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## *Memorandum*

**To:** Regional Network Management (RNM) Committee

**From:** Regional Network Management Customer Advisory Group Chair Adina Levin

**Date:** June 12, 2026

**Regarding:** May 2026 RNM Customer Advisory Group Chair's Report

During the May 26, 2026 Regional Network Management Customer Advisory Group meeting, the advisory group elected its new Chair, Adina Levin, and Vice Chair, Anya Gupta, who will serve a two-year term ending in December 2027. The advisory group then received staff presentations on two informational items: Transit Priority Roadway Assessment Update and Connect Bay Area Act - Senate Bill 63 (2025) Rider-Focused Improvements Expenditure Plan.

### **Transit Priority Roadway Assessment Update**

MTC and AC Transit staff presented an update on the Transit Priority Roadway Assessment, which aims to identify high-delay transit hotspots on Bay Area roadways and develop the Transit Priority Network (TPN). Staff outlined four pillars of MTC's transit-priority work—policy, planning, funding/technical assistance, and project delivery—and emphasized that this assessment is the core planning component. They described the nearly completed existing-conditions analysis (covering speeds, reliability, ridership, and existing transit-priority infrastructure), the development of the regional Transit Priority Network (TPN), and upcoming deliverables such as an implementation strategy and a design toolkit.

Members expressed strong support for the roadway assessment and emphasized that improving bus speed and reliability is essential for making transit more efficient. Several members highlighted the need for better coordination with local jurisdictions, noting that transit priority projects often stall due to conflicting demands. Some members shared that having a regional Transit Priority Network could encourage the adoption of transit priority policies at the local level. Others stressed the importance of equity, urging MTC to ensure that priority corridors include communities that rely most on transit. Members also asked staff to clarify how the

assessment and toolkit will translate into near term, on the ground improvements, and encouraged MTC to move quickly from analysis to implementation. Some members commented that future versions of the Transit Priority Network could consider transfers and customer goals such as headways, speed or travel time.

### **Connect Bay Area Act – Senate Bill 63 (2025) Rider-Focused Improvements Expenditure Plan**

MTC staff presented an overview of a proposed expenditure plan to guide the use of revenues focused on transit rider improvements from a future potential ballot measure authorized by the Connect Bay Area Act (Senate Bill 63 of 2025). In June, MTC is expected to consider MTC Resolution No. 4767 proposing a Rider-Focused Improvements Expenditure Plan which is intended to serve as a guide to provide additional detail on the types of projects and programs (related to fare, accessibility, mapping and wayfinding, and transit priority initiatives) that could be funded and delivered using funds from the rider-focused investment categories in the Connect Bay Area Act.

Members generally expressed support for the draft expenditure plan for the rider-focused portions of Connect Bay Area Act. Several members emphasized that riders want simple, unified service, and they urged MTC to ensure the possible new revenue from a measure leads to real improvements for people in the Bay Area. Members also stressed the importance of equity protections, noting that any new regional structure should prioritize the needs of transit-dependent riders. A few members also encouraged MTC to communicate clearly with the public about how the investments would benefit everyday riders by providing more specific information and concrete examples in the resolution about intended outcomes. Other members provided input on wording or other details in the document.