



August 23, 2024

Re: Comments for the August 26th Transportation Revenue Select Committee Meeting

Chair Spering and Committee Members,

As I am unable to attend the Committee's August 26th Meeting, I am providing a series of written comments for your consideration. I appreciate the significant work by Chair Spering, Stuart Cohen and MTC Staff to develop the two scenarios included in the packet. Having specific proposals for the Committee to consider is an important step forward that allows for more focused and productive discussion. Prior to providing detailed comments on the two scenarios presented, however, I would like to offer a higher level perspective.

SPUR is extremely concerned that many of our region's transit operators are facing financial catastrophe. Absent a source of additional public subsidy for transit, more than 80%<sup>1</sup> of Bay Area transit riders face the prospect of severely degraded service within the next two years. The upcoming 2025 session of the California Legislature will be the final opportunity to develop legislative vehicles to fund transit in time to stave off these cuts. It will also mark the third attempt to do so in the less than 18 months following the withdrawal of SB 532 and SB 1031. In addition to this growing time pressure, we also face intense political uncertainty - both as we try to divine the mood of the electorate two years from now and as we await the outcome of an upcoming national election.

Put simply, our margin for error is gone, we face an uncertain future and an adjustment in strategy is needed. Given the challenges we face I strongly recommend that the Committee, the MTC Commission and members of the Legislature consider an approach that mitigates risk by developing legislation enabling two paths toward funding transit at the 2026 ballot. Broadly, I believe that these should include:

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<sup>1</sup> National Transit Database data shows that as of May 2024, 82% of all transit trips in the Bay Area occurred on AC Transit, BART, Caltrain, Golden Gate Transit and San Francisco MUNI - operators that are all facing significant funding shortfalls in coming years.

- Authorization for an MTC led regional measure reflecting our best consensus thinking
- Authorization for a series of individual funding measures at the operator, county or sub-regional scale that could move forward if later polling for a regional approach indicates a low probability of success

SPUR is a strong advocate for regionalism and it is my sincere hope that we can agree on a regional approach whose benefits are evident to the public and will bear out in polling as the 2026 election approaches. However, the recent withdrawal of the BAHFA housing bond measure underscores the risk inherent in tying the financial future of our transit systems to a single measure. It is therefore essential that we also lay the groundwork for fall-back options at the local and sub-regional scale so that we are ready if the polling suggests our preferred regional approach is not viable. I believe that explicitly pursuing this dual approach is necessary- and likely the only way that we will be able to continue advancing work on a regional measure.

Regarding the two scenarios outlined in the packet I would again express my appreciation for the work of the Chair Spering, Stuart Cohen and MTC Staff and will be interested to review the comments of other Committee members. At this time I would offer the following preliminary observations:

**Scenario 1:** While this more modest scenario attempts to find compromise among a number of factors I am concerned that it falls short of fully addressing both the core operating needs of transit as well as many of the stakeholder concerns raised during discussions related to SB 1031. Specifically:

- The scenario does not provide adequate funding for Muni - the region's largest transit operator by ridership. I understand and appreciate the perspective that Muni is a local system that should not be regionally subsidized. At the same time, Muni's sheer size and productivity means that it is inherently of significance to the region- much like an "anchor tenant" in a retail center. It is essential that any approach to funding Bay Area transit provide some kind of mechanism that allows for more robust near term support for Muni - either within a funding measure or in parallel.
- The scenario provides optionality for some counties but not for others, potentially relieving political concerns in some parts of the region while heightening them elsewhere. The proposed structure is also complex, raising questions of policymaker and voter

legibility, administrative approach, and basic fairness. It will be important to address these concerns if a version of this scenario advances.

- While SPUR has been a strong supporter of network management, the significant level of off-the-top funding provided for transit transformation programs in a scenario that provides only limited funding for transit operations is concerning. All of the programs identified in the Transit Transformation Action Plan are beneficial and important - but they are not a substitute for providing basic levels of transit service on some of the region's most productive systems.

I believe that there are versions of a more “modest” regional measure that may be viable and I look forward to working with my colleagues on the Committee to address these concerns and further develop our thinking about what could be possible.

**Scenario 2:** Unlike Scenario 1, this “Go Big” scenario provides an abundance of funding for transit operations, transit transformation and other transportation uses - but it also leaves many unanswered questions and fails to address key issues raised during the SB 1031 discussion.

