



December 11, 2022

Re: Dec. 12 Network Management Business Case Advisory Group Meeting
Item 4a. Regional Network Management (RNM) Progress Update

Chair Mulligan & Vice Chair John-Baptiste,

We appreciate the opportunity to review the refined Short/Near-Term RNM structure to be presented at the December 12th meeting.

We are happy to see that the refined Short/Near-Term RNM structure has incorporated some of the feedback from Advisory Group members and the Policy Advisory Group TAP Subcommittee members:

- We support the concept of having a new “MTC RNM Committee” made up of both MTC commissioners and others with relevant roles - including transit agency board members not represented on MTC, and a state appointee. We feel that this proposal would be further strengthened if the non-MTC committee members had voting seats on the committee instead of having a non-voting status.
- We support having the “Voice of the Customer” Advisory Committee provide input directly to the MTC RNM Committee, as opposed to the RNM Council. We continue to believe that a representative of the Voice of the Customer Advisory Committee should have a seat directly on the MTC RNM Committee to ensure centering of customer perspectives.

Our most significant concern about this proposal is the lack of clarity about when and how the Long-Term RNM Structure will be developed. Staff and consultants have stated repeatedly in past meetings that the near-term structure is just an interim solution. Therefore, we believe it is essential that the timeframe and next steps for developing the Long-Term RNM Structure be identified now, and that any recommendation to MTC for the adoption of a Near-Term Structure in early 2023 be accompanied by clear next steps on developing the Long-Term RNM Structure.

We wish to reiterate and build upon comments submitted on November 28, 2022 in a joint letter from SPUR, Seamless Bay Area, Transform, Silicon Valley Leadership Group and Bay Area Council, calling for:

- **Setting a defined term and scope for the preliminary RNM structure.** We continue to believe that the Near-Term RNM Structure should be set up with a limited time frame of two years, with an option to extend if absolutely necessary -- as opposed to setting up a structure that will exist indefinitely with a 2 year formal review process.
- **The need to undertake a parallel process to identify and work toward the implementation of a long-term RNM Model, with work beginning in 2023.** The Long-Term RNM structure process should begin in the first 180 days of 2023, and should

be directed by the MTC RNM Committee, not the RNM Council, as governance changes are inherently the realm of policymakers. A consultant team with global subject matter expertise should be retained for the development and evaluation of long term RNM structures, as policymakers should have the benefit of global best practices on this topic.

It was an important commitment of the Blue Ribbon Task Force that the region develop a long-term network management structure in order to achieve its adopted vision of transit transformation - that process should begin within a matter of months.

In closing, we are excited about the prospect of a near-term RNM structure that can get to work in delivering improvements to riders. As we set up the near-term structure, it is essential that we clearly identify our next steps in defining a long-term governance structure that establishes clear accountability for the outcomes of the Bay Area's transit system, and can deliver the substantial increases in transit investments and ridership that are needed to realize our ambitious climate goals.

Thank you,

Ian Griffiths
Policy Director, Seamless Bay Area