



January 12, 2023

Re: MTC Executive Committee Meeting, January 13, 2023
Item 4a. Regional Network Management (RNM) Business Case Evaluation Update
and Draft Recommendations

Joint MTC ABAG Legislation Committee, January 13, 2023
Item 3b. Stakeholder Outreach for Potential Bay Area Transportation Measure

Chair Pedroza, Vice Chair Josefowitz; Chair Arreguin and Commissioners

The Draft Recommendations of the Region's Network Management Business Case Evaluation presented this week caps off over a year of work that was initiated as a result of the Blue Ribbon Task Force's acknowledgment that the Bay Area currently does not possess the *"Network management resources and authority... [to] ensure frequent, reliable service to key destinations across boundaries of multiple agencies, with efficient connections at multimodal hubs"*.

What has been presented is described as an interim, near-term regional network management framework. We support this framework as an interim next step that can immediately begin advancing many of the initiatives.

We are also very pleased to see that today's MTC/ABAG Legislation Committee is reviewing a proposal to start a year-long process to lay the groundwork for authorizing legislation for a regional transportation funding measure. This work is a critical element of the Transformation Action Plan, with a goal to provide funding to support frequent, reliable, accessible well-integrated service with coordinated, affordable fares, streamlined wayfinding. Regional integration has been identified as a key goal, and one of the most popular selling points of a regional funding measure.

The development of the transportation funding measure will consider not only what to spend the money on, but the policies for how to spend the funds. For those policies, it will be essential to ensure that new funding will deliver and maintain a system that is consistently well-integrated for riders.

This will require governance over the new funding to make stable policy decisions, and to ensure that transit agencies participate in and follow key regional programs and standards, while protecting agencies from any financial imbalances caused by coordination. This will require an update to the interim network management structure that is coming forward today.

In order for a regional funding measure to deliver on the promises of fare, service, and system integration - the network management structure will need to be updated to ensure that new money can deliver an integrated system.

The proposed timeline for 'evolving' the interim structure into a longer term structure is 3-10 years from now, to be based on reviews 'every 2 years' of performance.

This timeline is not soon enough to be incorporated into enabling legislation for a regional measure. We urge you to use the critical window of opportunity in the coming year - as part of the groundwork for a regional measure - to define governance for new funding that will lead to a well-coordinated, affordable, accessible system.

Doing so would set our region on a much stronger foundation for transforming transit over the coming years, and in partnership with our state legislators - who are eager to see structural transformation as a condition of new funding.

Thank you,

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