



Pairing new funding with reforms to deliver transit transformation

Senate Select Committee on
Bay Area Public Transit

November 27, 2023

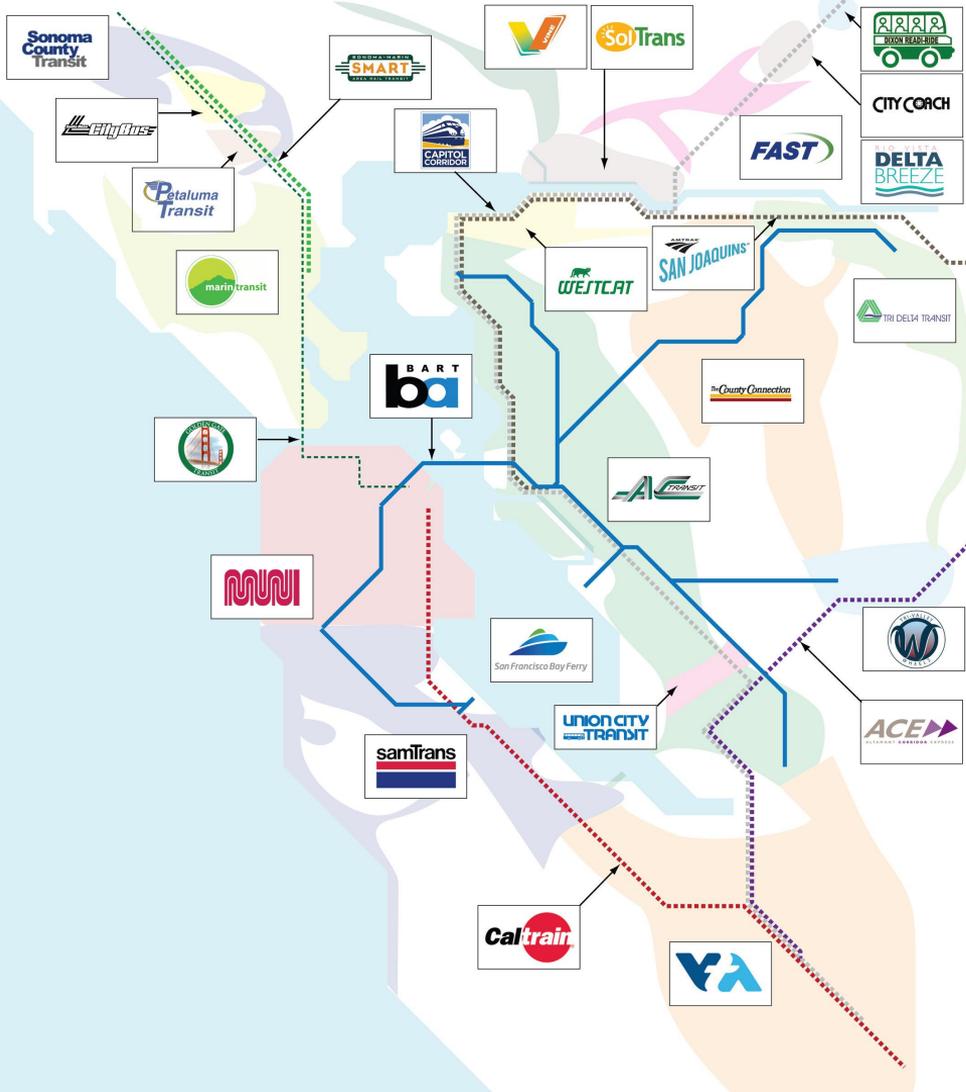
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Seamless Bay Area



Characteristics of thriving, high-ridership public transit systems

- **Increasing transit use, near complete ridership recovery to pre-covid levels, due to:**
 - **Plentiful, frequent service** connecting major destinations and corridors; serving wide variety of trip purposes
 - **Competitive, reliable transit travel speeds**
 - **Excellent customer experience** with coordinated & connected service across all modes and operators, integrated fares.
- **Regional coordination** led by an empowered authority - a **network manager** - overseeing key transit system functions, key standards and plans, focused on delivering key outcomes to riders





Bay Area Transit Challenges

- **Declining transit use pre-pandemic, due to:**
 - **Insufficient service** in most parts of region
 - **Transit gets stuck in traffic** making it unreliable and slower than driving
 - **Fragmented, disconnected service across 27 agencies** creates barriers; poor customer experience, lack of accessibility, high travel costs, long/uncertain travel times

- **Lack of regional authority** to integration, plans & standards across all operators

- **Lack of shared regional capacity** inhibits our ability to address common shared challenges:
 - Workforce development
 - Escalating costs
 - Safety & quality of life issues

To thrive, Bay Area Transit needs a network manager with accountability, capacity, authority to deliver integration

