



# California Senate Select Committee on Bay Area Public Transit

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## In a seamless customer- focused regional network:

- A connected rapid transit network is strategically planned at regional level to *work as a system*
- Transit agencies work together to operate different parts of the integrated network
- Service quality, fares, schedules, and wayfinding is standardized to be as reliable and simple as possible for users
- Requires new funding and governance changes

# Broad Public Support for Seamless Transit

## Seamless Transit Principles



Run all Bay Area transit as one easy-to-use system



Put riders first



Make public transit equitable and accessible to all



Align transit prices to be simple, fair, and affordable



Connect effortlessly with other sustainable transportation



Plan communities and transportation together



Prioritize reforms to create a seamless network

## 22 Cities/Counties/Cities' Associations



- Alameda County, Santa Clara County
- Cities of San Jose, San Mateo, El Cerrito, Fremont, Richmond, Redwood City, Pacifica, Half Moon Bay, Mountain View, Berkeley, Sunnyvale
- San Francisco County Transportation Authority

## 80 Non-Profit Groups & Businesses



## 3 Transit Agencies



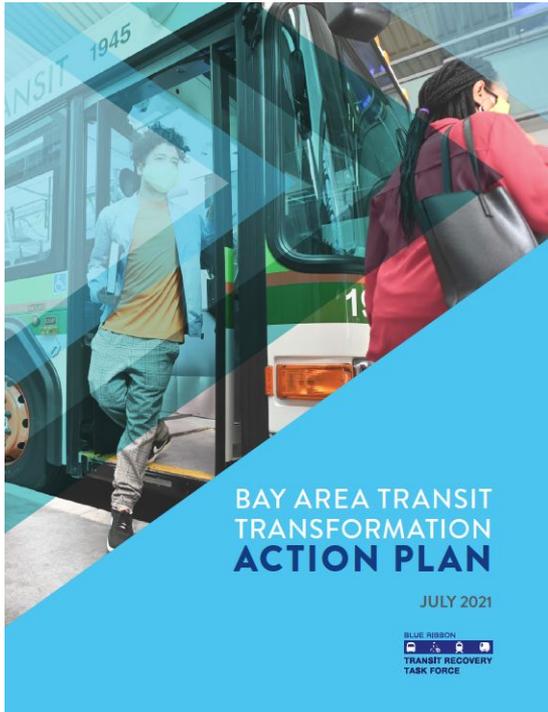
89% of the public supports requirements for seamless transit fares, routes, information (2021, 2023 public opinion polling)

# The Blue Ribbon Task Force adopted the right ambitious vision

*...a public transit network that is equitable, inclusive, frequent, affordable, and reliable; is integrated with unified service, fares, schedules, customer information and identity*

And identifies the right thematic areas for action:

- Fare Integration
- Mapping & wayfinding
- Transit Priority
- Bus/Rail Network Management (Governance)
- Connected Network Planning
- Data Collection & Coordination
- Transforming accessibility
- New funding for increased service



# Recommendations for Transformation

Recommendations oriented toward three new potential funding sources:

*One time “gap”  
operations funding*

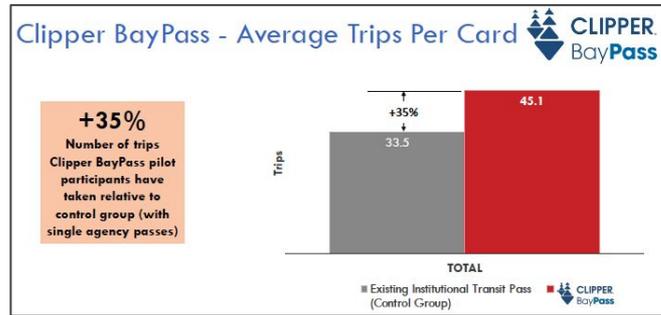
*New ongoing funding  
from a Regional Funding  
Measure*

*New ongoing statewide  
funding*

# There has been progress - but it's not moving fast enough

## Example: Fare Integration

**Multi-agency transit passes pilot** launched in Aug 2022



35% increase in ridership among students

## Free and Reduced Price Transfers

(estimated 2% increase in ridership)

- Policy adopted since 2021, funding since 2022.
- **Depends on 27 individual agency approval**
- **Late 2024 launch - 3 years after adopted policy**

## Unified fare by distance for regional services

(estimated 5% increase in ridership)

- **No timeline for implementation**
- **No clear path forward due to governance challenges**

### Recommendation:

- **Require participation in Transformation Action Plan** Initiatives - especially **fare integration, regional wayfinding, transit priority, connected network planning, real time arrival info** - as a condition of receiving operations funding from state
- Ridership recovery plans should also include how agencies will improve **rider safety**

# Bay Area Transit needs governance reform: A network manager with accountability, capacity, authority to deliver integration

- **A Network Manager** entity is the norm in high-performing regions, including ones with many local fund sources
- **A Network Manager** centralizes and oversees key functions of the transit network, including:
  - Network planning
  - Fare policy
  - Schedule coordination
  - Service standards, agreements with individual operators
  - Customer Experience
  - Project Delivery
- **Should be a component of a regional ballot measure**

**Recommendation: Require identification of Bay Area Network Manager with the authority, mandate, and accountability for a seamless network in connection with a regional funding measure**



# We also need to analyze consolidations

- Studies point to significant potential value of consolidations:
  - **Better Decision-Making, Expanded Capability, Improved Project Delivery:**  
2023 Regional Rail Partnerships study (MTC-led, Caltrans-funded)  
*“There are key potential benefits of ‘regionalizing’ some decision making and organizational capabilities.”*
  - **Greater Efficiency and Effectiveness**  
2008 Transit Sustainability Project  
*“Bay Area transit administrative costs are higher than national peers, owing in part to the existence of multiple operators serving a metropolitan region of this size.”*
- Consolidation of regional operators is not possible without state action

**Recommendation: Initiate a consolidation business case**, identifying consolidation options, costs & benefits, with report to legislature with next steps, for implementation in connection with a regional measure



# Support statewide reforms and new statewide funding

*Recommendation:* **Support statewide Transit Transformation Task Force (AB 761) as companion to operations funding assistance, to identify:**

- New statewide funding sources for operations funding
- Areas where state can build more capacity to help transit agencies (e.g. project delivery, workforce development)
- Improved statewide framework for regional coordination of transit