Specifically:

- The viability of either a payroll or parcel tax at the \$1.5 billion level is highly uncertain and I am not aware of any recent polling suggesting these revenue mechanisms could succeed at this scale. Additionally, the potential of a funded opposition campaign against a payroll tax seems high while a large parcel tax would appear to run the risk of conflicting with future efforts to fund affordable housing (another critical, regional need). If a \$1.5 billion dollar scenario is to advance it would be important to address both these questions.
- The slides provided for Scenario 2 do not give sufficient detail regarding the structure of an expenditure plan. On its face, a 30% rate of “county flex” funding does not seem likely to satisfy the high bar for return to source considerations that was set during discussions around SB 1031. Additional details regarding the structure of a potential expenditure plan would likely help local policymakers understand how funding would flow in this scenario and provide reassurances regarding return to source.
- Finally, the inclusion of \$150 million “regionally allocated” transit transformation expenditure category raises questions about how this funding would be administered and what it would be used for. While SPUR is supportive of funding for transit transformation

and regional programs this is an immense amount of money to set aside over a 30 year period without any supporting detail.

Again, I regret that I am unable to attend this session and look forward to reviewing the minutes of the meeting and the comments of my colleagues. Thank you all for your ongoing efforts on this critical issue.

Sincerely,

Alicia John-Baptiste  
CEO, SPUR



Metropolitan Transportation Commission  
Bay Area Metro Center  
375 Beale Street  
San Francisco, CA 94105

August 23, 2024

Dear Members of the Regional Transportation Measure Select Committee:

Thank you for serving on the Select Committee to create a framework for a regional transportation measure. Voices for Public Transportation's vision is that all Bay Area residents, regardless of their socioeconomic status, should enjoy accessible transportation options that reliably, affordably, and conveniently get us where we need to go around the region. We have the power to do this by passing a transformative regional funding measure that will enhance our freedom of movement, while creating good-paying green union jobs, and contributing to a clean and healthy environment by reducing car trips, carbon emissions, and particulate pollution. To be truly transformational, this measure can't just be about preserving the status quo or lessening service cuts. We must reframe our vision for this measure from one where transit merely survives to one where transit truly thrives.

**The 'Go Big Framework' is the only scenario that fills the transit operations deficit and creates a truly transformative transit system, all without overly burdening working families.** It offers the opportunity to increase transit service levels, and to implement regional initiatives like free transfers, transit priority, and improvements to access for seniors and people with disabilities. Further, it raises the money needed through a payroll tax at 0.54% or a parcel tax of \$0.28 per square foot. Given the current anti-tax sentiment and voters' concerns about increases to cost of living, these options better serve voters than a sales tax. It focuses the measure on what it is truly designed to solve—transit operations—by allocating 50 percent of funding to maintain 2023 levels of service. It meaningfully addresses concerns over fairness in the distribution of resources by assuring a substantial county-level benefit over the life of the measure. It also gives counties extensive flexibility to dedicate revenue to their individual transportation needs and goals such as Transit 2050+ improvements, safe and complete streets, and road and pavement maintenance. Overall, this scenario addresses the fiscal cliffs facing multi-county and local agencies, funds transit coordination, delivers additional transit improvements, and provides a flexible source of funding for additional county transportation improvements, making it the only scenario that tackles the variety of local and regional challenges our transit system is facing and helps our transit agencies thrive for years to come.

**Scenarios 1 and 3 are inadequate because they don't meet the transit funding need, do not sufficiently support regional coordination and transit transformation improvements, and are funded via a regressive sales tax.**

By only making up lost fare revenue, Scenario 1 would not fill the broader operating funding need in a way that keeps our transit systems running without service cuts. Around North America and the world, ridership is closely correlated to service. It is hard to imagine that voters would vote to increase their taxes for a measure that would result in service cuts.

Furthermore, we have heard time and time again from the members of the Select Committee and riders that there is a desire to use this measure to go beyond just plugging the gap but to truly transform the rider experience with well-coordinated, fast, more frequent service. While some flexibility for counties is needed, Scenario 1 would give counties carte blanche on 57% of the entire measure, without any guarantees that the money would be spent on needed investments in transit, walking and biking as opposed to harmful highway expansion projects.

Since our transit systems are connected we need a regional approach that creates a fully functioning Bay Area transit system, invests in rider-first improvements, and solves the transit funding deficit. Each transit agency running their own measure as proposed in the Separate Measures scenario would be a logistical nightmare and competing measures on the same ballot increase the probability of failure. It will be difficult enough to ask voters to pay one additional tax, let alone a separate tax for each transit agency.

Finally, both Scenarios 1 and 3 would be funded through a regressive sales tax that would overburden those with the least ability to pay and compete with county sales tax measure reauthorizations in the coming years. With the stated inadequacies of the other options, the Go Big scenario is by far the best and most viable option.

