

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

From: Marjorie Alvord [REDACTED]

Sent: Tuesday, January 23, 2024 4:18 PM

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

Subject: MTC mtg (1/24/2024 9:45) Item 7a -- Regional Transportation Revenue Measure Enabling Legislation

External Email

RE: MTC Meeting (1/24/2024) Agenda Item 7a: Regional Transportation Revenue Measure Enabling Legislation

Honorable Commissioners:

As an Alameda County home owner, I have long felt that public transportation has been inadequately supported through public revenue sources. COVID stay-at-home orders exacerbated funding shortfalls from which transit agencies have yet to recover. And we desperately need robust public transit service now more than ever to help reduce greenhouse gas emissions and fend off more devastating climate change impacts.

I have personally come to rely more on public transit locally and to get to San Francisco, San Mateo and Santa Clara counties.

I thank MTC for developing the transportation revenue measure proposal, including progressive revenue sources such as parcel tax based on square footage as potential funding sources. As a matter of equity, it is crucial that such progressive revenue suggestions be kept in the MTC proposal.

Additionally, the proposal should continue to focus on the maintenance and improvement of public transit services as the primary goal. The legislation needs to prioritize setting aside a significant minimum amount of funding for transit operations to ensure we can maintain and increase transit service. Furthermore, highway expansion through widening should not be allowable expenditures under the authorizing legislation as such expenditures would take away from the focus on transit operations and undermine goals of reducing both vehicle miles traveled and greenhouse gas emissions.

Thank you for pursuing the Regional Transportation Revenue Measure Enabling Legislation proposal, and thank you for considering my comments.

Respectfully,

Marjorie Alvord

From: Kristin Bard [REDACTED]
Sent: Monday, January 22, 2024 10:33 AM
To: info@bayareametro.gov
Subject: Comment for Metropolitan Transportation Commission Meeting, 1/24/24, Regional Transit Funding Measure

External Email

Dear MTC,

Thank you for including no rate caps so the measure can raise the needed \$2 billion annually. I strongly support the inclusion of progressive revenue sources.

I believe the legislation can be improved by setting aside a significant minimum amount of funding for transit operations in order to maintain and increase transit service. I have been a dedicated transit rider for my 20+ years in the Bay Area, and dream of a future where improvements to the system make it a viable and attractive alternative for a wider public.

I oppose including highway widening in the measure. Research shows that highway widening does not achieve its goal to reduce congestion; instead, it distracts from real, long-term solutions to congestion that can also improve the quality of life in our cities, like world class transit.

thank you,
Kristin Bard

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

From: Dorothea Beringer [REDACTED]

Sent: Thursday, January 18, 2024 11:13 AM

To: info@bayareametro.gov

Subject: "Comment for Metropolitan Transportation Commission Meeting, 1/24/24, Regional Transit Funding Measure."

External Email

Dear Commissioners,

I have heard that widening of our highways should become part of the funding measure. I strongly oppose that! And I ask you that you will also oppose the widening of highways!

Bay Area public transportation is sorely lacking. Whenever I return from a highly developed country to the Bay Area I feel like moving at least a century back in time or coming to an underdeveloped nation. For many trips I simply have no other choice than to use a car. There is no realistic public transportation from most points to most points. Having to go to Stanford Hospital for a doctor's appointment? I need a car and driver. Wanting to go to the city? Well, public transportation still requires that I have a car to go to the BART station, park there (which was never possible before the pandemic unless I knew at least a week ahead of time that I was going to the city and could reserve a parking spot), and then spend two hours to get to wherever I want to go, unless it is right next to BART. In the latter case I then also have to deal with the dangers walking ten minutes through streets that are not safe in the evening. Going to San Ramon for a class? Car is the only option.

Commute to work? Well, it would be possible with public transportation if I had an additional 4 hours a day. Taking public transportation to join the family up in Truckee? Well, we once tried that and gave up. Compare that to other metropolitan areas in the world: my kids currently live abroad, and they simply do not need a car, because they can do everything by a very efficient bus and train system. Every visitor I have from abroad is shocked about how non-existent our public transportation system is.

Widening highways, even with the purpose of having more space for buses, is simply the wrong signal and a wrong use of transportation money.

