MTC-Regional Update

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Citizens Advisory Committee
January 18, 2023
Agenda Item 8

MTC - Regional Coordination

Regional Network Management (RNM)

- Caltrain is a leader on a range of regional initiatives, including the Regional Network Management (**RNM**) Business Case process.

BLUE RIBBON
TRANSIT RECOVERY TASK FORCE

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.

Network Management Business Case Evaluation Project

May 2020: MTC creates 32-member Task Force to develop a response to pandemic related impacts on Bay Area transit.

July 2021: Task Force approves 27-item Action Plan for recovery and the creation of a better connected, more efficient, user-focused network.

The Task Force's Action Plan requests that a preferred structure for RNM be developed by transit operators, policymakers, stakeholders.

MTC starts RNM Business Case process.

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RNM 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

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RNM Functional Areas

- RNM Business Case identified **six functional areas** to evaluate for regionalization:

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

Key Takeaways

1) **Regional Role:** Regional entity will set the vision, make select funding decisions, develop the regional policies, create implementation plans, and implement regional programs (as needed) by coordinating stakeholders
2) **Operator Role:** Operators will be highly involved in regional decision making, provide local stakeholder perspectives / needs, and implement regional policies
3) **RNM Framework:** RNM Framework will need to be designed to facilitate the effective and efficient interplay of these two roles

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RNM Business Case Benefits

- RNM Business Case asked if regionalizing activities in the **six functional areas** would improve the customer experience and/or unlock efficiencies and be feasible.

1 Improve the customer experience

Such as:
- Reduce travel times
- Improve equity
- Simplify the user interface
- Enhance accessibility
- Increase affordability

and / or

2 Unlock efficiencies

Such as:
- Enable sharing of costs
- Generate economies of scale
- Reduce time spent on coordination activities
- Reduce duplicative efforts / activities
- Enable / attract funding

and

3 Be feasible

Such as:
- Is not cost prohibitive
- Within achievable legal / regulatory limitations
- Agency has path to authority, where required
- Is operationally possible

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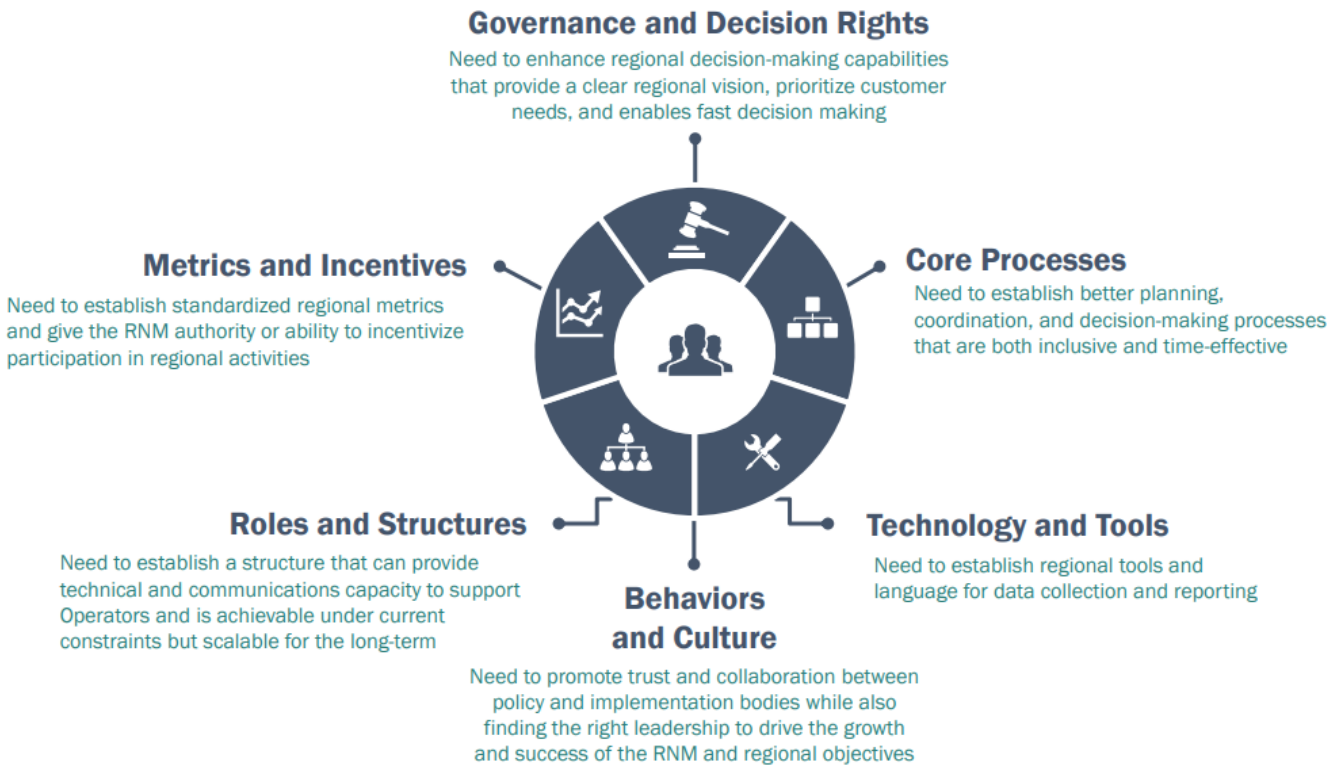
RNM Operating Model Focus Areas