We appreciate the opportunity to weigh in on this important process and look forward to working with the Select Committee and other local and regional stakeholders to further refine the Go Big scenario over the next few months and to advance authorizing legislation in 2025. On behalf of the Voices for Public Transportation Coalition, thank you for your consideration.

Sincerely,

Abibat Rahman-Davies  
Transportation Policy Advocate, Transform

Laurel Paget-Seekins  
Senior Policy Advocate for Transportation  
Justice, Public Advocates

Dylan Fabris  
Community & Policy Manager, San  
Francisco Transit Riders

Adina Levin  
Executive Director, Seamless Bay Area

Carter Lavin  
Transbay Coalition

Bob Allen  
Director of Policy and Advocacy, Urban  
Habitat

CITY OF OAKLAND



CITY HALL • ONE CITY HALL PLAZA • OAKLAND, CALIFORNIA 94612

Office of the Mayor  
Honorable Sheng Thao(510) 238-3141  
FAX (510) 238-4731  
TDD (510) 238-3254

August 23, 2024

**RE: Transportation Revenue Measure Scenarios**

Dear Members of the Transportation Revenue Measure Select Committee,

I am writing to express my support for the proposed framework for a regional transportation funding measure as outlined in Scenario 2. Of particular importance to the City of Oakland is that we as a region move forward with a funding measure that secures the long-term financial health of our transit agencies.

As the second most populous county in the region and one of the most transit-dependent, Alameda County needs a strong, financially viable public transportation system that prioritizes the needs of our residents and operators. Providing the funding necessary to guarantee both the recovery and long-term prosperity of our transit operators is my key goal for this measure. With its limited scope and long-term scaling down of the revenues going to our operators, the moderated approach of Scenario 1 fails to fulfill our vision of a flourishing transportation network.

The electoral viability of the chosen framework is undoubtedly an essential consideration in the work of the Select Committee. Once on the ballot, a large turnout in support of the measure by our most populous and transit-dependent communities such as Oakland will be key to the measure's success. As the exact funding mechanism for the measure is determined, it is important that the Select Committee proceed with a measure that does not disproportionately impact the poorest members of our community as we work to deliver those same communities critical transportation services.

I look forward to seeing the Select Committee and the full Commission expand on this framework in the coming months and I appreciate the dedication of each of you to finding the best possible solution for transportation funding in the Bay Area.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read 'Sheng Thao', written in a cursive style.

Sheng Thao  
Mayor, City of Oakland



GENERAL MANAGER  
Ana M. Ruiz

BOARD OF DIRECTORS  
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Yoriko Kishimoto  
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Curt Riffle  
Karen Holman  
Margaret MacNiven  
Zoe Kersteen-Tucker

August 23, 2024

Metropolitan Transportation Committee  
Members of the Transportation Revenue Measure Select Committee  
Bay Area Metro Center  
375 Beale Street, Suite 800  
San Francisco, CA 94105-2066

**DELIVERED VIA E-MAIL**

RE: Metropolitan Transportation Commission – Transportation Revenue Measure Select Committee – Eligible Expenditures

The Midpeninsula Regional Open Space District (Midpen) is pleased to extend our support of the Metropolitan Transportation Commission (MTC) Transportation Revenue Measure Select Committee’s (Committee) efforts on a potential 2026 transportation revenue ballot measure to preserve and enhance regional public transit. Midpen’s interests are focused on including provisions in the ballot measure to both provide funding for multimodal transportation access to open space and parks, and address parking and congestion issues.

Created under Public Resources Code 5500, Midpen is an independent special district managing a regional greenbelt system in the Santa Cruz Mountain region comprised of over 70,000 acres of land in 27 open space preserves in Santa Clara and San Mateo counties, permanently protected for public enjoyment and recreation. Midpen’s mission is to acquire and preserve a regional greenbelt of open space land in perpetuity, protect and restore the natural environment, and provide opportunities for ecologically sensitive public enjoyment and education. On the San Mateo Coast, Midpen has an expanded mission to also acquire and preserve agricultural land of regional significance, preserve rural character, and encourage viable agricultural uses of land resources. We believe that the Committee’s goals align with our mission to provide public access to open spaces, and the Committee’s efforts present an opportunity to create funding mechanisms currently unavailable for transit access to open space and parks.

At the regional level, Midpen staff have participated in discussions with transit agencies and open space agencies locally and beyond to learn about their work in implementing shuttle and other transit programs as part of the Santa Cruz Mountain Stewardship Network’s Shuttle Exploration Team. Through these discussions, Midpen has learned that existing funding opportunities are typically reserved for transit programs that address existing service gaps, not for facilitating community access to open space and parks.