Best regards,
Dorothea Beringer

[REDACTED]

[REDACTED]

[REDACTED]



**CALIFORNIA
ALLIANCE
FOR JOBS**

January 18, 2024

The Honorable Alfredo Pedroza, Chair
Metropolitan Transportation Commission
375 Beale St., Suite 800
San Francisco, CA 94105

Re: Bay Area Transportation Measure

Dear Chair Pedroza:

The California Alliance for Jobs (Alliance) appreciates the opportunity to comment on the development of a regional transportation measure presented by the Metropolitan Transportation Commission (MTC) staff this month for formal approval of a legislative proposal.

The Alliance represents over 2,000 heavy construction companies and 80,000 union construction workers from the Central Valley to the Oregon border. The Alliance is a unique labor-management partnership that advocates for responsible investments in public infrastructure projects. Specifically, the Alliance keeps California's people and economy moving as the state's population grows by focusing on expanding water systems, improving transportation networks, and increasing the access and quality of our public infrastructure. Ultimately, smart infrastructure investments are the backbone of California's long-term success; ensuring future generations have sustainable economic prosperity and an enhanced quality of life. The Alliance is proud to support our members' mission to build and maintain California's most vital infrastructure.

Furthermore, the Alliance has a long history of leading the charge on supporting and preserving state and local transportation funding measures / programs. For example, in 2017 and 2018, the Alliance led the "Fix our Roads" coalition in the passage of SB 1 (Beall) which included a significant infusion of funding for transit and active transportation programs and defended against the SB 1 referendum leading the "No on Proposition 6" campaign. Most recently, in 2022, the Alliance was a major supporter of San Francisco's Proposition L.

We appreciate the work that MTC staff and the Joint MTC-ABAG Legislation Committee have done over the past several months to poll the Bay Area electorate and help develop a framework for enabling legislation to advance a regional transportation revenue ballot measure in 2026. While the Alliance understands the funding challenges facing several transit agencies in the Bay Area, we strongly believe a balanced revenue measure that takes into consideration all of the transportation needs of Bay Area residents will provide a fair, equitable, and ultimately successful proposal that improves the region's transportation

rebuildca.org

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LOCAL UNION #3

ASSOCIATED GENERAL
CONTRACTORS OF CALIFORNIA

NO. CALIFORNIA DISTRICT
COUNCIL OF LABORERS

UNITED CONTRACTORS

NO. CALIFORNIA CARPENTERS
REGIONAL COUNCIL

1415 L STREET, SUITE 1080
SACRAMENTO, CA 95814

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CALIFORNIA ALLIANCE FOR JOBS

network. At this time, the Alliance has concerns that proposals shared to date do not demonstrate that balance. Instead, the frameworks that have been shared at Committee hearings takes minimal account for road and bridge rehabilitation needs, goods movement improvement needs, and capital projects of regional significance – all of which would also have direct benefits to improving the efficiency of transit as well as make progress towards the State's vehicle electrification goals. While the Alliance understands the funding challenges several Bay Area transit agencies will be experiencing in the upcoming years, its best to develop a measure that will provide improvements to the Bay Area's *entire* transportation system that will provide benefits to *all* Bay Area taxpayers. Ultimately, that will not only include funding for transit operations, but will also need to include funding to make necessary and critical improvements to the Bay Area's transportation infrastructure footprint.

There is more work to be done to find the right balance between operating and capital infrastructure investments, as polling shared at the December 8 MTC-ABAG Committee showed that support for a regional transportation measure falls well short of the two-thirds threshold required and fails to reach even 50% without investing significant resources in our transportation infrastructure. Polling to date supports the need for inclusion of significant capital improvement in a funding measure if it is to pass.

The Alliance and our affiliates stand ready to partner with the MTC and our legislative leaders to find the proper balance of what Bay Area voters want through the development of a regional transportation measure that delivers both critical operating resources and job-generating infrastructure projects. Our collective experience in past campaigns and successful local and regional transportation revenue measures tells us that successful campaigns consider the interests, and take input from, business, labor, and the community.

Ultimate passage is dependent on a broad, supportive coalition and we look forward to working with you in the months and years to come.

Sincerely,

rebuildca.org

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UNITED CONTRACTORS

NO. CALIFORNIA CARPENTERS
REGIONAL COUNCIL

Michael Quigley
Executive Director
California Alliance for Jobs

1415 L STREET, SUITE 1080
SACRAMENTO, CA 95814

Office 916.446.2259

From: Lian Chang [REDACTED]
Sent: Thursday, January 18, 2024 2:44 PM
To: info@bayareametro.gov
Subject: Comment for Metropolitan Transportation Commission Meeting, 1/24/24, Regional Transit Funding Measure

External Email

RE: Comment for Metropolitan Transportation Commission Meeting, 1/24/24, Regional Transit Funding Measure

Dear MTC,

I live in San Francisco and do not own a car or have a driver's license.

