



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

December 19, 2023

Re: Regional Ballot Measure for Public Transportation (Dec. 8 Joint ABAG/MTC Legislation Committee, Dec 20 MTC Meeting)

Dear MTC Commissioners:

Thank you for moving forward with authorizing legislation for a new regional transportation measure. That measure will improve transit service throughout the Bay Area, reduce traffic and greenhouse gas emissions, and increase access to opportunity and high-quality green jobs. We are grateful to MTC staff for working with Voices for Public Transportation Coalition to include progressive revenue options, including exploring a per-square-foot parcel tax, and rider-first expenditure priorities. **As you move forward with authorizing legislation, we ask that you continue to prioritize progressive revenue sources and ensure that they raise the funding we need to stabilize, expand, and improve transit service throughout the region — at least \$2 billion annually.**

As a coalition of more than fifty organizations, including labor, transit rider, community-based, and equity advocacy groups with members who live, work, and travel in the Bay Area, we know that our transportation system is essential for the health and wellness of our communities, environment, and economy. **The regional 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. Upwards of \$700 million is needed annually by fiscal year 2026 simply to maintain existing transit service, and costs will increase through 2030. Providing a level of service on a par with the Toronto region would require a 55% increase over pre-COVID transit service levels. This would require an additional ~\$686 million in operating funding above restoring the 2019 service¹. Thus **a new regional transportation measure needs to raise at least \$2 billion annually with \$1.5 billion for transit operations** if it is to transform our network.

¹<https://www.seamlessbayarea.org/blog/2020/9/21/new-report-shows-importance-of-restoring-and-expanding-transit-service-post-pandemic>

We don't support the inclusion of projects that increase roadway capacity in any of the funding categories.

In addition to ensuring equitable and adequate expenditures, **a transformative measure must be funded progressively**. Proposed options such as an income tax, a payroll tax, a graduated parcel tax and a VMT tax should each be structured to ensure that the burden of paying for improved transportation options does not fall most heavily on those with the least resources.

Voices for Public Transportation's vision is that residents - regardless of race, class, gender, sexual orientation, age, or ability - 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 game-changing regional funding measure that will enhance our freedom of movement, while at the same time creating good-paying green union jobs, and contributing to a clean and healthy environment by reducing car trips, carbon emissions, and particulate pollution.

We appreciate the opportunity to weigh in on this important process. Voices for Public Transportation stands ready to continue to partner with you in crafting and passing the best regional transportation measure possible.

On behalf of the Voices for Public Transportation Coalition, thank you for your consideration.

Sincerely,



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Amy Thomson
Transportation Policy & Programs Manager
Transform



Mary Lim, J.D.
Executive Director
Genesis



Bob Allen
Policy & Advocacy Campaign Director
Urban Habitat



**Silicon Valley
Independent Living Center**
*a disability justice organization
that creates fully inclusive communities*
Sheri Burns
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**FRIENDS
OF
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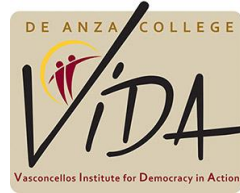
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cc: Andrew Framier, Rebecca Long and Dave Vautin



Justin Nguyen
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