



# Proposed Next Steps for Bay Area Transit Governance Reform

Ian Griffiths

Policy Director, Seamless Bay Area

September 10, 2020



# A Regional Network Manager / Transit Coordinator Entity

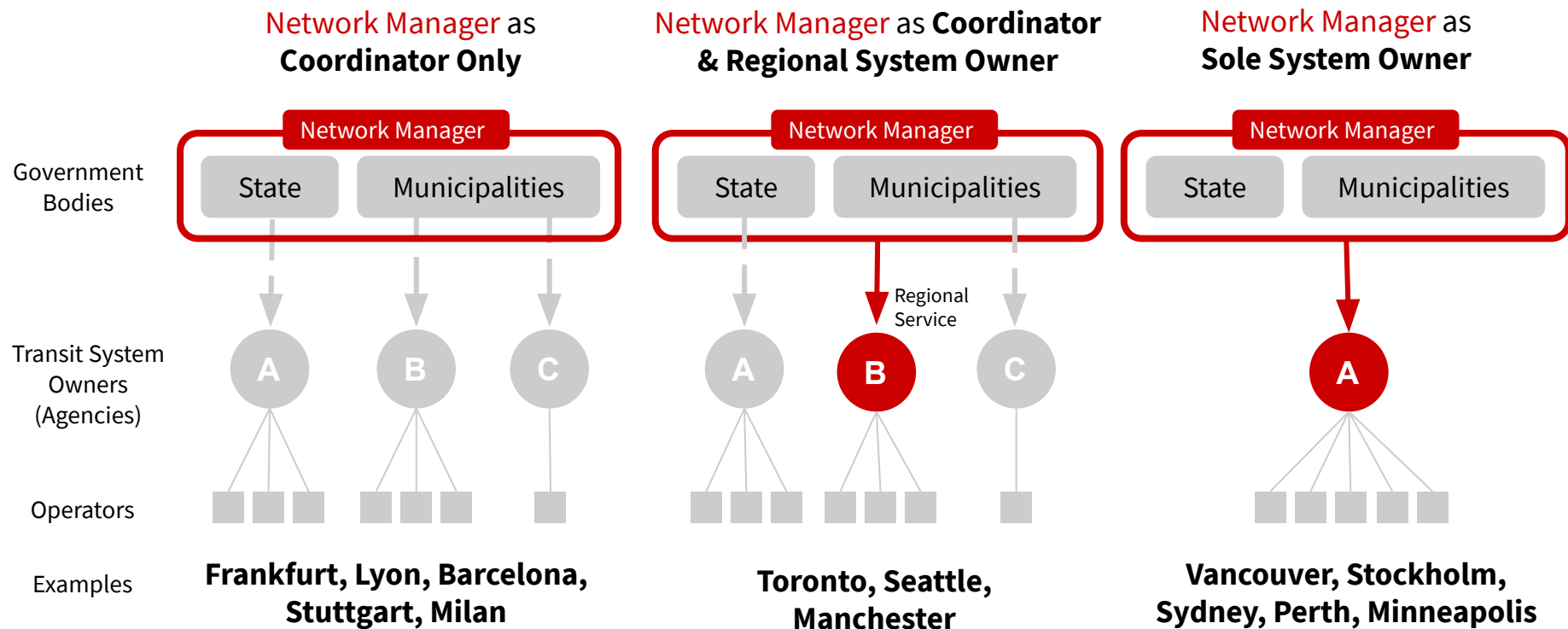


- Sets strategic goals and minimum standards for the network, with a specific focus on integrating urban and suburban routes.
- Focuses on customer experience and interfaces
- Facilitates coordination between operators
- Fulfills additional roles such as:
  - strategic planning
  - fare policy, collection, distribution
  - schedule coordination
  - regional branding and marketing
  - capital project delivery oversight & risk management

# Research Findings: Common Lessons

- A Network Manager entity is the norm in high-performing regions
- Network Manager relationship to state/local governments and transit agencies is clear
- State/national legislation prompted and supported coordination
- Strong regional coordination is associated with
  - High ridership benefits even without major new spending
  - Higher levels of ridership in both urban and suburban areas

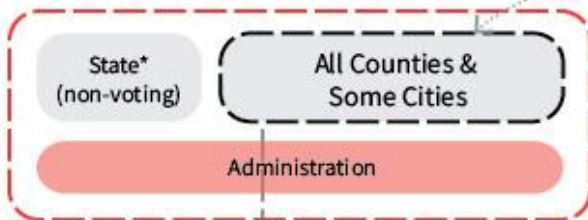
# Network Manager entities exist in three main forms