Thank you for including no rate caps so the measure can raise the needed \$2 billion annually. I strongly support the inclusion of progressive revenue sources.

I believe the legislation can be improved by setting aside a significant minimum amount of funding for transit operations in order to maintain and increase transit service and oppose including highway widening in the measure.

Lian

--

Lian Chikako Chang (she/her)

From: Staly Chin [REDACTED]
Sent: Thursday, January 18, 2024 9:50 AM
To: info@bayareametro.gov
Subject: Transit regional measure

External Email

Dear MTC,

Thank you for including no rate caps so the measure can raise the needed \$2 billion annually. I strongly support the inclusion of progressive revenue sources.

I believe the legislation can be improved by setting aside a significant minimum amount of funding for transit operations in order to maintain and increase transit service and oppose including highway widening in the measure.

Thanks, Staly Chin
San Francisco resident and transit rider

From: Ashley Elliott [REDACTED]
Sent: Thursday, January 18, 2024 3:27 PM
To: info@bayareametro.gov
Subject: Comment for Metropolitan Transportation Commission Meeting, 1/24/24, Regional Transit Funding Measure

External Email

Dear MTC,

Thank you for including no rate caps so the measure can raise the needed \$2 billion annually. I strongly support the inclusion of progressive revenue sources.

I believe the legislation can be improved by setting aside a significant minimum amount of funding for transit operations in order to maintain and increase transit service and oppose including highway widening in the measure. Highway widening is expensive both to implement and maintain, causes increased vehicle emissions, and ultimately does not provide long-term congestion improvements for traffic. I strongly believe that investing that money in improved public transportation and bicycle infrastructure is a better long term investment for our region and will ultimately reduce costs and emissions. I would like to encourage you to consider eliminating highway widening in this legislation.

Thank you.

Ashley Elliott

From: Lindsay Haddix [REDACTED]
Sent: Monday, January 22, 2024 10:04 AM
To: info@bayareametro.gov
Subject: Fwd: Comment for Metropolitan Transportation Commission Meeting, 1/24/24, Regional Transit Funding Measure

External Email

Dear MTC,

Thank you for including no rate caps so the measure can raise the needed \$2 billion annually. I strongly support the inclusion of progressive revenue sources.

I believe the legislation can be improved by setting aside a significant minimum amount of funding for transit operations in order to maintain and increase transit service and oppose including highway widening in the measure.

EBHO's has provided significant long-standing support for TOD (which is consistent with Plan Bay Area) and the success of TOD is dependent on robust and solvent public transit available and affordable to all.

As a housing justice nonprofit whose vision is a racially and economically just East Bay where everyone has a safe, stable, and affordable home, we understand the deep and critical connection between housing affordability and reliable, frequent, and robust public transit service. We cannot achieve our mission without impactful investments in our Bay Area public transit network.

Please prioritize transit over cars for the good of the whole Bay Area.

Sincerely,
Lindsay Haddix

- 1) Promotes higher levels of automobile use and, consequently, contributes to increased greenhouse gas emissions, air pollution, noise pollution, and traffic hazards, which often disproportionately affect communities of color, people with limited incomes, seniors, and children.
- 2) Draws riders away from public transit, resulting in reduced political support and fare revenue for transit agencies.
- 3) Redirects funds toward new road infrastructure that would otherwise be available for vital needs such as transit operations, expanding transit services, pedestrian and bicycle infrastructure improvements, safer streets, incentives for sustainable transportation choices, and state-of-good-repair investments.¹
- 4) Fails to solve the congestion problems that motivate such investments.

The measure being contemplated by the Bay Area region represents a generational investment in our transportation system that will support projects and programs decades into the future. In 2023, in the midst of a climate emergency, it is simply unconscionable to authorize new funding for projects that work directly against our climate goals. A successful measure will need to avoid highway widening. Please develop a measure that we can all support. Thank you for your consideration.

