

## Schedule Coordination Short-Term Recommendations

- 1. Identify opportunities to coordinate schedules based on operator lead times for scheduling**
  - a. Are there coordination opportunities that we are missing today?
  - b. Can minor process changes be made to take advantage of coordination?
  - c. What are the ideal “sweet spot” dates to coordinate schedules?
- 2. Establish a Schedule Coordination Working Group to coordinate service schedules**
  - a. Comprised of a representative from each operator’s scheduling team
  - b. Meet twice a year, in advance of BART schedule changes (currently February and September)
  - c. Scheduled for **14 weeks** prior to implementation
  - d. February 2021 BART schedule changes could be first trial of working group structure
    - i. Schedule for third week of October, 2020
    - ii. BART to share conceptual schedules
    - iii. Other operators to share major schedule impacts (construction, changes, etc.)
- 3. Identify the Bay Area’s priority transfer hubs**
  - a. Based on ridership patterns from actual transit trips
  - b. Develop transit information materials to illustrate locations of priority transfer hubs (and services)
  - c. Operators can prioritize schedule coordination at these locations
  - d. Utilize a more robust process to develop? Community outreach or is it just data-driven?
- 4. Begin process of aligning signup implementation dates**
  - a. BART is on top of the Bay Area’s transit hierarchy; has two (major) signups per year
  - b. Could start the long process of aligning operators to the two BART signups (additional signups fine)
  - c. Most bus operators prefer January and August for school purposes
  - d. Many operators would have to revise labor contract for new dates (particularly large operators)
  - e. Start with BART, then work down by operator size
  - f. Labor unions can be driving force to make alignment happen

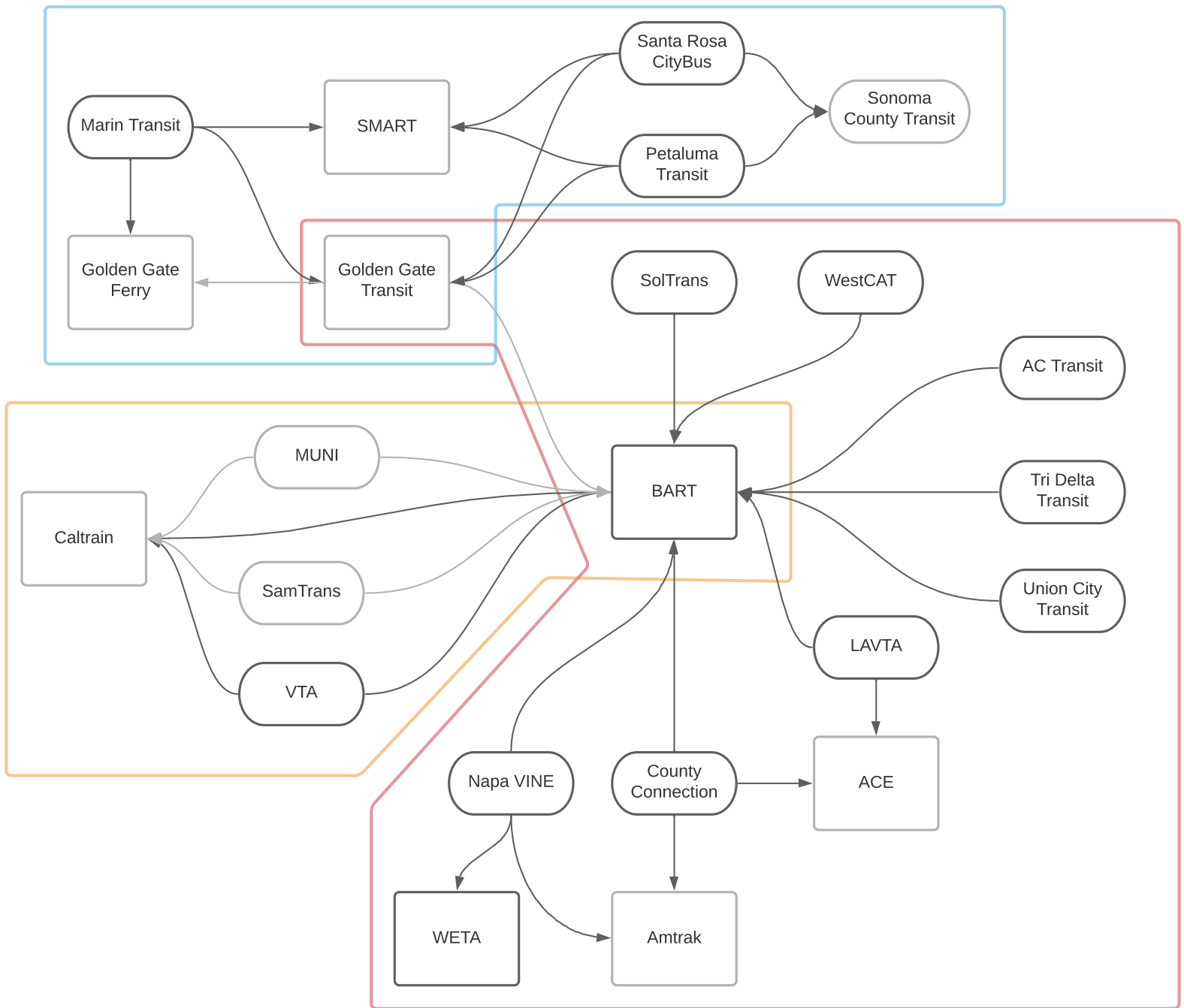
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### Bay Area Transit Operator Signup Calendars

