

An aerial view of a modern city street. On the right, a light blue tram is stopped at a station platform with several people waiting. A white bus is driving on the road next to it. The street is lined with modern buildings, trees, and a sidewalk with many pedestrians. A large, semi-transparent dark blue box is overlaid on the center of the image, containing the main title in white text.

# Regional Network Management (RNM)

RECOMMENDED REGIONAL NETWORK MANAGEMENT (RNM) SHORT/NEAR-TERM FRAMEWORK

Presentation to SFCTA Board

February 2023

# Background

BLUE RIBBON



TRANSIT RECOVERY  
TASK FORCE

In May 2020, MTC created a 32-member **Blue Ribbon Transit Recovery Task Force** (“Task Force”) to support MTC in the development of a regional response to address the adverse impacts of the COVID-19 pandemic on transit systems in the Bay Area



In July 2021, the Task Force approved 27 specific near-term actions to re-shape the region’s transit system into a more connected, more efficient, and more user-focused mobility network across the entire Bay Area which formed the **Bay Area Transit Transformation Action Plan**

## Network Management Evaluation


The Task Force requested that an independent assessment of network management alternatives be completed prior to the sunset of the Task Force to serve as the foundation for a more in-depth business case evaluation of these alternatives.

As a part of this plan, the Task Force requested that a study be completed to select a preferred alternative structure(s) for **Regional Network Management (RNM)** and recommend next steps to achieve implementation

## Network Management Business Case Evaluation Project

Accordingly, MTC established a **Network Management Business Case Evaluation project** to assess and recommend a preferred regional network management framework to achieve near-term and longer-range transit mobility goals

# Transit Transformation Action Plan – Desired Outcomes

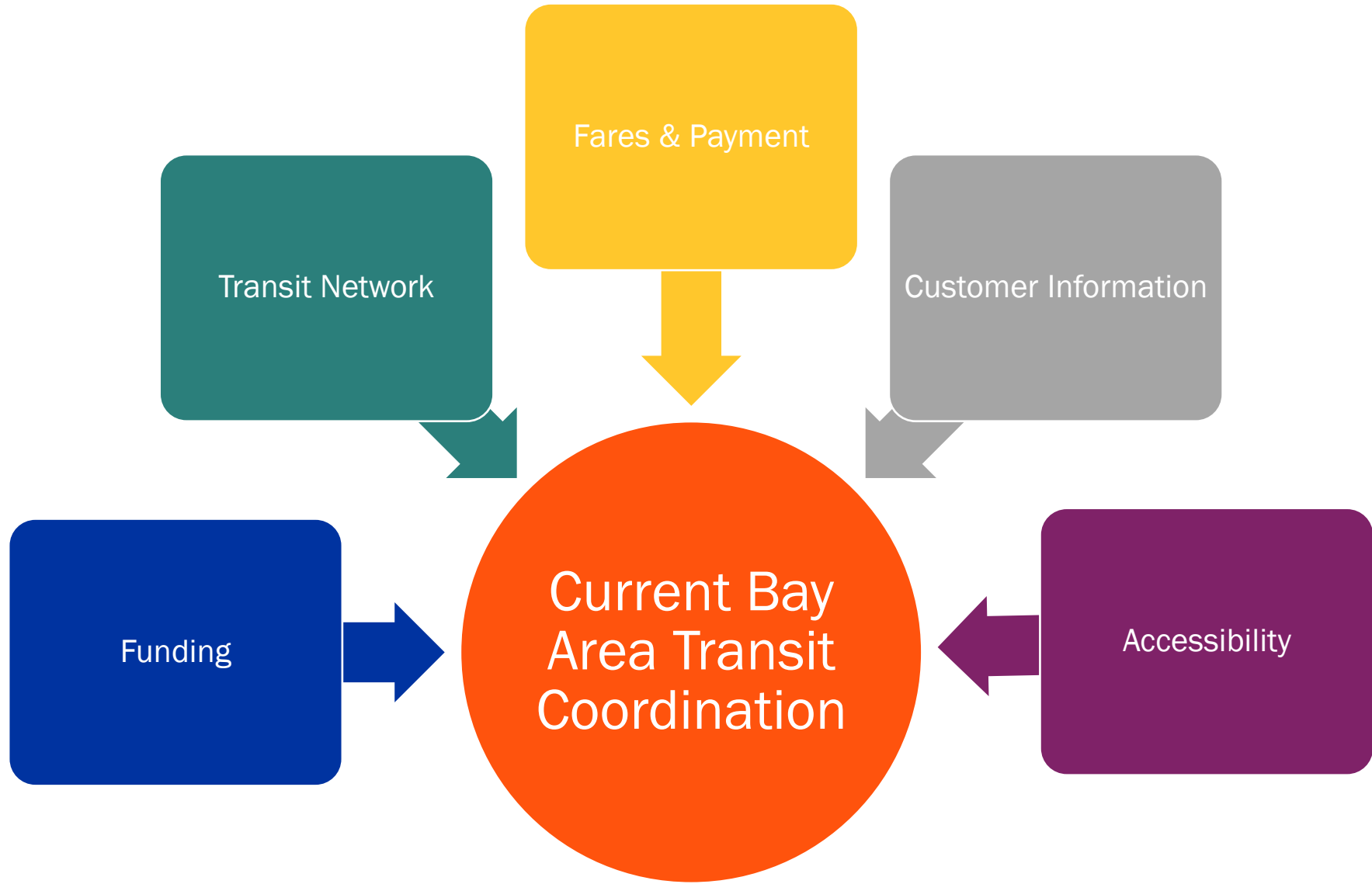
I. Fares and Payment	II. Customer Information	III. Transit Network	IV. Accessibility	V. Funding
<p>Simpler, consistent, and equitable fare and payment options.</p>   	<p>Make transit easier to navigate and more convenient.</p>  	<p>Transit services managed as a unified, efficient, and reliable network.</p>   	<p>Transit services for older adults, people with disabilities, and those with lower incomes are coordinated efficiently.</p>   	<p>Use existing resources more efficiently and secure new, dedicated revenue to meet funding needs.</p>  