In our region, San Mateo County Transit District (SamTrans) had once expressed interest in expanding their coastside on-demand transit service, Ride Plus, to provide access to Midpen’s Purisima Creek Redwoods Open Space Preserve (Purisima Creek Redwoods). Through the Ride Plus program, riders hail a ride using a mobile app or calling a customer service line. Unfortunately, the lack of cellular coverage at the Preserve’s Purisima Creek Road Parking Area prevented SamTrans from expanding transit service. Purisima Creek Redwoods, like many of Midpen’s 27 open space preserves, are located in local mountainous and rural terrain within the Santa Cruz Mountains where there is limited/no cellular coverage, preventing this type of innovative, on-demand transit service from being an option. Therefore, we see [H.R. 3092 \(Gomez\): Transit to Trails Act of 2024](#) as the

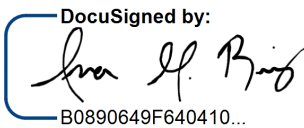


best available opportunity for agencies like Midpen, who manage large public open spaces and parks, to avail themselves of grant funds for implementing transit access system that connect our Bay Area residents, including critically underserved communities, to vast acreages of scenic and natural lands, providing equitable access to the beauty, wonder, tranquility, and awe of nature.

The COVID-19 pandemic resulted in skyrocketing visitation to open space lands, presenting an urgent need for alternative transportation modes of access to these areas where public transit is largely unavailable to both enhance accessibility for lower-income and under-resourced communities and offer a green transit option for visitors that reduces greenhouse gas emissions. Through Midpen's participation in the Committee's monthly meetings, we believe the Committee's goal of reaching consensus on a transportation revenue ballot measure provides an excellent opportunity to fund open space transit programs. Midpen requests consideration for including language in the ballot measure that prioritizes transit access to parks and open space as an eligible expenditure. Additionally, Midpen requests inclusion of language that considers funding for communications infrastructure that will provide the necessary cellular coverage to ensure delivery of innovative on-demand transit systems in rural communities of the Bay Area.

We appreciate the opportunity to submit comments and look forward to the Committee's continued work to enhance public transit services and communication coverage in the Bay Area.

Sincerely,

DocuSigned by:  
  
B0890649F640410...

Ana M. Ruiz, General Manager

CC:

Midpeninsula Regional Open Space District Board of Directors  
Susanna Chan, Assistant General Manager, Midpen  
Jane Mark, Planning Manager, Midpen  
Midpeninsula Regional Open Space District Board of Directors  
Dylan Skybrook, Executive Director for Santa Cruz Mountains Stewardship Network

**Fw: Regional Funding Transportation Measure: Go Big!**

Brittney Sutherland &lt;bsutherland@bayareametro.gov&gt;

Fri 8/23/2024 2:28 PM

To: Brittney Sutherland &lt;bsutherland@bayareametro.gov&gt;

**From:** Ben K**Sent:** Thursday, August 22, 2024 8:18:16 PM**To:** MTC-ABAG Info <info@bayareametro.gov>**Subject:** Regional Funding Transportation Measure: Go Big!

To whom it may concern:

I am a Bay Area resident and a frequent transit user. I urge you to support a robust, nine-county transit funding measure on the 2026 ballot that can maintain and expand transit service towards a vision of a truly seamless and connected Bay Area regional transit system. This measure must be funded by progressive taxation, not a regressive sales tax. Voters will not approve a tax increase that will result in service cuts! We need to demonstrate a transformative vision if we want voter support.

Sincerely,

Ben K

Oakland

## Fw: "Go Big" on Transit Funding

Brittney Sutherland <bsutherland@bayareametro.gov>

Fri 8/23/2024 2:25 PM

To: Brittney Sutherland <bsutherland@bayareametro.gov>

-----Original Message-----

From: Sarah B

Sent: Friday, August 23, 2024 12:15 PM

To: MTC-ABAG Info <info@bayareametro.gov>

Subject: "Go Big" on Transit Funding

I am writing to voice my support for MTC's Go Big Framework for supporting transit. We need regional coordination and funding to maintain a reliable transit network. I live in San Francisco and rely on many other systems in the Bay Area, please make sure they continue to be funded!

Additionally, there is an opportunity to support accessibility and equity by selecting a progressive funding structure rather than sales tax increases which are regressive.

Thank you for all of your hard work here!

