

July 27, 2021

The Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105

Re: Item 10a. Contract - Bay Area Regional Rail Partnerships - Project Delivery and Governance: Steer Davies & Gleave, Inc. (\$451,824)

Dear Director McMillian,

Thank you for moving forward with the Bay Area Regional Rail Partnerships - Project Delivery and Governance study ("Regional Rail Study"). Determining how agencies can collaborate more efficiently, and effectively, has never been more important and we appreciate MTC's leadership on this issue. We offer the following suggestions to strengthen the study's impact.

1. Coordination with On-Going Regional Efforts

As you know, the Blue-Ribbon Task Force has just approved 27 actions to guide the post-pandemic future of the Bay Area transit network. These include:

- Fund and complete a business-case analysis of potential transit network management reforms (mid-2022);
- Establish and support an MTC advisory group to guide this analysis (Oct. 2021);
- Fund, develop and adopt a Bay Area Connected Network Plan

We urge MTC to coordinate the Regional Rail Study with the business case for network management such that the possible rail project delivery and governance options can feed into the Blue-Ribbon Task Force business-case analysis, and vice versa. Additionally, we request that MTC coordinate with the current Caltrain rail governance conversation taking place this year and the SFCTA's review of project delivery best practices. Lastly, we request rail study is coordinated with the connected network plan, while maintaining a mode agnostic approach to the network plan. Syncing these efforts will help amplify and reinforce the outcomes of the study.

2. Expand the Study's Scope to Include Recommendations for Near-Term Project Implementation

We encourage MTC to move swiftly from analysis to implementation, there are many projects that are underway that are making project development decisions today that would benefit. Waiting to act on the study's recommendations could cost the region hundreds of million - if not billions - of dollars and leave the region without the great regional rail that it deserves.

3. Engage operators as part of the core team to design solutions.

The region's transit operators, many of whom are currently engaged in planning and executing large capital programs, are critical partners in this work and should be engaged in designing the solutions.

For example, the fare coordination and integration studies included two staff leads, one from MTC and one from BART. Operators were part of the core team that helped to identify and analyze potential solutions, which builds trust and fuels the development of creative solutions that can address root challenges.

This will be especially important for understanding the conditions and requirements that come with funding sources that operators must abide by, which will also shape the types of actions that can be undertaken to address

issues in cost estimation, project selection, project prioritization, funding, project development, design, procurement, and delivery.

We look forward to working together on the Regional Rail Study and thank you for your consideration of these ideas.

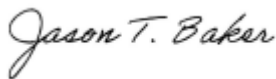
Sincerely,



Laura Tolkoff
Transportation Policy Director
SPUR



Gwen Litvak
Senior Vice President, Public Policy
Bay Area Council



Jason Baker
Senior Vice President, Transportation, Health & Housing
Silicon Valley Leadership Group



Ian Griffiths
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Adina Levin
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