# Current Bay Area Transit Coordination

Regular weekly coordination by all operators on multiple facets and sharing of best practices

Progress on all five Transformational Outcomes outlined in the Transit Transformation Action Plan

Shared staffing & consultant support on topics



# Recent regional transit coordination wins

- **Weekly General Manager meetings**
  - Coordinated funding advocacy
- **Fare Integration:**
  - Clipper BayPass Pilot launched August 2022 - unlimited transit pass at select institutions
  - Muni and Samtrans Route 122 Pilot – Muni pass accepted on part of Route 122 in SF
- **Service Reciprocity**
  - Eliminated regional restrictions on local routes (e.g. Golden Gate and SamTrans buses in SF)
- **Network legibility**
  - Renumbered bus routes to eliminate duplication (e.g. Golden Gate renumbering)
  - Station wayfinding upgrades have followed MTC standards (Castro, Church, Powell)
- **Schedule coordination**
  - Aligning sign-ups to regional schedule changes (e.g. BART)



# Network Management Business Case Advisory Group

## Purpose

- Established in September 2021 to guide and review the Business Case analysis and recommendations
- Business Case Evaluation: Assess and recommend a preferred regional network management framework to achieve near-term and longer-range transit mobility goals

## Convenings

- 14 Advisory Group Members
- January – December 2022
- Met 8 times

## Composition

### **7 Transit Agency Representatives**

Denis Mulligan (Chair), GGBHTD  
Michelle Bouchard, Caltrain  
Bill Churchill, County Connection  
Carolyn Gonot, VTA  
Michael Hursh, AC Transit  
Bob Powers, BART  
Jeff Tumlin, SFMTA

### **7 Stakeholder Representatives**

Alicia John-Baptiste (Vice-Chair), SPUR  
Christine Fitzgerald, SVILC  
Adina Levin, MTC Policy Advisory Council  
James Lindsay, ATU  
Therese McMillan, MTC  
Suzanne Smith, SCTA  
Jim Wunderman, Bay Area Council

# Proposed Regional Network Management (RNM) Statements

## Proposed Mission Statement

(“Core Purpose”)

To drive transformative improvements in the customer experience for regional Bay Area transit

## Proposed Vision Statement

(“Why”)

To advance regional goals in equity, livability, climate, and resiliency through a unified regional transit system that serves all Bay Area populations

# Regional Network Management Initial Focus Areas

## Fare Integration Policy

- Set the regional vision
- Establish regional policies
- Establish policy implementation plans, including the identification of funding

## Wayfinding & Mapping

- Set the regional vision
- Establish regional policies (e.g., design standards, compliance requirements)
- Establish policy implementation plans, including the identification of funding
- Deliver centralized procurement, where relevant

## Accessibility

- Embed accessibility within each of the other functional area plans
- Define a regional vision for paratransit operations
- Identify improvements needs re: implementation of paratransit policies and requirements
- Establish a regional implementation plan

## Bus Transit Priority

- Set the regional vision
- Define BTP corridors and identify needs / initiatives
- Serve as the central coordination point for state, county, and city stakeholders
- Establish policy implementation plans, including the identification of funding

## Rail Network Mgmt.

- Set the vision for the regional rail network
- Translate regional vision into regional implementation plan (project prioritization, sequencing, integration points, project funding, delivery approach, etc.)