- An evaluation of the Bay Area's current state of transit coordination led to the identification of **six focus areas** for a future RNM Operating Model:



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MTC Proposed RNM Framework

- To address challenges of regional coordination, an RNM framework will require three 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 polices, and provide leadership
Administrative / Operational Element	**Dedicated RNM Support Staff:** Group of dedicated staff (potential opportunity for seconded staff 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

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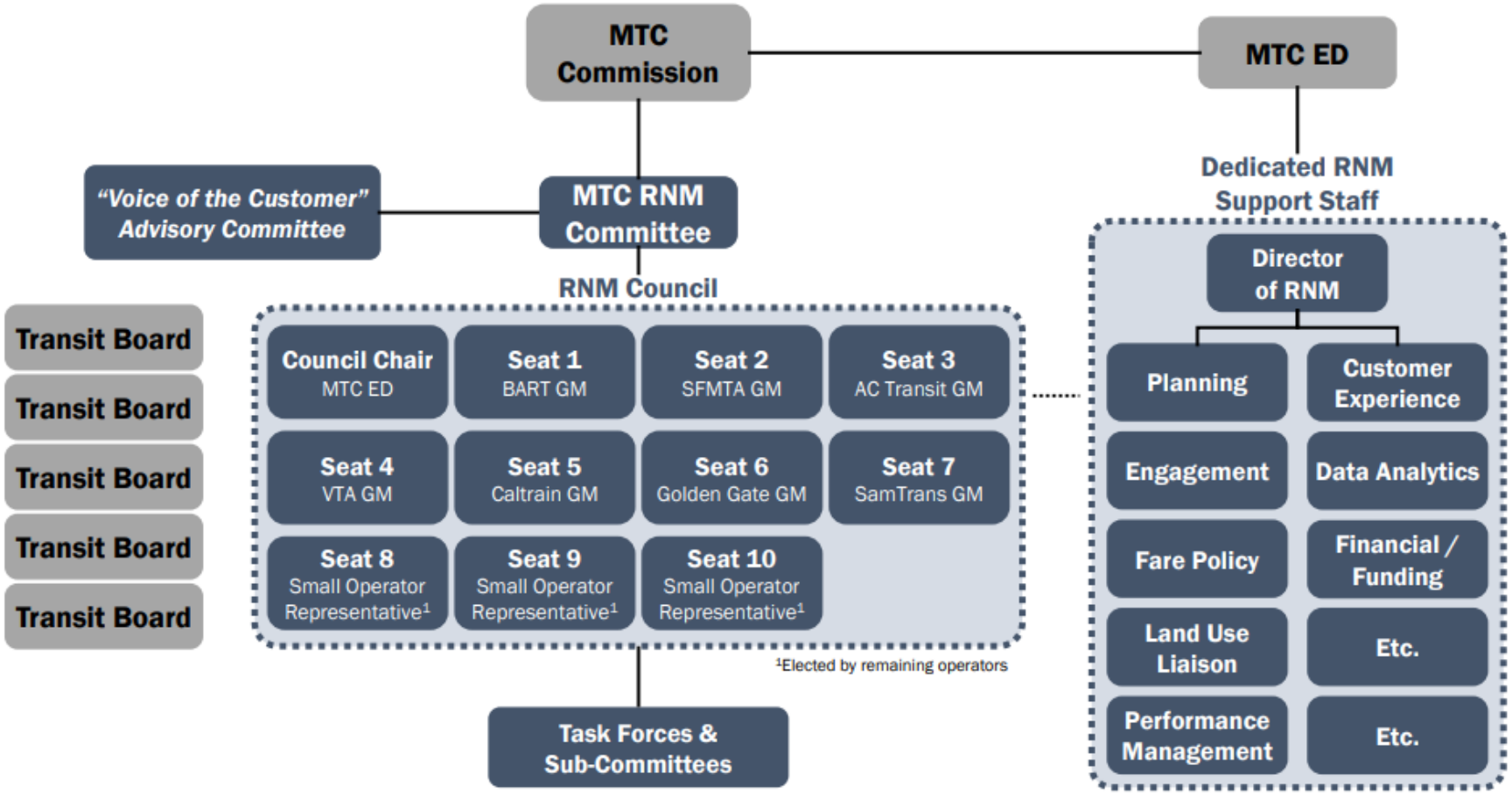
MTC Proposed RNM Framework



