

Public Comment Packet
Select Committee on Bay Area Public Transit
11-27-23 Oversight Hearing

Public Comments - Bay Area Transit 11.27.2023 - Ballot Measure

Dear Chair, Senators, staff, neighbors, and members of the public,

I'm Jenny Michel, a parent of deaf/hard of hearing 4th grader, by trade a commercial property manager and a longtime resident in Menlo who uses Caltrain for work along the South Bay and Peninsula stopping at several stops each week.

Personal Comments:

I support the ballot initiative to support capital and ops with a network manager to lead.

Last Sunday, the planet horrifyingly exceeded the 2 degree boundary for the first time, smashing our forecasts.

This life, this dangerous 3 ton vehicle driving, is now what I call the 2 degrees life. The infrastructure is subsidized by the public.

Yikes: We are hitting that 2% life - pipe - good stuff - but we don't want to LIVE on the 2% planet earth. We must give ourselves options to live a zero% life.

Otherwise this required vehicle life, a forced lifestyle for many of us. I see the pathway for a legal case, especially brought by our children who will face the unimaginable planet, more than we will.

#just saying liability exposure from our children

Finally, many municipalities across the Peninsula and South Bay rely on mass transit for their TDM (transport demand management). Let's support our cities, our business owners, and workers in living a zero to 1% life.

Thank you,

Jenny

From: Sprague Terplan [REDACTED]
Sent: Monday, November 27, 2023 12:09 AM
To: Mohtashemi, Raayan <Raayan.Mohtashemi@sen.ca.gov>
Subject: State Senate Select Committee on Bay Area Transit Public Comment Submission

To whom it may concern at the

State Senate Select Committee on Bay Area Transit (in regards to the public hearing in San Francisco on 11/27/23 - I am unable to attend public comment and therefore submit this instead),

I urge the committee to have a bold and ambitious vision so as to convince voters to vote for additional transit funding in the future (likely in 2026). New funding for transit must be tied to clear conditions for regional, Bay Area-wide transit service coordination and fare coordination. Furthermore, new regional funding should strengthen governance to help ensure reforms across multiple transit agencies. A network manager with the authority to oversee multiple transit agencies, region wide, and compel transit service and fare coordination will best serve existing riders while growing transit ridership and moving the Bay Area forward in a manner that will ensure that public transit plays a greater role for regional travel.

I advocate for such measures as I reside in San Francisco but have family in the North Bay and regularly travel to see them with transit. Such travel is made slower and less efficient due to poor service coordination between agencies and it's made more expensive due to a lack of fare coordination.

Thank you for your time,
Sprague Terplan and family
San Francisco