Sarah

**Fw: MTC Select Committee Meeting Agenda Item #4A (for the meeting on 8/26/24)**

Brittney Sutherland &lt;bsutherland@bayareametro.gov&gt;

Fri 8/23/2024 4:59 PM

To: Brittney Sutherland &lt;bsutherland@bayareametro.gov&gt;

**From:** Sprague T.**Sent:** Friday, August 23, 2024 3:04:51 PM**To:** MTC-ABAG Info <info@bayareametro.gov>**Subject:** MTC Select Committee Meeting Agenda Item #4A (for the meeting on 8/26/24)**\*External Email\***

Dear Members of the Regional Transportation Measure Select Committee:

As someone who grew up in the Bay Area, continues to live here, and continues to ride public transit almost every single day (and as someone who helped raise a family of four here, almost entirely without a car), I urge your committee to go bold and advance the most transformative measures to improve transit. Voices for Public Transportation's vision is that all Bay Area residents, regardless of their socioeconomic status, should enjoy accessible transportation options that reliably, affordably, and conveniently get us where we need to go around the region.

We have the power to do this by passing a transformative regional funding measure that will enhance our freedom of movement, while creating good-paying green union jobs, and contributing to a clean and healthy environment by reducing car trips, carbon emissions, and particulate pollution. To be truly transformational, this measure must move our transit service from the "survive" stage we are in today to the "thrive" stage our region needs, rather than just preserving the status quo or lessening service cuts.

The '**Go Big Framework**' is the only scenario that allows transit to thrive by not only filling the transit deficit but by creating a truly transformative transit system in a way that does not overly burden working families. Given the current anti-tax sentiment and voters' concerns about increases to cost of living, these options would better serve working families than a sales tax. It would focus the measure on what it is designed to solve — the fiscal cliff — by maintaining 2023 service levels. It assuages concerns over equitable distribution of resources. In short, it is the only scenario that tackles the variety of local and regional challenges our transit system is facing.

The 'Scenario 1' and 'Scenario 3' scenarios are inadequate because they don't meet the transit funding need, do not sufficiently support regional coordination and transit transformation improvements, and are funded via a regressive sales tax. It is hard to imagine that voters would agree to increase their taxes for a measure that would result in service cuts!

Thank you,

Sprague T., San Francisco

**Fw: MTC Select Committee Meeting Agenda Item #4A**

Brittney Sutherland &lt;bsutherland@bayareametro.gov&gt;

Fri 8/23/2024 6:16 PM

To: Brittney Sutherland &lt;bsutherland@bayareametro.gov&gt;

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**From:** Lian C.**Sent:** Friday, August 23, 2024 5:50:51 PM**To:** MTC-ABAG Info <info@bayareametro.gov>**Subject:** MTC Select Committee Meeting Agenda Item #4A

Dear Members of the Regional Transportation Measure Select Committee: I am a San Francisco mom, Muni rider, and advocate for sustainable transportation. I'm writing to support Voices for Public Transportation's vision, for all Bay Area residents, regardless of their socioeconomic status, to be able to enjoy accessible transportation options that reliably, affordably, and conveniently get us where we need to go around the region.

We have the power to do this by passing a transformative regional funding measure that will enhance our freedom of movement, while creating good-paying green union jobs, and contributing to a clean and healthy environment by reducing car trips, carbon emissions, and particulate pollution. To be truly transformational, this measure must move our transit service from the "survive" stage we are in today to the "thrive" stage our region needs, rather than just preserving the status quo or lessening service cuts.

The 'Go Big Framework' is the scenario that allows transit to thrive by not only filling the transit deficit but by creating a truly transformative transit system in a way that does not overly burden working families.

Sincerely, Lian C.

**Fw: MTC Select Committee Meeting Agenda Item #4A**

Brittney Sutherland &lt;bsutherland@bayareametro.gov&gt;

Sun 8/25/2024 4:47 PM

To: Brittney Sutherland &lt;bsutherland@bayareametro.gov&gt;

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**From:** Shannon R.**Sent:** Sunday, August 25, 2024 2:30:02 PM**To:** MTC-ABAG Info <info@bayareametro.gov>**Cc:** Shannon R.**Subject:** MTC Select Committee Meeting Agenda Item #4A

Dear Members of the Regional Transportation Measure Select Committee:

I'm a 75-year-old resident of Palo Alto. I've been an environmentalist since the 1970s and I continually work to help protect our planet and our lives! I'm a board member of the Palo Alto Transportation Management Association. Our goal is to encourage and assist workers who commute to Palo Alto to walk, ride bikes, and use public transportation. So many wins -- protect the planet, save workers money, and reduce parking and traffic woes. We work with our City, employers and transportation providers like Caltrain and VTA to help provide and encourage transportation passes for workers. Yesterday I used my personal Clipper card on Caltrain to go to San Francisco and then Bus #30 to Fort Mason. Yes, it took longer than driving, but I protected our planet from needless emissions while I relaxed and read as I traveled safely.

