, moving up the Business Case analysis and Connected Network planning completion targets and the need for greater participation by paratransit users. Public participant comments included support for completing network planning sooner than 2024 and concern that the timing was being set by political calendars.

The facilitator summarized the meeting and reported that comments made would be reflected in a revised set of actions at the July (final) BRTF Meeting.