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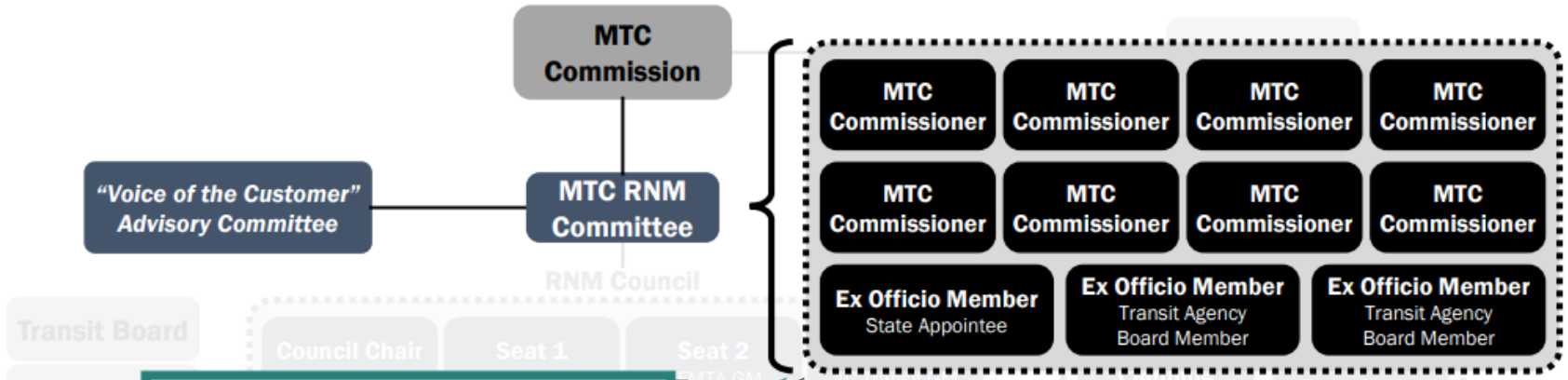
New MTC RNM Committee



- Similar to how MTC is structured today, this is not intended to be an extra layer, but a focused group of individuals from MTC who can help drive progress (MTC has similar existing committees)
- 8 voting seats for Commission Members
- 2 non-voting seats for transit agency board members
- 1 non-voting seat for a state appointee