Sincerely,

Laura Tolkoﬀ, Transportation Policy Director
SPUR

Zack Deutsch-Gross, Policy Director
TransForm

Jack Lucero Fleck, co-leader 350 Bay Area Transportation team
350 Bay Area

Jordan Grimes, Resilience Manager
Greenbelt Alliance

Nailah Pope-Harden, Executive Director
Climate Plan

Ian Griffiths, Policy Director
Seamless Bay Area

Aaron Eckhouse, Local and Regional Programs Director
California YIMBY

¹ Plan Bay Area 2050 identifies a \$24 billion shortfall in state-of-good-repair funding for the region's roads. PBA 2050+ projects roughly \$100 billion less revenue than Plan Bay Area 2050, as presented in November, 2023. This means that maintenance funds for roads will be even less adequate than previously projected. It is therefore fiscally irresponsible for a new revenue measure to fund additional roads construction when the region has no plan to fund adequate maintenance for existing roadways.

Clarrissa Cabansagan, Executive Director
Silicon Valley Bicycle Coalition

Bob Allen, Policy and Advocacy Campaign Director
Urban Habitat

Nile Malloy Malloy, Climate Justice Director
California Environmental Justice Alliance (CEJA)

Zak Accuardi, Senior Advocate
NRDC

Jared Sanchez, Policy Director
California Bicycle Coalition

Robin Pam, Founder
Kid Safe SF

Vinita Goyal, Executive Director
San Francisco Transit Riders Union

Robert Prinz, Advocacy Director
Bike East Bay

Jodie Madeiros, Executive Director
Walk SF

Laurel Paget-Seekins, Senior Policy Advocate
Public Advocates

Tarrell Kullaway, Executive Director
Marin County Bicycle Coalition

Adina Levin, Co-Founder
Friends of Caltrain

Jonathon Kass, Organizer
No Bay Area Highway Expansion Coalition

Jon Minot
East Bay for Everyone

Luis Angel Martinez, Campaigns Organizer
Fossil Free California

Laura Foote, Executive Director
YIMBY Action

Sonja Trauss, Executive Director
YIMBY Law

Antonio Díaz, Organizational Director
PODER

Steve Birdlebaugh, Chair
Sonoma County Transportation and Land Use Coalition

Hana Creger, Senior Program Manager
The Greenlining Institute

Christine Cordero, Co-Director
Asian Pacific Environmental Network

Mike Young, Senior Political and Organizing Director
California Environmental Voters

Christopher White, Executive Director
San Francisco Bicycle Coalition

Matthew Baker, Policy Director
Planning and Conservation League

Charles Siegel
Walk Bike Berkeley

Jamie Pew, Policy Advisor
NextGen California

Ethan Elkind
Council of Infill Builders

Kristina Pappas, President
San Francisco League of Conservation Voters

Jean Tepperman, co-coordinator
Sunflower Alliance

Chris Chavez, Deputy Policy Director
Coalition for Clean Air

CC: Bay Area delegation to the state legislature, environment committee chairs and committee staff, and leadership of the legislature

From: Molly Lazarus [REDACTED]

Sent: Thursday, January 18, 2024 11:34 AM

To: info@bayareametro.gov

Subject: Comment for Metropolitan Transportation Commission Meeting, 1/24/24, Regional Transit Funding Measure

External Email

Dear MTC,

Thank you for including no rate caps so the measure can raise the needed \$2 billion annually. I strongly support the inclusion of progressive revenue sources.

I believe the legislation can be improved by setting aside a significant minimum amount of funding for transit operations in order to maintain and increase transit service and oppose including highway widening in the measure.

Let's support transit over freeway expansion to help reduce emissions and reliance on fossil fuels.
Sincerely, Molly Lazarus Bay Area Transit User

From: Nina Rizzo [REDACTED]
Sent: Thursday, January 18, 2024 7:24 PM
To: info@bayareametro.gov
Cc: Dave Severy <dsevery@transformca.org>
Subject: Comment for Metropolitan Transportation Commission Meeting, 1/24/24, Regional Transit Funding Measure

External Email

Dear MTC,

Thank you for including no rate caps so the measure can raise the needed \$2 billion annually. I strongly support the inclusion of progressive revenue sources.

I believe the legislation can be improved by: 1) setting aside a significant minimum amount of funding for transit operations in order to maintain and increase transit service, and 2) oppose including highway widening in the measure.