I'm writing today in support of The Voices for Public Transportation, a coalition of 40+ community, rider, labor and policy groups making up 100,000 members in the Bay Area. We work to develop a vision and principles for a regional measure for public transit in the Bay Area that puts transit workers and riders at the center. We are prepared to advocate for and be vocal about a measure that supports transit and protects our climate and low income communities.

I ask you to FUND TRANSIT -- Bay Area transit riders and voters have said they support investing in a transit system that is fast, frequent, reliable, coordinated, accessible, and affordable. MTC's polling and Seamless' polling showed that voters want transit to improve even more than they want to prevent cuts. Only the 9-county \$1.5B scenario achieves this need.

I also ask you to prioritize safe and complete streets by limiting roadway expenditures to state of good repair and safe and complete streets (no highway expansion). Public transit, walking and biking are an essential component of our climate solutions. All investments, including in the flexible county funds, should be at minimum climate neutral.

Your "Scenario 1" and "Scenario 3" are inadequate because they don't meet the transit funding need, do not sufficiently support regional coordination and transit transformation improvements, and are funded via a regressive sales tax. It is hard to imagine that voters would agree to increase their taxes for a measure that would result in service cuts! Please do the right thing and **choose the 9-county \$1.5B scenario.**

Sincerely yours,

Shannon R.

Voices for Public Transportation Coalition Member

Resident of Palo Alto, CA

**Fw: MTC Select Committee Meeting Agenda Item #4A**

Brittney Sutherland &lt;bsutherland@bayareametro.gov&gt;

Sun 8/25/2024 4:51 PM

To: Brittney Sutherland &lt;bsutherland@bayareametro.gov&gt;

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**From:** Zafarali A.**Sent:** Sunday, August 25, 2024 9:43:17 AM**To:** MTC-ABAG Info <info@bayareametro.gov>**Subject:** MTC Select Committee Meeting Agenda Item #4A

Dear Members of the Regional Transportation Measure Select Committee:

Every morning, I board the Caltrain, my trusty travel companion, for the first leg of my commute. I seamlessly transfer to the VTA and MVGo buses. I often opt for my bike for local trips, relying on the safety of traffic calming and bike lanes to get around efficiently. On the weekends, I can travel far and wide thanks to the Bay Area's public transportation.

This delicate balance of public transportation, cycling infrastructure, and occasional car/ride-sharing allows me to live a car-free life in the Bay Area. Cutting public transport would disrupt this balance entirely, forcing me into car ownership, with all its associated costs and environmental impacts. It would be a devastating blow to my lifestyle and a significant step backward for our community's sustainability goals.

NOW is the time for a transformative regional funding measure to achieve a vision to increase transit across the Bay Area. By investing in transit, we can create good-paying union jobs, improve air quality, and reduce carbon emissions by encouraging a shift away from car dependency. Some of the world's top regions have done it and there is no reason the Bay Area cannot.

To be truly transformative, this measure must go beyond preserving the status quo. We need to transition our transit system from “surviving” to “thriving”, meeting the needs of our growing region.

The ‘Go Big Framework’ is the only scenario that allows transit to thrive by not only filling the transit deficit but by creating a truly transformative transit system in a way that does not overly burden working families. Given the current anti-tax sentiment and voters’ concerns about increases to cost of living, these options would better serve working families than a sales tax. It would focus the measure on what it is designed to solve — the fiscal cliff — by maintaining 2023 service levels. It assuages concerns over equitable distribution of resources. In short, it is the only scenario that tackles the variety of local and regional challenges our transit system is facing.

The ‘Scenario 1’ and ‘Scenario 3’ scenarios are inadequate because they don’t meet the transit funding need, do not sufficiently support regional coordination and transit transformation improvements, and are funded via a regressive sales tax. It is hard to imagine that voters would agree to increase their taxes for a measure that would result in service cuts! Do not take away the life lines of the Bay Area, think big.

Sincerely,

*Zafarali A.*

A member of the Voices for Public Transportation Coalition

*Voices for Public Transportation, a coalition of 40+ community groups representing 100,000 Bay Area residents, envisions a future where everyone, regardless of income, can access reliable, affordable, and convenient transit.*



## Fw: MTC Select Committee 4A Transportation Revenue Measure Scenarios

Brittney Sutherland <bsutherland@bayareametro.gov>

Sun 8/25/2024 4:52 PM

To: Brittney Sutherland <bsutherland@bayareametro.gov>

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**From:** Emil A.