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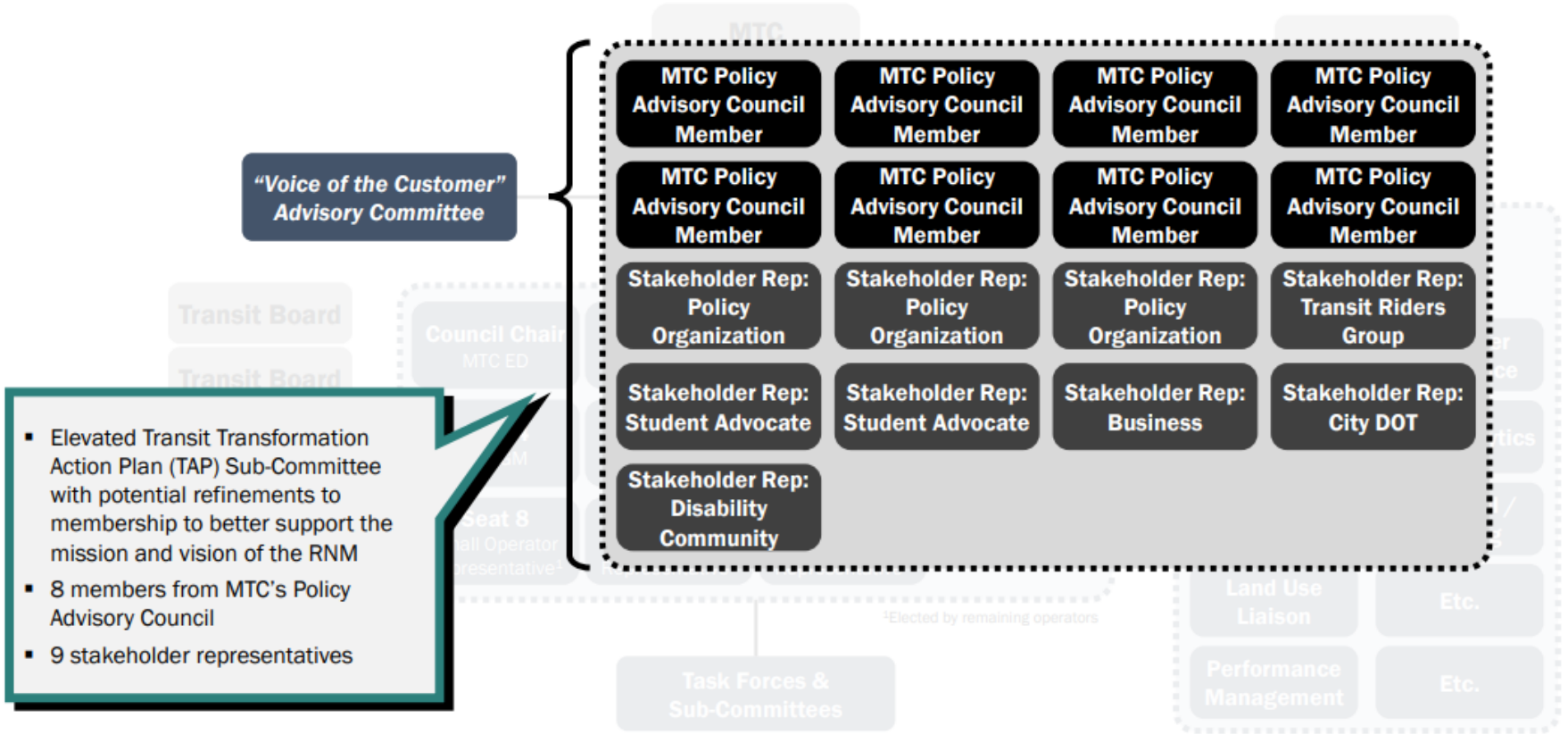
Voice of the Customer Advisory Committee