# San Francisco Bay Area Governance Landscape

Metropolitan  
Transportation  
Commission

Political  
Level  
  
Administrative  
Level



Cities &  
Counties

Joint Powers  
Authorities

Special  
Districts  
(Appointed  
Boards)

Special  
Districts  
(Directly Elected  
Boards)

City or County  
System Owners  
*Currently represented  
on MTC*

City or County  
System Owners  
*Not represented on  
MTC*

JPA System  
Owners

Special District  
System  
Owners

Special District  
System  
Owners

Transit Operators

SFMTA (via SF Mayor's appointee)  
Sonoma County Transit (via Sonoma appointee)  
Union City Transit (via Union City Mayor)

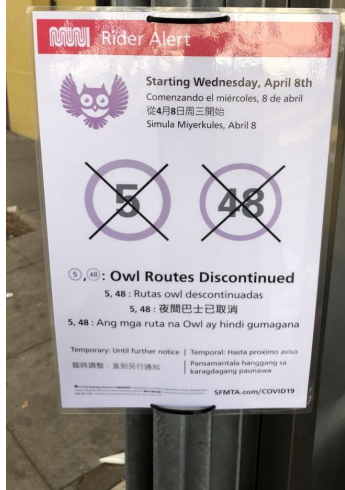
Dixon Read-Ride  
FAST  
Petaluma Transit  
Rio Vista Delta Breeze  
Santa Rosa Citybus  
Vacaville City Coach

ACE\*  
Caltrain\*  
County Connection\*  
Tri-Delta\*  
Wheels\*  
Vine\*  
SolTrans\*  
WestCAT  
Capitol Corridor\*  
San Joaquins\*

Golden Gate Transit\*  
Marin Transit\*  
SamTrans  
VTA\*  
SMART\*  
WETA

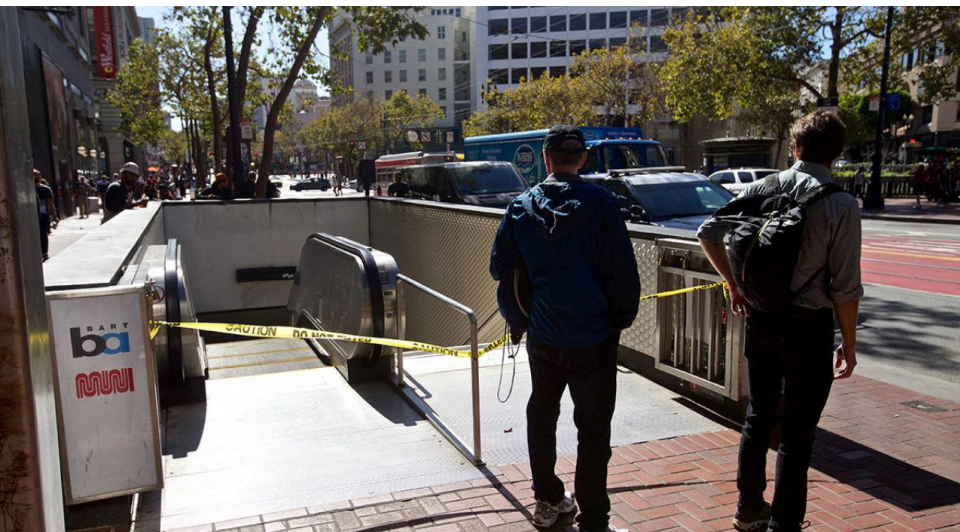
BART  
AC Transit

\* indicates the system owner has one or more board member who is an MTC commissioner, even though they do not officially represent the system owner on MTC



## COVID has created immediate threats to transit; but also underscored the urgency of planning for an uncertain future together

- **Recent coordination is unprecedented and a good step forward. It must be institutionalized and streamlined.**
- A system that was poorly-connected pre-pandemic struggles to adapt
- Without a guiding plan for connectivity or alignment, agencies confront extraordinary challenges to coordinate service changes
- **A network manager and better integration are necessary, though not sufficient for a Covid recovery; near and long-term funding are also needed.**





# Change takes time; it's important we begin planning for institutional reform now

- 2020-2021 **Blue Ribbon Transit Recovery Task Force / Action Plan**
- 2021-2022 **Legislation establishing a Network Manager, governance Reforms**
- 2023 **Enabling Legislation for Regional Ballot Measure**
- 2024 **Ballot Measure with Funding for an Integrated, World Class system**



## Next steps: The Bay Area's Public Transit Transformation Action Plan should answer

1. What transportation outcomes do we want?
2. What institutions & funding do we need to realize these outcomes?
  - a. What authorities are appropriate for a **transit network manager**?
  - b. What authorities are appropriate for local institutions?
  - c. What types of funding & tools are needed?
  - d. What's the right geography?
  - e. How should institutions be governed?
3. What's a feasible transition path?