



December 7, 2023

Re: December 8, 2023 Regional Network Management Committee Meeting, December
Item 3A: Regional Network Management Charter and Work Plan
Item 4A Transit Transformation Action Plan Two-Year Status Update Update

Honorable Network Management Committee Members,

Thank you for considering the two year status update for the Transformation Action Plan. We are glad to see staff providing this report summarizing the welcome results for riders, as well as behind the scenes progress being made.

We applaud progress on fare integration, mapping and wayfinding pilots, connected network planning, the groundwork for a regional funding measure and more.

Also, we agree with the remarks of several transit general managers at the Nov 27 Network Management Council meeting seeking concrete actions, goals, metrics and timelines in the work plan, based on delivering outcomes that improve lives for transit riders, and with communication that tells the story to the public.

Joint ABAG/MTC Legislation Committee staff report item on Regional Measure points to additional important focus areas for Network Management work plan

The [staff report about the Regional Transportation Revenue Measure Update presented at this morning's Legislation Committee](#) has a robust and pointed assessment of the progress which, while notable, is happening more slowly than needed.

“Given the seriousness of the financial challenges facing public transit (with structural annual deficits in the \$600-\$750 million range) and the urgent need to deliver noticeable, customer-facing improvements to attract more riders and build public support toward a regional measure, we need a decision-making structure for key customer-facing elements that delivers what is in the best interest of the Bay Area public as opposed to serving the financial needs of each individual transit agency.”

This morning's staff report calls out the need for “An empowered network manager responsible for advancing policy to create a seamless Bay Area transit system”...that... “will help deliver the measure's outcomes by expediting customer-facing initiatives.”

This morning's staff report also calls out findings from several studies about transit integration, including recent studies that are part of the Transformation Action Plan.

However, the clear and pointed assessment included in this morning's staff report is not reflected in this afternoon's Transit Transformation Action Plan Two-Year Status Update and Regional Network Management Charter and Work Plan.

On the topic of Bus/Rail Network Management, slide 7 of the status update identifies "standing up Regional Network Management and concluding the Rail Partnership Study" as accomplishments. But the Work Plan does not include next steps on strengthening network management nor next steps for the previous transit integration studies.

Update Work Plan and Transformation Action Plan

We are glad to see the schedule calling for an early 2024 update to the Transformation Action Plan.

We strongly urge the Network Management Committee and Council to update the Work Plan and Transformation Action Plan with more specific, measurable, timely customer-facing outcomes. And we urge that the updated TAP and Work Plan include next steps in the areas identified by this morning's Legislation Committee staff report to strengthen network management and take appropriate next steps regarding system integration to deliver more convenience and efficiency for the public.

At a finer-grained level, some of the progress report items called out as "results for riders" are behind the scenes steps that, while important, have not yet delivered rider-facing results. For example, the outcome of the Transit Priority initiative is a Call for Projects delivering funding in 2024. This is a good step, but the RFP doesn't yet make the bus go faster. TAP Equity Principles are listed as rider-facing results, but a low-income senior cannot get shelter from the rain in an Equity Principle, she needs a bus stop shelter.

Essential for voter confidence

These steps are critically important for public confidence, as shown in poll results presented this morning.

When asked about the types of items that might be included in a regional measure, a whopping 80 percent of voters believe "requiring oversight and accountability to ensure effective and efficient management of public transit" should be a priority of the measure. Bay Area voters continue to strongly support "creating a seamless Bay Area transit network with coordinated fares, routes, schedules and signage" with 73 percent of all voters finding this important, including 83 percent of weekly transit riders. A substantial majority also favor establishing "one regional agency for the Bay Area responsible for setting transit fares, coordinating different service schedules and creating consistent transit maps and signage" at 61 percent of all voters and 71 percent of weekly transit riders.

In order to gain voter confidence to secure funding, it is essential to make clear and prompt progress on providing a well-coordinated system for riders that includes accountability to deliver these outcomes.

Thank you for your consideration,

Sincerely,

Adina Levin, Advocacy Director
Seamless Bay Area



December 7, 2023

Dear Fare Integration Task Force members, Transit Agency Board Members, and MTC Commissioners,

Thank you very much for advancing the Clipper BayPass all-agency transit pass pilot, expanding from the initial participant base of public higher education and affordable communities to include up to 10 employers and transportation management associations with up to 20,000 participants.