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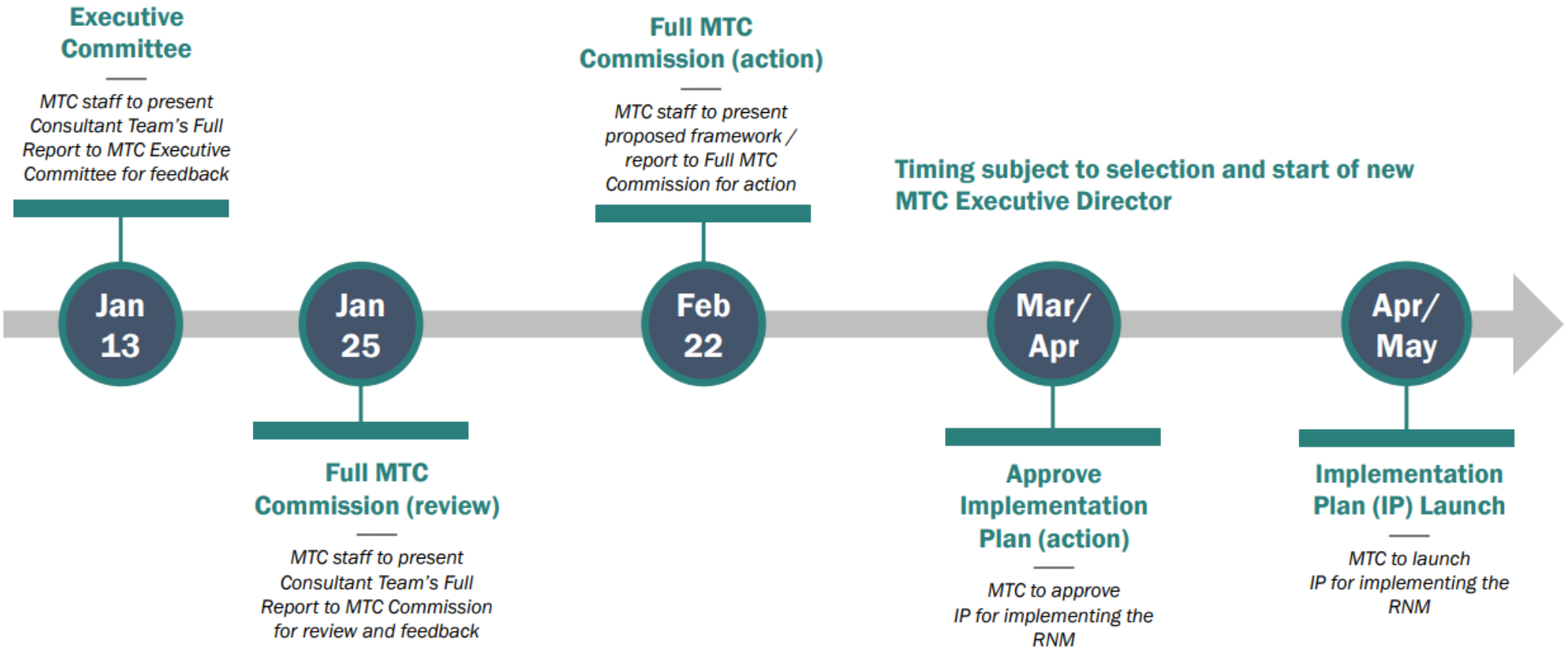
MTC Next Steps



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Considerations for RNM Implementation

- MTC proposes a **180-day** startup plan for the RNM Framework, including:
  - Operator and MTC alignment on KPIs, priority initiatives
  - Hiring of dedicated RNM staff, including a Director of RNM
  - Hold first MTC RNM Committee, Voice of the Customer Advisory Committee, RNM Council meetings
  - Issue first Bi-Monthly progress report to MTC RNM Committee
- Caltrain will continue to proactively pursue regional coordination projects, including schedule and wayfinding improvements with fellow operators.
- Ensuring sufficient Caltrain board, committee and community input on the RNM launch activities.

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Other Important Regional Activities

- Regional Rail Partnership Study (MTC) closeout
- Caltrain-TAMC MOU for Salinas Extension coordination
- Regional “Backbone” committee to develop strategies for future gap funding
- Corridor Crossings Strategy and coordinated grade separation project delivery