I thought it was already widely accepted knowledge amongst transportation planning professionals that highway widening induces demand which creates more traffic, not less. I'm surprised MTC would spend money on it. As someone who lives one parcel away from the I-80, and therefore subject to intense air pollution that may aggravate my spouse's asthma, I don't want more vehicles traveling. I have an air purifier in every room of our small place in hopes of avoiding health problems from air pollution. I'd rather have an improved pedestrian experience walking under the highway on Potrero Ave to go to the local grocery store.

Funding transit operations seems to be a chronic dilemma, which means that people who depend on transit are perpetually at risk of losing service, of losing the ability to get where they need to go. My brother is transit dependent, and it took him over two hours, one way, to visit me from where he was temporarily staying in Fairfax. It would have taken 30 minutes driving.

We should prioritize maintaining and improving service by funding transit operations.

Thank you,
Nina Rizzo
[REDACTED]

From: Elizabeth Stampe [REDACTED]
Sent: Thursday, January 18, 2024 1:38 PM
To: info@bayareametro.gov
Subject: Comment for Metropolitan Transportation Commission Meeting, 1/24/24, Regional Transit Funding Measure

External Email

Dear MTC,

Living in the Mission in San Francisco, my family depends on public transit every day. I use MUNI to get my son to school and BART to go to work, and my husband bikes to Caltrain every day to teach at a public high school. Thank you for your leadership to raise much-needed funds for transit.

I have four specifics to ask:

- **Don't include highway widening:** Please do NOT include highway widening.
- **Fund operations:** Please add a set-aside of a significant minimum amount of funding for transit operations, to maintain and increase transit service. This is critical; don't short-change operations. - **No rate caps:** Thank you for including no rate caps so the measure can raise the needed \$2 billion annually.
- **Progressive revenue sources:** I strongly support the inclusion of progressive revenue sources.

I think we know by now [what highway widening does](#): it induces demand and drives up VMT. Highway widening means more cars on the road, more traffic, more air pollution, more crashes, more climate-changing emissions.

I know MTC understands this. Please stay strong to help the Bay Area lead the way on climate-friendly and people-friendly transportation funding.

Thank you for funding a transportation network that we can depend on, that is equitable, that is safe, and that is sustainable -- both financially and for our climate.

Thank you, Elizabeth Stampe

From: SF Carl [REDACTED]
Sent: Saturday, January 20, 2024 10:41 PM
To: info@bayareametro.gov
Subject: Comment for Metropolitan Transportation Commission Meeting, 1/24/24, Regional Transit Funding Measure

External Email

Dear MTC,

Thank you for including no rate caps in the Regional Transit Funding Measure so the measure can raise the needed \$2 billion annually. I strongly support the inclusion of progressive revenue sources.

I believe the legislation can be improved by setting aside a significant minimum amount of funding for transit operations in order to maintain and increase transit service. I oppose including highway widening in the measure. Historical experience informs us that highway widening promotes increased car use with its attendant fossil-fuel and pollution problems, reduces the number of transit riders and transit fares collected, makes the community less safe for walking and cycling, and diverts money away from transit needs.

Carl Stein

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

From: Carol Weed [REDACTED]

Sent: Thursday, January 18, 2024 7:02 PM

To: info@bayareametro.gov

Subject: So not fund widening roadways

External Email

More asphalt and hardscape are a bad idea for the planet and our quality of life. Spend more money on public transit instead.

Carol Weed, MD

From: Darryl Yip [REDACTED]
Sent: Saturday, January 20, 2024 12:28 PM
To: info@bayareametro.gov
Subject: Comment for Metropolitan Transportation Commission Meeting, 1/24/24, Regional Transit Funding Measure.

External Email

Hi Commissioners and Board Members,

I live in South San Francisco. The Regional Transportation Measure should only support operating and capital for transit, not freeways. Here's why:

1. The Regional Transportation Measure was in response to transit's (not freeways') fiscal cliff. Transit is in jeopardy, freeways are not.
2. History shows that the Bay Area wants to support transit. Every jurisdiction has residents that rely on transit. Transit supports everyone, even people who don't take transit, by taking cars off the road, increasing safety, improving our air quality and greenhouse gas emissions.
3. Freeways are the opposite: they promote higher levels of automobile use and, consequently, contribute to increased greenhouse gas emissions, air pollution, noise pollution, and traffic hazards, which often disproportionately affect communities of color, people with limited incomes, seniors, and children.

Thank you so much.

Darryl Yip