- **A Network Manager** entity is the norm in high-performing regions, including with many local fund sources and many operators
- **A Network Manager** should centralize and oversee key functions of the transit network, including:
 - Network planning
 - Fare policy
 - Schedule coordination
 - Service standards, agreements with individual operators
 - Customer Experience
 - Project Delivery
- Network Management structure set up in past six months is a **preliminary step**, but lacks sufficient authority and capacity



Our once-in-a-generation opportunity: **Link new funding from a regional measure with reforms**



2026 Regional Funding Measure

Resources for abundant, frequent service across the region, focused on operations funding



Network Manager

Centralized regional capacity and authority to deliver system outcomes - reliable, rider-focused, coordinated transit across all operators

Seamless transit reforms aren't just good policy: Reform is essential to winning the confidence of the public

EAST BAY TIMES

Editorial: Bay Area transit agencies need to reform before seeking new taxes

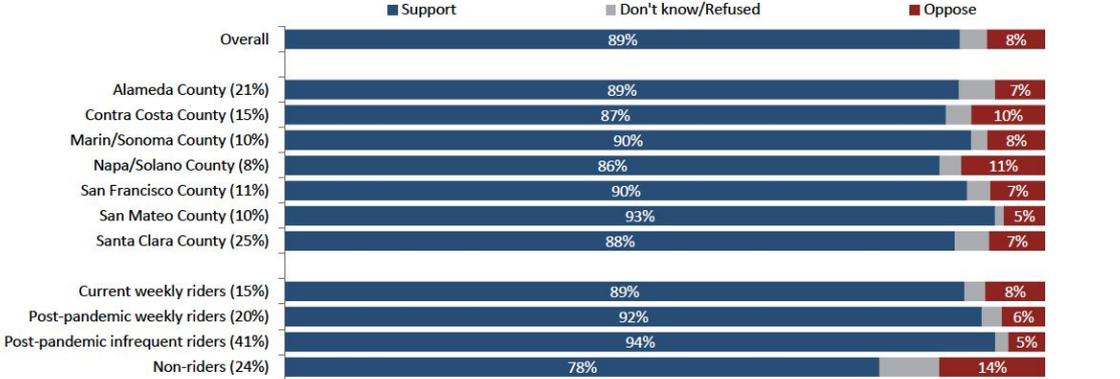
Look at BART to see that the status quo is unacceptable and should not be rewarded with more public money



Poll: Seamless Support



Respondents were presented with the following: “A bill has been introduced in the state legislature called the **Bay Area Seamless and Resilient Transit Act**. This bill would coordinate all of the public transit systems in the Bay Area to operate as one seamless, multimodal transit system, including consistent mapping and signage to make transit easier to navigate, regional fares so riders pay one fare for their entire trip even if they have to transfer, and real-time vehicle location data so riders know when a bus, train, or ferry will arrive.”



To deliver transformation, a Regional Measure should:

- Raise **\$1-\$2B a year**, with a focus on **funding operations & transformation**
- Establish a network manager authority that can tie new funding with desired outcomes
 - **Allocations of new funding to operators shall be based on agreements**, requiring operators to implement integrated policies (fares, schedules, routes, information) and meet key standards
 - **Establish a dedicated division of MTC as the Network Manager & Expenditure Authority**, with the mandate, authority, capacity and governance to deliver an improved system across 27 operators
 - **Dedicated board**, including a mix of experts & elected officials, with delegated responsibility for transit policymaking driven by system outcomes
 - **Dedicated centralized staff** focused on region-wide integration and transit performance

Current governance lacks mandate, capacity, leverage

Pre-pandemic operations funding sources:

~25% of funding for operations allocated by MTC

~75% of funding for operations from other sources (fares, local sales taxes, local parking revenues)

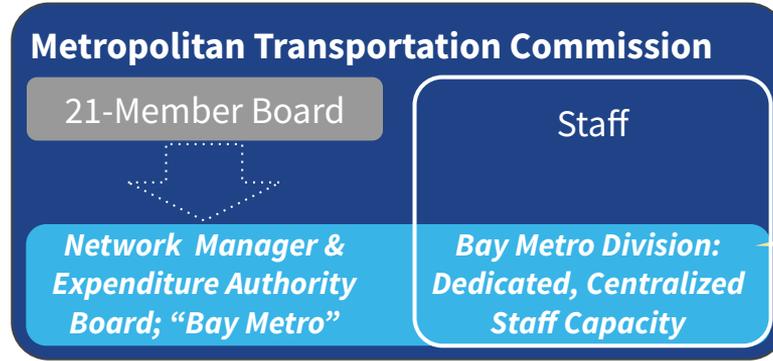


Funding not tied to standards or plans



Regional measure enabling legislation should establish Network Manager & Expenditure Authority as division of MTC

