



November 7, 2019

Attention: Joint MTC Legislation Committee & ABAG Legislation Committee
Re: Agenda Item #4B, 2020 Draft Joint Advocacy Program

Honorable MTC Commissioners and ABAG Executive Board Members,

Thank you for considering an overview of the 2020 Draft Joint Advocacy Program, since there are important issues relating to transportation and housing that will be before the state legislature this coming year.

We request that “Institutional reforms to advance a seamlessly integrated transit system” be listed as a distinct initiative of MTC/ABAG’s 2020 Joint Advocacy program, and not just as part of advocacy regarding a Regional Ballot Measure.

The Bay Area’s present transit system is experiencing major challenges, including declining per capita ridership and increased competition from new forms of mobility. Bay Area transit provides fragmented and cumbersome experiences for users, making public transportation uncompetitive with driving; and it does not make the most effective use of taxpayer resources that are available. Major capital projects routinely have cost overruns, are delivered years late, and do not deliver seamless connections among modes.

Based in over two years of research and interviews with leaders across the Bay Area, our organization, Seamless Bay Area believes that institutional reforms are urgently needed to support seamlessly integrated planning and operations of the public transportation system. The public is hungry for change. Over 1,250 members of the public have signed a petition in support of seven “Seamless Transit Principles”, one of which is “Prioritize reforms to create a seamless network”. The Seamless Transit Principles (see Attachment) have been endorsed by over a dozen organizations, including SPUR and TransForm and one city, the City of Berkeley.

We are glad to see that there is a sentence embedded within the line item on a Regional Transportation Revenue Ballot Measure that calls for “reforms to support the efficient management and seamless operation of our transportation system.” However, given the complexities of pulling together a regional funding measure, such a funding measure may happen later than 2020.

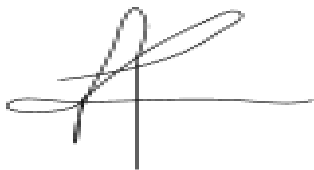
Advocacy for institutional reforms to create a seamless system has independent value and shouldn't be contingent on a regional funding measure. In the event that a regional transportation funding measure occurs later than 2020, it would be beneficial to initiate institutional reforms sooner, so that when there is a large amount of new funding, the public can have confidence that the funding will be spent efficiently to create a seamlessly integrated, high-performing system.

We therefore request that “Institutional reforms to advance a seamlessly integrated transit system” be a distinct initiative of MTC/ABAG’s 2020 Joint Advocacy program, as its own line item, to advance and monitor regardless of whether a legislation enabling a Regional Funding Measure occurs in 2020.

Thank you very much for your consideration,

A handwritten signature in black ink, appearing to read "Ian Griffiths". The signature is fluid and cursive, with a long horizontal stroke at the end.

Ian Griffiths
Policy Director, Seamless Bay Area
www.seamlessbayarea.org

A handwritten signature in black ink, appearing to read "Adina Levin". The signature is stylized, with a large, looped initial "A" and a horizontal line extending to the right.

Adina Levin
Advocacy Director, Seamless Bay Area
www.seamlessbayarea.org

Attachment: Seamless Transit Principles

ATTACHMENT

The Seamless Transit Principles Viewable at: www.seamlesstransitprinciples.org

SUPPORTERS: Seamless Bay Area, SPUR, San Francisco Transit Riders, TransForm, Urban Habitat, City of Berkeley, Friends of Caltrain, Working Partnerships, Transport Oakland, Tech Equity Collaborative, 350 Bay Area, East Bay for Everyone, Peninsula for Everyone, TransitScreen, ARC Alternative + Renewable Construction



1) Run all Bay Area transit as one easy-to-use system

Public transit should work as one seamless, connected, and convenient network across the San Francisco Bay Area and beyond. Getting around on transit should be as fast and easy as driving a car. Coordinated bus, rail, and ferry routes and schedules should encourage effortless transfers. Consistent and clear customer information, branding, and maps should make using transit simple and dignified.



2) Put riders first

Riders should feel comfortable when using transit and be treated like valued customers. Public transit agencies must do more to listen to riders and continuously improve service. They must prioritize riders' needs above all else, and overcome all operational, political and bureaucratic barriers to provide an excellent and seamless customer experience.



3) Make public transit equitable and accessible to all

People of all income levels, ages, abilities, genders, and backgrounds should have access to world-class public transit. People who are the most reliant on transit are best served by a universal, inclusive, regionally integrated, connected system that is used by all. People with limited means to pay for transit should be provided with discounts.



4) Align transit prices and passes to be simple, fair, and affordable

Transit should provide good value for money. Fares across the region's 27 public transit agencies must be aligned into a consistent, fair, and affordable system that encourages using transit for all types of trips and doesn't punish riders for transferring. Cost-effective monthly passes should work across the Bay Area and should be widely available to individuals, employers, and schools.



5) Connect effortlessly with other sustainable transportation

A person's journey does not end when they get off a bus or exit a station. Excellent pedestrian, bicycle, and other pollution-free transportation options should seamlessly connect public transit to communities and destinations, supporting door-to-door trips that don't require a car.



