



Date: July 8, 2021

Attn: Jim Spering, Chair, Blue Ribbon Transit Recovery Task Force

Re: Transformation Action Plan Draft Actions

Dear Blue Ribbon Transit Recovery Task Force Chair Spering:

I am writing to commend the impressive work that the Blue Ribbon Transit Recovery Task Force has been able to accomplish in the last year. I am excited to see the impactful outcomes identified by the Task Force, and the clear ambitious actions proposed to accomplish them

Regarding the Network Manager Business Case, TransForm supports the evaluation of all four proposed concepts. The more information we have, the better we can make a decision as a region that best supports our agreed upon outcomes, and improve mobility justice in the region. I support an achievable, actionable path forward that will best serve low income people, people of color, and people with disabilities. In particular, key evaluation criteria must include whether the network manager is able to make progress on key equity metrics. For example, a network manager should improve outcomes for people of color, low income people, and people with disabilities by:

- Increasing regional economic growth and development;
- Reducing household transportation costs and travel time;
- Reducing greenhouse gas emissions and vehicle miles traveled;
- Increased availability and knowledge of alternatives to driving.

Regarding the specific draft actions identified for the Transformation Action Plan, I am supportive of the direction the Task Force has proposed. In particular, I support:

- Removing barriers to transit priority implementation, expediting travel time improvements on arterials and bus rights-of-way, and selecting HOV operating policies that prioritize an express bus network;
- Acting on the recommendations of the Fare Coordination and Integration Study recommendations, especially selecting and funding pilot projects that increase access to transit for low income riders, and increase ridership on the system overall as transit recovers;
- Improvements to paratransit that support the mobility needs of people with disabilities.

In addition, I support the stated intention to pursue more funding to build a robust transit network in the Bay Area. However, a large-scale funding ballot measure will require a robust public process, which I hope MTC will initiate by January 2022, in order to be ready for a 2024 ballot

campaign. TransForm supports MTC as a key player in bringing stakeholders together to develop an expenditure plan for a regional transportation funding measure. We must build an outcomes-oriented measure that can clearly provide measurable benefits to communities of color, while fairly distributing the financial burden.

I look forward to our continued participation in the bold and transformative work that the Task Force has taken on.

Darnell Grisby
Executive Director
TransForm