## Connected Network Planning

- Identify critical regional transit gaps to create CNP
- Establish and create data tools for regional planning
- Identify funding priorities and establish service standards
- Draft changes to Countywide Transportation Plan guidelines, as needed



# The proposed RNM structure will need three key elements

## Regional Visioning Element

**MTC RNM Committee:** Leverage existing regional purview and planning capabilities to help set the regional vision for transit in the Bay Area and drive the direction of the RNM

**“Voice of the Customer” Advisory Committee:** Group of stakeholders who represent the customer and can help inform decision-making with the customer in mind

## Steering Element

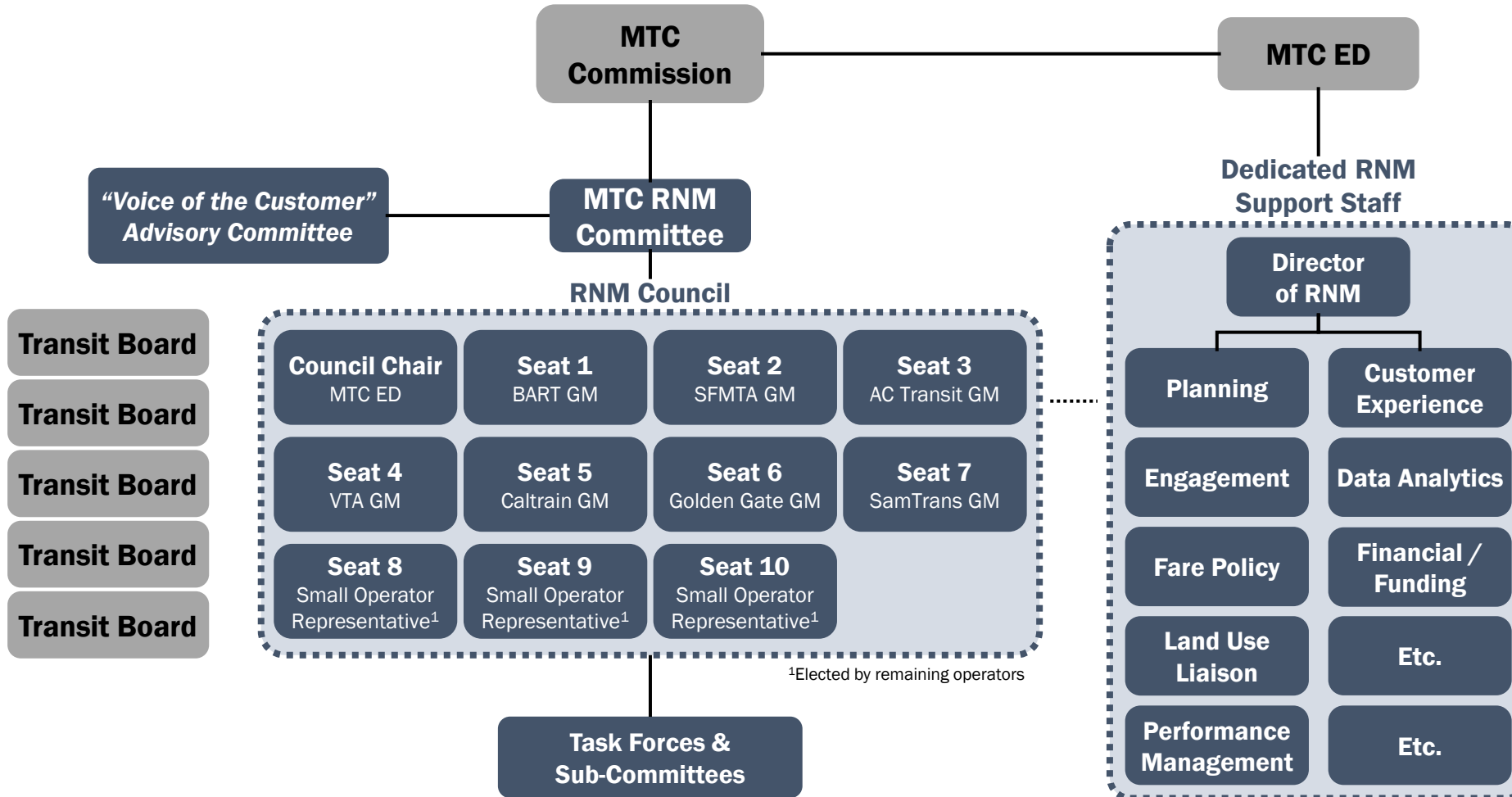
**RNM Council:** Council comprised GM-level Operator and MTC representatives who understand transit operations and can represent the interests of their stakeholders, make critical decisions on regional policies, and provide leadership

