



November 7, 2024

To: Metropolitan Transportation Commission
Regional Network Management Council
Re: Regional Network Management Committee Agenda #4

Honorable Commissioners and Staff,

On Friday, November 8, the Regional Network Management Committee is hearing a package of items regarding Transit Priority, including a Caltrans program, a suite of Transformation Action Plan small-scale investments, and the status of MTC's Transit Priority Policy, which is proposed for approval Spring 2025. These items were presented to the RNM Council composed of transit executives on October 28.

Our organizations strongly support transit priority policies and investments, since they help make public transit faster and more reliable; help move more passengers for a given amount of funding; and are among the most cost-effective strategies to increase transit ridership.

We offer several comments to clarify and strengthen the proposed Transit Priority Policy and the process to refine and adopt it.

- The presentation suggests but does not recommend clearly that local jurisdiction adoption of Transit Priority policies will become prerequisites for One Bay Area Grant funding, along the lines of the current Complete Streets requirement. This should be stated clearly.
- The presentation suggests the creation of a regional transit priority network that can be used to prioritize investments, but this is not stated clearly. We support the MTC collaborating with agencies, Caltrans and jurisdictions to create such a regional transit priority network that can be used to inspire and prioritize investments.

- The staff presentation stops short of recommending standards. At the RNM Council, transit executives working on multi-jurisdictional projects encouraged standards to be adopted, and we agree with this recommendation.
- The verbal staff presentation at the RNM Council talked about including County Transportation Authorities in the development of the draft policy, but was less clear about the engagement of local jurisdictions. Proactive engagement of local jurisdictions that are on the path of lines in the regional transit priority network should receive proactive outreach, even at the cost of somewhat slower adoption of the MTC's regional transit priority policy. If key jurisdictions that control local streets on the transit priority network have not been proactively involved, this increases the risk of concerns raised late in the process potentially limiting the effectiveness of the policy.
- Issues of local street space (especially for vehicle parking) was not mentioned at all in the presentation. This is a key issue that frequently results in tensions and in the absence of robust attention to problem-solving, results in projects getting watered down. The policy and programs should include technical support for parking studies, outreach, and solution development, in order to proactively address local access issues while delivering effective transit priority outcomes.

Thank you very much for your consideration,

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