**Sent:** Sunday, August 25, 2024 12:21:38 PM

**To:** MTC-ABAG Info <info@bayareametro.gov>

**Subject:** MTC Select Committee 4A Transportation Revenue Measure Scenarios

Hi,

### **Recommendation: Scenario 2 Go Big Framework**

I have an extremely difficult time seeing Scenario 1 as anything but "charge riders more, for less service". Scenario 1 feels like a bandaid that will disproportionately affect the most vulnerable. Here are some reasons why I feel Scenario 1 is a detrimental choice for making transit viable:

1. Scenario 1's funding method is regressive.

A sales tax will disproportionately affect the people with the lowest income. Those lower income folks tend to use transit more frequently. I have a hard time seeing how this is better for riders.

2. Scenario 1 will not move the needle towards making transit a better alternative to riding.

The reason people choose to drive is because transit is not a viable alternative to driving. We must face the reality that currently, we don't have enough riders to sustain our level of funding. Our only option is to entice new riders by delivering improved and expanded service. Having these funds entirely dedicated to transit would be the best way to do that. And seeing that an increasing amount will be going towards "County Flex" over the 30 years is very disheartening. I imagine most of those will go towards improving our roads for drivers.

3. Scenario 1 will not get all counties on board

Having a strong **regional network** is absolutely critical for transit health. People need to get around the Bay Area from county to county without having to rely on a car. Having this funding measure be opt-in indicates to me a divided Bay Area. They need to see that the **health of a single agency can affect the health of the entire network**. So we should make sure all regions are onboard with improving transit for all riders.

Scenario 2 is the only option that can provide the following:

1. A more progressive method of funding that is more equitable and more likely to pass amongst voters.
2. An **improved** transit network that can attract more transit users. And will move the needle for transit being a better alternative to driving. The **positivity that Scenario 2 provides** will also make this more likely to pass amongst voters.
3. A show of unity amongst all transit agencies. The riders need to know that each agency is dedicated to expanding and improving services for existing and new riders. Again, I firmly believe that a grand unified vision for transit is far more palatable to voters.

Emil A.  
Resident of Mountain View

**Fw: Public Comment - 8/26 Transportation Revenue Measure Select Committee - Item 4a**

Brittney Sutherland <bsutherland@bayareametro.gov>

Sun 8/25/2024 5:13 PM

To: Brittney Sutherland <bsutherland@bayareametro.gov>

**From:** Odin

**Sent:** Sunday, August 25, 2024 2:41:41 PM

**To:** MTC-ABAG Info <info@bayareametro.gov>

**Subject:** Public Comment - 8/26 Transportation Revenue Measure Select Committee - Item 4a

Dear Transportation Revenue Measure Select Committee Members,

As someone who lives car-free and heavily relies on public transportation in Marin and Sonoma counties, I urge you to focus on Option 2 to keep and improve transit service to riders across the Bay Area. I often use Marin Transit, Golden Gate Transit, and SMART to get to work, see friends/family, and run errands. Option 1 leads to likely cuts for a majority of Bay Area transit users, with only a third of the funding as Option 2. In the face of climate change and the need for more users of public transportation, the Bay Area needs as much transit support as possible. Please consider focusing on Option 2 as you develop a plan for the 2026 measure. Thank you.

Sincerely,  
Odin P

**Fw: Comment for Transportation Revenue Measure Select Committee, Aug 26, 4a/5a****Brittney Sutherland** <bsutherland@bayareametro.gov>

Sun 8/25/2024 5:16 PM

To: Brittney Sutherland &lt;bsutherland@bayareametro.gov&gt;

**From:** Elliot S.**Sent:** Sunday, August 25, 2024 3:46:49 PM**To:** MTC-ABAG Info <info@bayareametro.gov>**Subject:** Comment for Transportation Revenue Measure Select Committee, Aug 26, 4a/5a

Transit has never been more important to our region. It provides the only way to get around the Bay with sustainable emissions, low pollution, better land use & without roadway deaths. It provides the only way to get around independently for our children, folks who cannot afford a car, people with a disability that prevents driving, and many of our elders. We need to be increasing the frequency of transit every year in order to get more people to ride it & support those that already do. Please "Go Big" with Option 2 for more transit funding.

## Fw: Bay Area Transit Funding

Brittney Sutherland <bsutherland@bayareametro.gov>

Sun 8/25/2024 5:18 PM

To: Brittney Sutherland <bsutherland@bayareametro.gov>

**From:** Michael G.

**Sent:** Sunday, August 25, 2024 3:07:22 PM

**To:** MTC-ABAG Info <info@bayareametro.gov>

**Subject:** Bay Area Transit Funding

Dear Select Committee,

I am a lifelong transit rider living in Richmond. I am a 15-minute walk to the El Cerrito Plaza BART station and travel by BART several times each week.