## Administrative / Operational Element

**Dedicated RNM Support Staff:** Group of dedicated staff (potential opportunity for transit agency staff support as well) with a broad range of capabilities and expertise to support the operations and analysis of the RNM

**Task Forces & Sub-Committees:** Temporary (Task Forces) or longer-term (Sub-Committees) groups comprised a broad range of representatives, including Operators, stakeholders, and subject matter experts, that will help complete analysis and develop policy recommendations / options for topics

# Recommended Short / Near-Term RNM



## ✓ Customer Focused:

- Enables highly inclusive decision making to bring a broad range of perspectives
- Multiple engagement points for the “Voice of the Customer” to prioritize customers in decision making

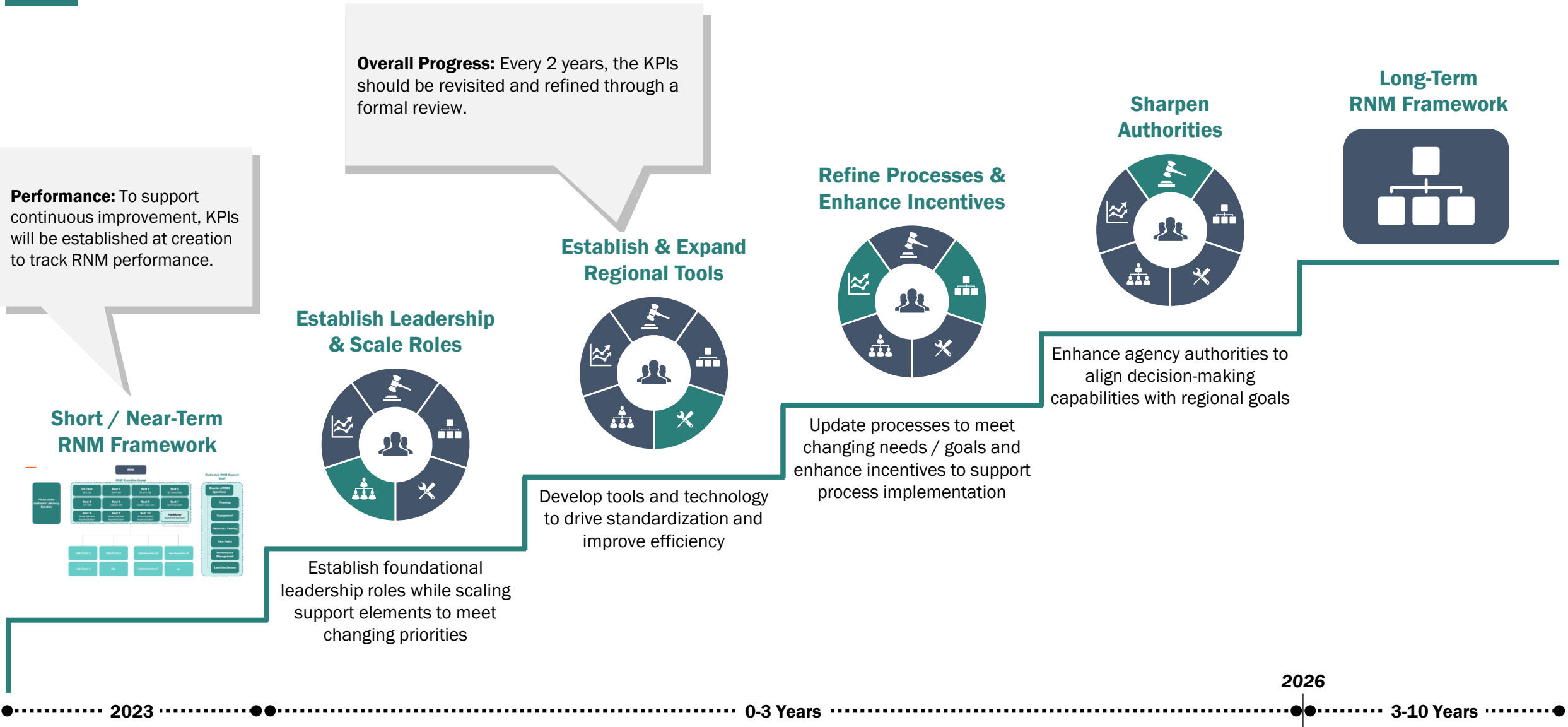
## ✓ Structured for Scale:

