

Policy Feedback from Select Committee Members

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

| Policy Topic | Summary | Source |
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| Accountability & Oversight | Include annual reporting and citizen oversight provisions at the county and regional levels. | John Arantes, SEIU |
| 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 |
| 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 |
| 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 |

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| 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 |
| 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

| Policy Topic | Summary | Source |
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| 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 |