We are very pleased to see the dramatic success of the first phase of the BayPass pilot showing a 35% increase in transit ridership among people whose access was expanded from a single agency to all agencies, improving mobility for people, helping the transit system regrow ridership, and advancing our region's goals on climate, equity and congestion relief.

Our organizations strongly believe that an all-agency institutional pass is one of the fastest and most meaningful options available to the region to regrow transit ridership and expand access to the transit system. While we are glad that this next phase of the pilot is advancing we urge MTC and transit operators to maintain their focus on this effort and to work expediently toward a full scale launch and region-wide formalization of the BayPass program as soon as possible. We understand that this will require formalizing a pricing and revenue distribution structure for the program as well as addressing long term implications for existing institutional pass programs.

We are confident that MTC and operators can come together to creatively overcome these implementation hurdles without further delay or compromise to the overall program. The need to rebuild ridership and strengthen public trust in the region's transit system is an imperative and mutual responsibility that all operators share. Transit is not on a sustainable course and the need for public investment in the system has never been greater- showing that we have the capacity to work together and change is essential.

Thank you for your consideration,

John Ristow
**San Jose Department of
Transportation**

Amy Buckmaster
Chamber San Mateo County

Alyssa Sherman
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Ian Griffiths
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Amy Thomson
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Tiffany Rodriguez
**San Jose State Associated
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Dave Sorrell
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Adina Levin
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Ewan Barker Plummer
**San Francisco Youth
Commission**

**Sonoma County Climate
Activist Network**

Russell Hancock
Joint Venture Silicon Valley

**Regional Network Management Committee
December 8, 2023**

**Public Comment Received
Agenda Item 3a**

Laura Hill
Bay Area Council

John Ford
Commute.org

Lucy Gigli
Alameda TMA

Justine Burt
Palo Alto TMA

Roni Hattrup
Mountain View TMA

LOGOS AND SIGNERS FROM PREVIOUS LETTER - NEED TO UPDATE FOR CURRENT LETTER



Additional co-signing organization logos continue on pages 2 and 3



Additional co-signing organization logos continued from page 1





Additional co-signing organization logos continued from pages 1 and 2

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Seamless Bay Area

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Bay Area Council

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Director of Transportation, City of San Jose

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**Manager, Transportation Solutions,
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Angie Evans
Palo Alto Forward

Kelsey Banes
Peninsula for Everyone

Evelyn Stivers
**Housing Leadership Council of San Mateo
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Sheri Bruns
**Executive Director, Silicon Valley Independent
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Vanessa Bohm
Urban Environmentalists

Debbie Toth, President & CEO
Choice in Aging

Bruce England

Jonathon Kass, Transportation Policy Manager
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Roseanne Foust, President & CEO
**San Mateo County Economic Development
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Streets for People Bay Area

Diane Bailey, Executive Director
Menlo Spark

Petra Siltan
**Thrive Alliance: The Alliance of Non-profits
for San Mateo County**

Riya Master
**External Affairs Vice President, Associated
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Kristina Pappas, President
San Francisco League of Conservation Voters

Jack Kurzweil
Wellstone Democratic Renewal Club

Jeffrey Levin, Policy Director
East Bay Housing Organizations

Michael Abramson
Mountain View YIMBY

Helena Chang, Advocacy Program Manager
The Center for Independent Living (TheCIL)

Greg Magofña, Co-Executive

**Mountain View Coalition for Sustainable
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Lauren Weston, Executive Director
Acterra: Action for a Healthy Planet

Jason Baker
Silicon Valley Leadership Group

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Rorbert Feinbaum
SaveMUNI

Tina Martin
Mothers Out Front San Francisco

David Sorrell, TDM-CP
**Northern California Chapter, Association for
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Joint Venture Silicon Valley

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Rick Bonilla, Mayor
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Ethan Mizzi, Chair
South San Francisco Youth Commission

Jen Klose, Executive Director
Calum Weeks, Policy Director
Generation Housing

Jodie Medeiros, Executive Director
Walk San Francisco

Warren Wells, Policy and Planning Director
Marin County Bicycle Coalition

Duane Bay
EPA Can Do