- Team of Dedicated Support Staff can grow over time to provide needed capacity to Operators
- Joint teams, with potential opportunities for transit agency support staff, enable high quality proposals to reach the Council, driving effective use of GM time
- Task Forces and Sub-Committees can be added or subtracted as regional priorities shift

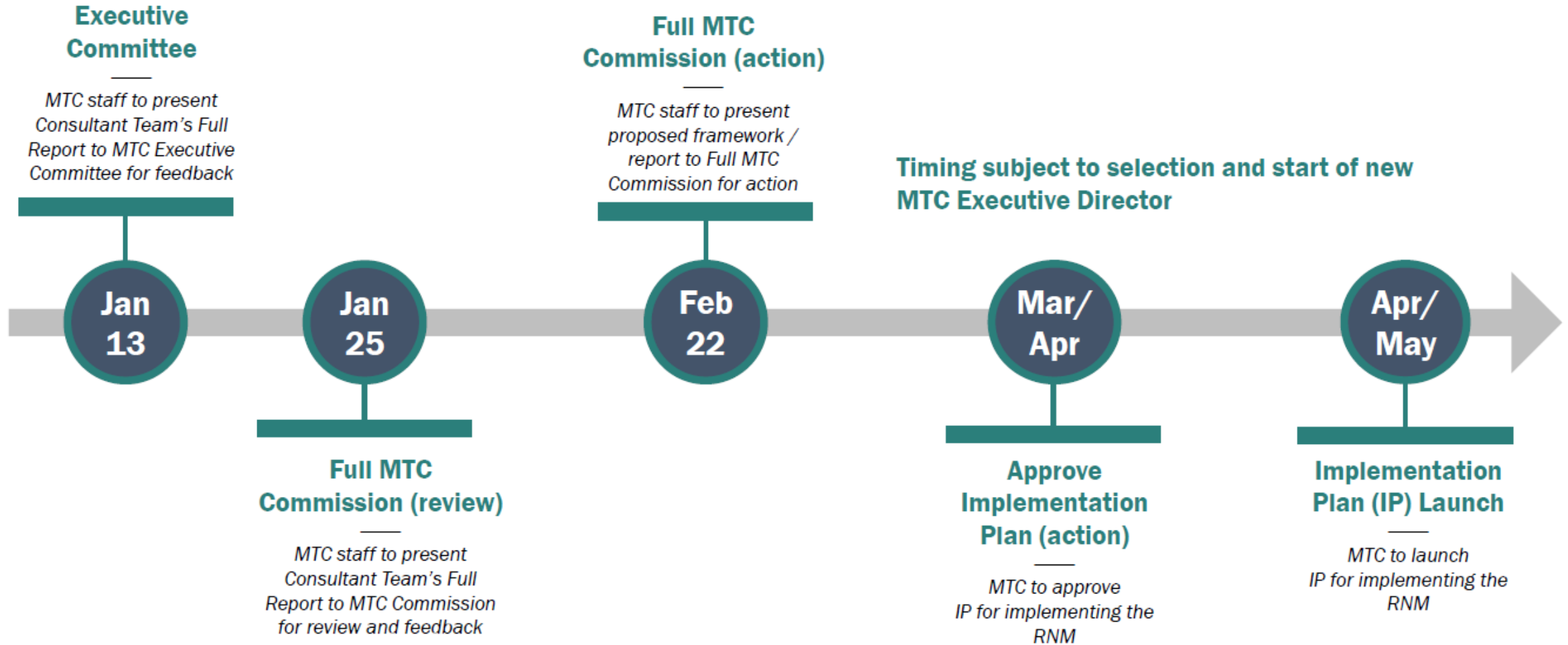
## ✓ Balances Short-Term Momentum with Long-Term Transformation:

- Allows RNM to be stood up quickly to begin working on priority items, but also allows continuous evolution
- Seeks to drive cost and time effectiveness
- Feasible within current legislative constraints

# How the Operating Model will Drive Long-Term Evolution of the RNM



# Key Milestones & Next Steps



**THANK YOU.**