



A Transit Riders' Association for San Francisco
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June 23, 2005

President Aaron and Peskin and Members
San Francisco Board of Supervisors
1 Carlton B. Goodlett Place
San Francisco, CA 94102

Dear Supervisors:

Rescue Muni strongly urges you to vote no on both MTA charter amendments (Ammiano and Sandoval) coming before the Board of Supervisors.

Six years ago, Muni riders and environmental advocates joined forces to pass Proposition E for Muni reform, creating an independent Municipal Transportation Agency, insulated from political interference and governed by strong service standard and a transit-first policy. The results are clear: in almost every year since 1999, Muni has consistently improved in reliability and service quality, as measured both by Muni and by Rescue Muni's independent rider survey.

We understand the frustration that many feel about the pace of progress at Muni, but these charter amendments are not the answer. If the Board of Supervisors takes more control over the MTA Board, we will return to the bad old days when Muni accountability was diffuse and when everyone pointed fingers at everyone else to explain Muni failures.

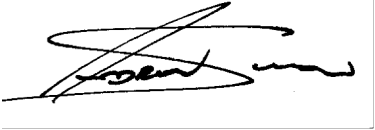
Right now, the MTA is engaged in an intensive, nationwide search for a new executive director. The threat of a charter amendment disrupting the structure of the MTA will seriously hamper efforts to find the kind of world-class professional transit manager we all want hired. An MTA seen as a political football is an MTA which will have a very difficult time attracting the best management talent.

These charter amendments do not address or solve any actual problem facing the MTA. And we think the Board of Supervisors has better options under the existing charter language to influence the composition of the MTA Board. We believe, for example, that the Board of Supervisors should subject mayoral appointees to the MTA Board to considerable scrutiny, and to reject candidates found wanting. We think a strong Board

of Supervisors confirmation process is a positive influence on the selection of MTA Board members. But Board of Supervisors appointment of even a minority of MTA Board members will blur the lines of authority and take us right back to the days of circular blame.

These charter amendments are the wrong idea; more importantly, they're being considered at the wrong time. We strongly urge you to vote no on both.

Sincerely,

A handwritten signature in black ink, appearing to read "Andrew Sullivan", enclosed in a thin black rectangular border.

Andrew Sullivan, Chair