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2022

December 9, 2022

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Chairman Pedroza,

Thank you and the Metropolitan Transportation Commission (MTC) for your leadership on regional transit coordination. As BART celebrates our 50th anniversary of regional public transportation service, MTC and BART have had many opportunities to work together to provide sustainable mobility choices for Bay Area residents.

On November 17, 2022, the BART Board had an opportunity to review and discuss the preliminary proposal put forward at the November 14, 2022 Advisory Group meeting as part of the Regional Network Management Business Case effort. Improving the customer experience is of utmost importance to BART.

As President and Vice President of the BART Board of Directors, we wanted to offer the following comments on the preliminary proposal.

1. **Focus on Funding:** Due to the impacts of the COVID-19 pandemic and the rise of remote work, it is imperative for MTC and transit operators to continue to work together to identify near-term and long-term funding to sustain critical transit services for the region. We appreciate MTC partnership on this so that operators can continue to provide adequate service for riders.
2. **On the Right Path:** The preliminary proposal for the Near-Term Regional Network Management Structure is moving in a good direction, with some minor modifications (identified below). We agree that there is an urgent need for action to improve the customer experience, after two and a half years of planning efforts. We need to show continuous customer improvements in order to build back the trust of the public. A Near-Term period of approximately two-years seems reasonable, but there will need to be performance measures to assess how the Near-Term Framework is performing, with some ability to iterate on the metrics.
3. **Long-Term Evolution:** We appreciate MTC acknowledging the need to establish a Near-Term Framework to show progress now, and the need for a transition to a Long-Term Framework. While we don't know what the end state will look like, it will be important to identify a clear and robust transition process, with a definite timeline. More definition is needed on how to get from Step A to Step B, and beyond.

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4. **Policy Direction Needed:** For both the Near-Term and Long-Term Frameworks, one thing lacking is a clear definition of role for transportation policy makers. The Near-Term Structure would be greatly enhanced with a separate and distinct role for a policy maker committee representing the MTC Commission, and directly elected transit agency board members that do not currently have representation on the Commission. This policy committee would be held accountable by the public.
5. **Transit Board Representation:** For the Long-Term Framework, we continue to advocate for having a seat at the regional table. As directly elected public officials, both the AC Transit and BART Board have accountability to our transit riders. If MTC and the State are seeking transformational changes in the regional transit network to improve the customer experience, it is very important for both AC Transit and BART to have a Board representation on the Commission.

We look forward to reviewing the draft recommendations as they emerge in the next several weeks. Please do not hesitate to contact us if you have any questions.

Sincerely,



Rebecca Saltzman
Board President



Janice Li
Board Vice President

cc: Therese McMillan, MTC Executive Director
Alix Bockelman, MTC Deputy Executive Director, Policy
Bob Powers, BART General Manager
Val Menotti, BART Chief Planning & Development Officer