Post-regional measure operations funding:



New division with institutional mandate & capacity

~50% of funding for operations would be regional



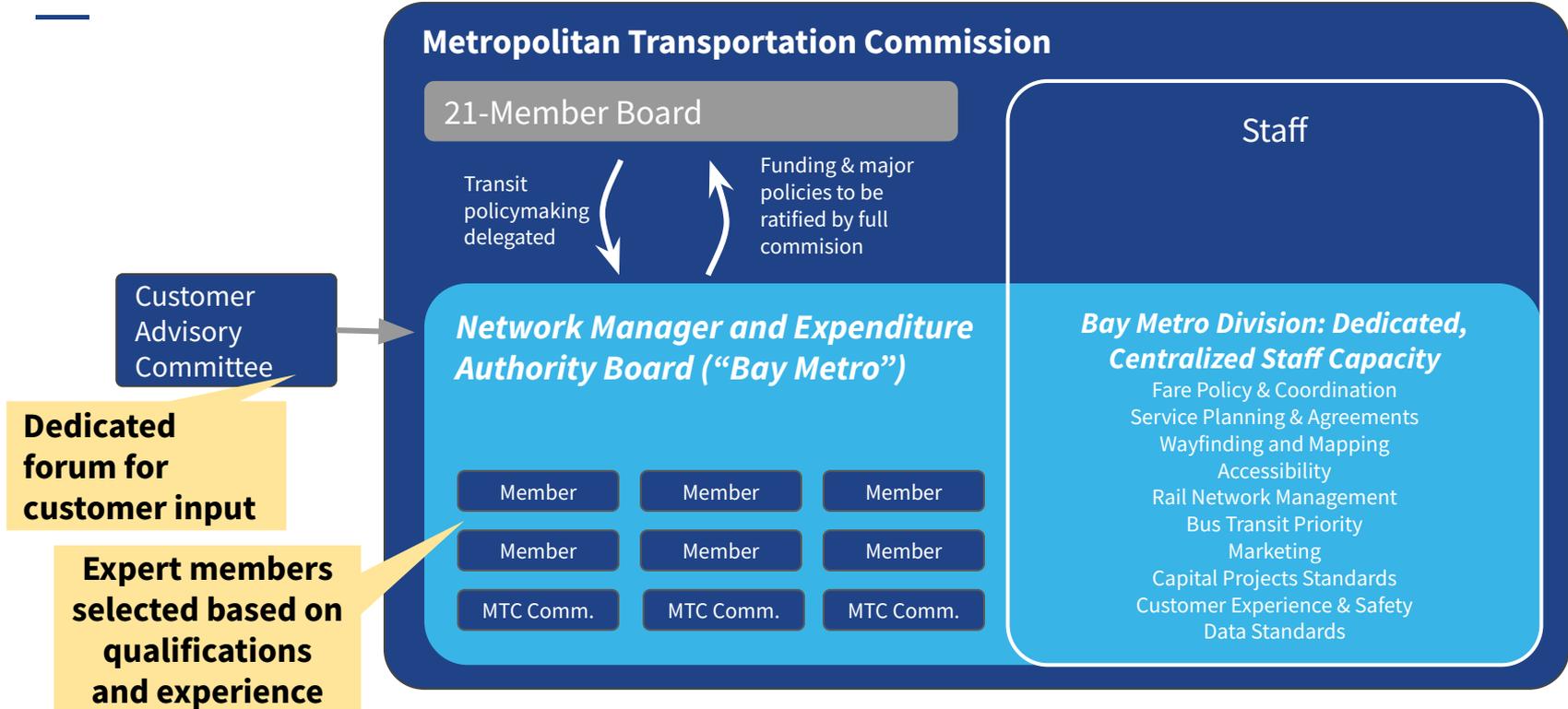
Future allocations to be based on service agreements, with standards, including:

- Schedule coordination
- Fare Integration
- Customer experience
- Other standards

~50% of funding for operations from other sources



Network Manager & Expenditure Authority will have dedicated expert-led board and dedicated staff capacity



Network Manager & Expenditure Authority Board should include mix of experts with relevant experience and MTC Commissioners

- Criteria for six expert board members:
 - Relevant professional or life experience (e.g. transportation operations, customer experience, accounting, finance, labor, construction, legal), knowledge of best practices
 - Represent the whole region
 - Transit riders
 - Able to dedicate sufficient time to transit and transportation
 - Independence to do what's best for the region and riders, informed by data and metrics
- Three MTC board members on board should include at least one 'big city' representative
- Proposal builds off of current structure - new Board would replace current "Network Management Committee" of MTC

Other regions have pivoted - the Bay Area can too