I urge you to support Option 2 that will keep and improve service to riders. The Bay Area needs fast, frequent, reliable and well-coordinated service, and nothing less.

I also urge you to consider progressive funding sources that place the cost on those better able to pay.

Thank you,  
Michael G.

**Fw: Virtual comment - Item 4A****Brittney Sutherland** <bsutherland@bayareametro.gov>

Sun 8/25/2024 5:20 PM

To: Brittney Sutherland &lt;bsutherland@bayareametro.gov&gt;

**From:** Stephanie B.**Sent:** Sunday, August 25, 2024 4:24:57 PM**To:** MTC-ABAG Info <info@bayareametro.gov>**Subject:** Virtual comment - Item 4A

I'm writing to provide virtual comment on the Transportation Revenue Measure Select Committee's agenda item 4A, for the meeting scheduled tomorrow 8/26.

As an Oakland-based transit rider (and a Bay Area resident since 2017) who relies on Muni, BART, AC Transit, and the ferries for commuting and for fun, I would like to share my strong support for Scenario 2 ("Go Big"). In my opinion this is the option that would best position Bay Area transit - and all of the people who rely on it - to thrive in the years ahead.

The funding provided in this option will support improvements to make transit faster and more convenient, improving the rider experience while enticing more riders out of their cars and onto transit. This level of investment would also support our region's ambitious climate and housing goals, which are simply not achievable without moving more people into cleaner forms of transportation, like trains and buses.

Other options on the table on Monday seem much more likely to slowly (or quickly!) starve our transit system of the resources it needs to truly serve Bay Area riders and the communities they live in. The negative impact on workers and visitors, and the Bay Area economy in general, would be profound.

I applaud Committee members and staff for your attention to these scenarios and on Monday I urge you to carefully consider and support the Go Big framework. As a transit rider, my ability to make it to work depends on a functioning and robust transit system, and I can't imagine continuing to make a life in the Bay without it.

Thank you!  
Stephanie

Stephanie B.

**Fw: MTC Select Committee Meeting Agenda Item #4A**

Brittney Sutherland &lt;bsutherland@bayareametro.gov&gt;

Fri 8/23/2024 5:58 PM

To: Brittney Sutherland &lt;bsutherland@bayareametro.gov&gt;

**From:** Alice D.**Sent:** Friday, August 23, 2024 4:43:22 PM**To:** MTC-ABAG Info <info@bayareametro.gov>**Subject:** MTC Select Committee Meeting Agenda Item #4A

Dear Members of the Regional Transportation Measure Select Committee:

At Outer Sunset Neighbors, we are passionate about improving street safety in our neighborhood and improving public transportation access. I personally make the majority of my trips by bus, biking, and walking - even taking my dog around in a cargo bike instead of by car. It is so important that we support public transportation and safe streets on a regional level, to help build more connections between counties and to increase coordination between systems. The progressive funding structure in Scenario 2 is the only way to achieve these goals.

Voices for Public Transportation's vision is that all Bay Area residents, regardless of their socioeconomic status, should enjoy accessible transportation options that reliably, affordably, and conveniently get us where we need to go around the region.

We have the power to do this by passing a transformative regional funding measure that will enhance our freedom of movement, while creating good-paying green union jobs, and contributing to a clean and healthy environment by reducing car trips, carbon emissions, and particulate pollution. To be truly transformational, this measure must move our transit service from the "survive" stage we are in today to the "thrive" stage our region needs, rather than just preserving the status quo or lessening service cuts.

The 'Go Big Framework' is the only scenario that allows transit to thrive by not only filling the transit deficit but by creating a truly transformative transit system in a way that does not overly burden working families. Given the current anti-tax sentiment and voters' concerns about increases to cost of living, these options would better serve working families than a sales tax. It would focus the measure on what it is designed to solve — the fiscal cliff — by maintaining 2023 service levels. It assuages concerns over equitable distribution of resources. In short, it is the only scenario that tackles the variety of local and regional challenges our transit system is facing.

The 'Scenario 1' and 'Scenario 3' scenarios are inadequate because they don't meet the transit funding need, do not sufficiently support regional coordination and transit transformation improvements, and are funded via a regressive sales tax. It is hard to imagine that voters would agree to increase their taxes for a measure that would result in service cuts!

Sincerely,

Alice D.

Transportation Committee Chair

Outer Sunset Neighbors, a member of the Voices for Public Transportation Coalition