



## *Memorandum*

**Date:** September 23, 2024  
**To:** Transportation Revenue Measure Select Committee and  
Transportation Revenue Measure Executive Group  
**From:** MTC Policy Advisory Council Chair, Pamela Campos  
**Re:** Policy Advisory Council Priorities for a Regional Transportation Revenue  
Measure

On August 27, 2024, the MTC Policy Advisory Council met and discussed their priorities for a future regional transportation revenue measure. This memo summarizes the discussion and includes a specific recommendation from the Council.

### **Discussion**

- **Transit Funding and Gaps:** The conversation addressed the differences between the adjusted fare gap (calculated based on fare changes from 2019-2024 with inflation) and the operating gap (forecasted by operators). Concerns were raised about potential service impacts on transit agencies like SFMTA and AC Transit if fare-focused formulas were implemented.
- **Regional Collaboration:** There was general agreement on the importance of a transit measure encompassing all nine counties and 27 agencies, emphasizing rider experience and the need for transformational changes in transit services. The discussion highlighted the necessity of maintaining and improving service frequency to boost ridership.
- **Equity in Transit Planning:** Equity was a recurring theme, with participants stressing the importance of including diverse community voices in the planning process. The need for effective outreach and engagement strategies was emphasized to ensure that marginalized communities are well represented.
- **Legislative Considerations:** The challenges in passing regional legislation include different community needs, a focus on the fiscal cliff and meeting the goals of the transformation action plan, which is why flexibility is key in developing a measure that is likely to pass.

- **Community Engagement:** Council continues underscoring the importance of community involvement in transit planning and funding. Council advocates for a participatory approach that leads with public guidance and collaboration from the design phase to implementation.

Overall, the meeting highlighted the strength in flexibility, collaborative efforts needed to address regional transit challenges, and the critical role of the Policy Advisory Council in shaping effective transportation policies. The Council voted in favor—with 16 Members present, 11 ayes, 4 abstains, and 1 no—of the following motion:

### **Recommendation**

The Council presents the following recommendations to the Commission on Policy Advisory Council priorities for a transportation revenue measure as follows:

1. Have a regional transit measure that covers the 27 transit agencies in the nine counties.
2. Focus is on rider experience and not agency experience, including maintaining and improving service with well-coordinated fares, schedules, wayfinding, and other aspects of user experience.
3. Have a regional measure that is transformational and has benefits for current and future generations.



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**Fw: public comment on September 23, 2024 Transportation Revenue Measure Select Committee agenda item 4a**

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**From** Brittany Sutherland <bsutherland@bayareametro.gov>

**Date** Wed 9/18/2024 1:16 PM

**To** Brittany Sutherland <bsutherland@bayareametro.gov>

**From:** Bill <psa188@yahoo.com>

**Sent:** Wednesday, September 18, 2024 12:59:00 PM

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

**Subject:** public comment on September 23, 2024 Transportation Revenue Measure Select Committee agenda item 4a

Good morning:

I am writing as a resident and taxpayer in Santa Clara County.

We don't need another regressive transportation funding measure. Our taxes are already too high.

Vote NO.

Over the last several elections, voters in Santa Clara County have passed multiple tax and fee increases including gas taxes, the Caltrain Measure RR tax, two bridge toll increases, three VTA sales taxes, Santa Clara County's Measure A 1/8 cent sales tax, the state prop 30 1/4 cent sales tax and the 2010 Measure B Vehicle Registration Fee of \$10. Additionally, we're on the hook to pay back numerous state bond issues including high-speed rail, the Proposition 1 water bond and the infrastructure bonds of 2006.

All this nickel and diming contributes into making the Bay Area a horribly expensive place to live; especially for people of modest means, who must pay the greatest percentage of their income in these regressive taxes and fees. Each increase by itself does not amount to much, but the cumulative effect is to add to the unaffordability of the region.

Before increasing taxes YET AGAIN, waste needs to be removed from transportation projects. For example, we need to eliminate the redundant and BART extension between the San Jose and Santa Clara Caltrain stations. The BART segment from these stations will duplicate both the existing Caltrain line and VTA's 22 and 522 buses.