6) Plan communities and transportation together

High quality public transit should be at the heart of communities across the Bay Area. Transportation should be closely aligned with our region's land use, promoting a connected network of transit-oriented, walkable communities that expands access to affordable housing and job opportunities, and reduces car travel and greenhouse gas emissions.



7) Prioritize reforms to create a seamless network

A regionally integrated, world-class transit system won't happen on its own -- it will take leadership, unprecedented levels of cooperation, and changes to existing local, regional, and state policies. The cities, counties, public transit agencies, regional authorities, business leaders, advocacy groups and elected representatives of the San Francisco Bay Area and Northern California megaregion must prioritize the broad public interest and urgently work together collaboratively to advance critical reforms. Our future depends on it!



City of Millbrae

621 Magnolia Avenue, Millbrae, CA 94030

THOMAS C. WILLIAMS
City Manager

November 7, 2019

Honorable MTC Commissioners and ABAG Executive Board Members
Bay Area Metro Center
375 Beale Street
Suite 800
San Francisco, CA 93105

Re: Agenda Item #4B, 2020 Draft Joint Advocacy Program

Honorable MTC Commissioners and ABAG Executive Board Members,

Thank you for considering an overview of the 2020 Draft Joint Advocacy Program. The City of Millbrae recognizes there are important issues relating to transportation and housing that will be before the state legislature this coming year.

As home to the largest multi-modal station west of the Mississippi and the only multi-modal station in San Mateo County, the City of Millbrae and transit customers experience the negative impacts associated with a fragmented transit system. The Millbrae station accommodates BART, Caltrain, Samtrans, rideshares, SFO Shuttles, private shuttles and a variety of other regional transit systems. Currently, these multiple transit agencies fail to provide an integrated and seamless transit system that is customer focused and out of compliance with the spirit and intent of MTC Resolution No. 3866. We are in agreement with Seamless Bay Area that:

"Institutional reforms to advance a seamlessly integrated transit system" be listed as a distinct initiative of MTC/ABAG's 2020 Joint Advocacy program, and not just as part of advocacy regarding a Regional Ballot Measure."

As noted in Seamless Bay Area's letter of November 7, 2019 to MTC Commissioners, Bay Area transit provides fragmented and cumbersome experiences for users, making public transportation inconvenient, uncompetitive with driving; inefficient and not cost effective to tax payers and users. Major capital projects routinely have cost overruns, are delivered years later, and do not deliver seamless connections among modes. The California High Speed Rail exercise brings further light to these issues.

City Council/City Manager/City Clerk
(650) 259-2334

Fire
(650) 558-7600

Building Division/Permits
(650) 259-2330

Police
(650) 259-2300

Community Development
(650) 259-2341

Public Works/Engineering
(650) 259-2339

Finance
(650) 259-2350

Recreation
(650) 259-2360

We further agree with Seamless Bay Area that institutional reforms are urgently needed to support a seamlessly integrated planning and operations of the public transportation system and support the sentence embedded within the line item on a Regional Transportation Revenue Ballot Measure calling for "reforms to support the efficient management and seamless operation of our transportation system." Ironically, this is what is prescribed in MTC Resolution No. 3866 but has yet to come to fruition. We are skeptical that an integrated seamless program can be achieved in time for a 2020 funding measure.

Institutional reforms to create a seamless system are needed now. Reforms should not be dependent on a regional funding measure. Any future legislation or resolutions should not deconstruct intermodal centers or transportation hubs or discourage commuter access to transportation; nor contradict the MTC Transit Connectivity Plan that places a high priority on improvements that:

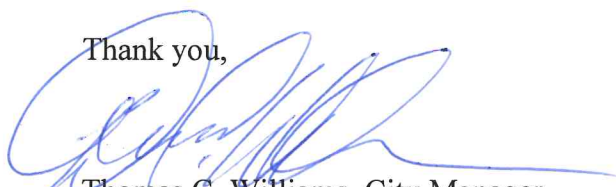
- Accomplish tangible improvements for the passenger;
- Benefit the largest number of transit users, including both inter- and intra-system transit riders, to the extent possible;
- Improve system productivity by sharing agency resources; and
- Enhance the ability of transit riders to reach significant destinations in adjoining jurisdictions and along regional corridors by (1) improving the connections between system services and (2) providing through service to adjoining jurisdictions in those cases where the market clearly justifies such service.

Additionally, the multitude of transit agencies should be held more accountable. We request that MTC look at measures and reporting metrics to hold transit operators accountable to the riders, commuters, tax paying public as well as trip reductions and lowering of greenhouse gas emissions. This can be accomplished similar to the legislation adopted at the State level to ensure the reporting of safety and accountability of the Bay Area Water system.

We are also in agreement with Seamless Bay Area and request that:

"Institutional reforms to advance a seamlessly integrated transit system" be a distinct initiative of MTC/ABAG's 2020 Joint Advocacy program, as its own line item, to advance and monitor regardless of whether a legislation enabling a Regional Funding Measure occurs in 2020.

Thank you,



Thomas C. Williams, City Manager
City of Millbrae

CC: Millbrae City Council
Therese McMillian, MTC Executive Director