

To: RNM Council, RNM Committee
CC: Melanie Choy
Re: MTC transit measure contingency planning

8/14/26 RNM Committee, General Public Comment #5
<https://mtc.legistar.com/MeetingDetail.aspx?ID=1425393&GUID=B9AA0C14-F073-47C0-A476-747518BBBB58&Options=info|&Search=>

8/24/26 RNM Council General Public Comment

Date: August 14, 2026

As transit advocates we are working hard to get the regional measure passed in order to maintain and improve transit service. New polling, consistent with polling in recent years, indicates that the measure is winnable with a good campaign. However, if the measure does not pass the results would be catastrophic for the Bay Area economy, traffic congestion, and transit riders. It is important to plan for the possibility that the measure does not pass.

We appreciate that transit agencies have conducted (or are currently conducting) public processes to let the public know what service levels will be without the funding from the measure and so they can be ready if needed.

We are asking that MTC/Regional Network Management contribute to the contingency planning for issues that will cross agency boundaries if the regional transit measure doesn't pass in November.

If the measure fails, BART's initial service changes are scheduled for January 2027. Less than two months isn't enough time for MTC and connecting agencies to only respond afterwards.

We urge MTC/RNM to assess the gaps in the transit agency contingency plans for regional connectivity and work with agencies to identify possible solutions. For example, AC Transit's current proposal to cut weekend Transbay service and BART's plan to end service at 9pm will create a gap in transit service across the Bay Bridge between 9pm and 12:30am on Saturday and Sunday. This will have a significant economic impact on events in San Francisco and for weekend service workers that work in San Francisco and live in the East Bay or vice-versa.

Given the congestion likely to result if there are cutbacks to regional services, we urge that MTC/RNM work with Caltrans to develop a plan for bus lanes on state highways to speed up existing bus service. We will be able to use scarce transit resources more efficiently if we can reduce the run-times of transbay and regional bus service. In addition, modeling of traffic impacts by time-periods will help drivers and transit operators plan schedule changes.

We also urge MTC/RNM to describe the impacts on the transit transformation programs or the hard choices that will need to be made if the regional measure does not pass. What are potential impacts on free transfers, Clipper START, accessibility programs, and wayfinding?

As advocates, we believe and are committed to supporting the passage Connect Bay Area and Stronger Muni for All this November.

These worst-case planning efforts will in no way compensate for the catastrophic impacts if the regional measure does not pass. We believe that efforts by MTC/RNM to plan for the worst case in which these measures do not pass will help show that governments are taking the issue seriously and are doing responsible contingency planning for issues that cross multiple agencies.

Sincerely,

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