

**Policy Feedback from Select Committee Members** *(Updated since September)*

**Recommendations for Policies to Include in Transportation Revenue Measure (TRM) Enabling Legislation or Parallel Legislation**

<b>Policy Topic</b>	<b>Summary</b>	<b>Source</b>
Accountability & Oversight	Include annual reporting and citizen oversight provisions at the county and regional levels.	John Arantes, SEIU  Ellen Wu, Voices for Public Transportation
Accountability & Oversight	Include policy provisions that strengthen financial transparency and build the public's trust that tax dollars are being used effectively. Require that MTC take steps to strengthen its monitoring and disclosure of key financial and productivity metrics describing the operations of the region's transit agencies. MTC should also routinize the collection and standardization of operator financial forecasts.	Alicia John-Baptiste, SPUR
Accountability & Oversight	BART Accountability: The potential for future revenues to flow from one or more counties not currently represented in the BART District presents a significant and unique accountability challenge that must be addressed. Sustained new operating funding for BART must come with commensurate oversight and representation.	Alicia John-Baptiste, SPUR
Citizen Initiative	The authorizing language needs to include all necessary language to create a citizens' initiative option for placing the regional measure on the ballot.	Ellen Wu, Voices for Public Transportation
Climate	The authorizing legislation must include policy mechanism(s) to ensure regional measure funds advance MTC's climate goals, including strong Vehicle Miles Travel mitigation requirements for projects funded by the regional measure.	Ellen Wu, Voices for Public Transportation
Consolidation	Governance transformation, consolidation, and enhanced coordination need to be part of this conversation and precede any revenue measure presented to voters. Engage in a process to determine what governance structures best serve Bay Area riders in order to deliver a better transit system.	Alicia Lawrence, Office of Senator Wahab

**Item 4c  
Attachment A**

<b>Policy Topic</b>	<b>Summary</b>	<b>Source</b>
Consolidation	No new transit agencies can be created in the nine counties, and any new Transportation Services must be part of an existing agency.	John Arantes, SEIU
Consolidation	Merge Tri-valley (Valley Link) into BART.	John Arantes, SEIU
Job retention	Restrict or limit MTC and Transit Agencies from outsourcing or automating job functions or duties currently performed by transit agency employees.	John Arantes, SEIU  Ellen Wu, Voices for Public Transportation
Regional Network Management	Formalize the region's Regional Network Management (RNM) structure in statute with greater professional expertise and formal transit operator involvement. Establish an RNM Executive Steering Committee with five appointed expert members, one state appointee, and three transit operator representatives. This committee would make recommendations to the Commission regarding RNM policies, establishment of key performance indicators, determination of transit operator compliance with RNM regulations (including eligibility for specific funding sources), and development of a regional transit plan.	Raayan Mohtashemi, Office of Senator Wiener
Regional Network Management	Any major infusion of regional funding should be accompanied by policy provisions that strengthen network management and ensure that riders and the public benefit from a coordinated regional transit system. A regional measure can best achieve this outcome by 1) providing funding for coordination initiatives, and 2) by clearly tying any transit agency's receipt of new monies to ongoing compliance with programs and policies defined by MTC's regional network management structure.	Alicia John-Baptiste, SPUR
Transit Priority	Transit priority enables faster, more reliable service, and more service to be delivered for the operating dollars. The authorizing language should tie MTC funding to the adoption of policies, by counties and local jurisdictions, that expand transit priority. This could include signal priority infrastructure, transit-only lanes and related infrastructure improvements, sidewalk and other accessibility improvements for stops and stations.	Ellen Wu, Voices for Public Transportation

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<b>Policy Topic</b>	<b>Summary</b>	<b>Source</b>
Transportation Demand Management	MTC and Air District to jointly administer a regulation requiring employers with over 50 employees to provide certain transportation benefits. Authorize MTC and the Air District to place a measure before voters to require those same employers to provide a monthly transportation subsidy to their employees, the balance of which that is unused at the end of the month rolls over into a government account for use on public transportation expenses.	Raayan Mohtashemi, Office of Senator Wiener

**Recommendations for Policies to *Exclude from* TRM Legislation**

<b>Policy Topic</b>	<b>Summary</b>	<b>Source</b>
Consolidation	Any future study of consolidation should be kept entirely separate from a regional funding measure.	Alicia John-Baptiste, SPUR
Consolidation	Omit the consolidation language from the bill.	John Arantes, SEIU  Ellen Wu, Voices for Public Transportation