DRAFT

Operator	Frequency	Flexibility	Union													Notes/Plans
				Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	
BART	3/year	none (in CBA)	ATU		MAJOR				MINOR			MAJOR				current contract expires 2021; no schedule changes in June; Second Monday in Feb/Sept
Caltrain	as-needed			flexible; service changes are made as-needed												
ACE																
WETA	2+/year	flexible	IBU/MMP			MAJOR							MAJOR			Flexible in moving dates but historically 2 major sign up periods
VTA	3/year	none (in CBA)	ATU		MAJOR				MINOR				MINOR			would like to match BART's Sep signup; current contract expires 2022
AC	4/year					MINOR			MINOR		MAJOR				MAJOR	would like to move to 3/year; current contract expires 2022
SamTrans	3/year			MAJOR					MINOR		MINOR					June/August is typically limited to school changes
SFMTA	3+/year			MAJOR					MAJOR		MAJOR					General occurs once every 2 years
Tri Delta	4/year	flexible											MAJOR			typically follow BART changes
County Connection	4/year (flexible)				MAJOR				MAJOR		MAJOR			MAJOR		flexible dates; current contract expires 2022
LAVTA				MINOR					MINOR		MAJOR					First service change (Jan or Feb) of calendar year typically follows BART's changes
Golden Gate	4/year	Set by MOU	ATU			MAJOR			MINOR			MAJOR			MAJOR	A minimum of four times per year, per MOU. March, June, Sept and Dec. Dates are set by MOU as the second Sunday. Have been moving to have major changes in March and September and minor changes in Dec and June.
Santa Rosa	4/year	dates flexible	SCIU								MAJOR					most bids have no schedule changes
WestCAT	2-3/year	dates flexible		flexible												one major schedule change per year, typically following BART
Union City	2/year (flexible)	dates flexible	Teamsters	MAJOR					MAJOR							one early in CY, one mid-CY; contract allows for addl. bids if necessary
Marin	4/year					MAJOR			MAJOR			MAJOR				typically follow GG; would like to move to 2/year; school service and changes on separate calendar
SolTrans	3/year						MAJOR				MAJOR				MAJOR	
NVTA	3+/year	dates flexible			MAJOR	MAJOR	MAJOR				MAJOR	MAJOR	MAJOR			major service changes limited to 2/year, typically in late Winter and early Fall but flexible
Petaluma	2/year	dates flexible	ATU					MAJOR			MAJOR					CBA is between contractor (MV) and ATU. CBA specifies bid cannot exceed 6 mo

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## Bay Area Transit Operator Scheduling Timelines