Why don't the wealthy high rollers at MTC suggest taxing rich tech companies and leave the little guy alone for a change?

Bill H.



September 20, 2024

Jim Spering, Chair  
Transportation Revenue Measure Select Committee  
Metropolitan Transportation Commission  
375 Beale Street  
San Francisco, CA 94105

Re: Transportation Revenue Measure Scenario Updates

Dear Chair Spering:

I am writing regarding the updated Transportation Revenue Measure scenarios presented to the Transportation Revenue Measure Executive Group on September 17, 2024. I appreciate your comments reiterating that this is an urgent regional emergency to preserve and save public transit. To ensure the Bay Area economy remains viable and thriving, public transit needs assistance recovering from the COVID-19 pandemic. As we continue discussions, I want to again reiterate my concerns on behalf of the Alameda - Contra Costa Transit District (AC Transit).

As I mentioned during the September 17<sup>th</sup> Transportation Revenue Measure Executive Group meeting, I am concerned that as currently structured, it will be difficult to gain support from voters and from members of the legislature that represent the AC Transit service area. At the request of MTC, AC Transit's current deficit projections are based on 2023 service levels of 85 percent. While we have taken every step to manage the fiscal crises in all areas that we control, the fact remains that as presented, the scenarios still fail to recognize the impact to the riders and voters residing in the AC Transit Service area. We have a dire need to operate significantly more service beyond pre-pandemic levels, restoring at a minimum, 100 percent of pre-pandemic service levels.

AC Transit, and most bus operators, do not realize significant farebox revenues, yet we still face significant inflation-driven deficits. Deficits are further compounded by unfunded mandates including the regulatory requirement to transition our more than 650 bus fleet to zero-emission by 2040. Specifically, regardless of scenario, the proposed revenue distributions should be

informed by an equity analysis. AC Transit provides service to some of the lowest-income communities in the Bay Area. The scenarios must acknowledge equity, so we are not penalizing the most financially challenged who rely on public transit every day.

To reiterate, as MTC continues to work with the public transit operators in the region, I urge the Transportation Revenue Measure Select Committee to continue to solve for the issues including a funding distribution methodology that considers unfunded mandates, ridership, equity, and inflation-driven operating cost increases. Despite reduced service levels at AC Transit, 74 percent of our riders have returned to riding our bus service. With 65 percent low-income riders and 75 percent people of color, we remain concerned that without long-term funding solutions to address transit operations funding shortfalls, the most vulnerable will be significantly impacted.

If you have any questions, feel free to contact me at 510-891-4753 or [mhursh@actransit.org](mailto:mhursh@actransit.org).

Sincerely,



Michael Hursh, CEO/General Manager  
Alameda – Contra Costa Transit District (AC Transit)

cc: MTC Transportation Revenue Select Committee  
AC Transit Board of Directors

September 20, 2024

The Honorable Jim Spering, Chair  
Bay Area Regional Measure Select Committee  
Metropolitan Transportation Commission  
375 Beale St.  
San Francisco, CA 94105

Re: Comments on MTC Revenue Measure Scenarios

Dear Chair Spering:

On behalf of the Northern California District Council of Laborers and our nearly 30,000 members, I am submitting this formal letter to provide comments to be considered by the Metropolitan's Bay Regional Measure Select Committee. We understand the transit and overall transportation challenges the Bay Area is currently facing and we also know there will be no easy solution to resolve these funding issues. However, what we do know is that a balanced, efficient and safe transportation system enhances the quality of life, provides significant economic benefits and improves air quality to the entire Bay Area. Below are several key priorities that we want to convey and have considered by the Bay Area Regional Measure Select Committee.

- **Reasonable mitigation efforts:** We will not support any measure that mandates requirements for full mitigation of highway and road construction projects. The existing process strikes a fair and equitable process between considering environmental impacts and providing an operationally safe and efficient transportation system. Full mitigation of projects will severely restrict funding and reduce the ability to deliver regional transportation priority projects; many times, costs associated with mitigation outweigh actual project costs. In our perspective, this approach is simply a veiled attempt to curtail much-needed highway and road construction projects.
- **Everyone Pays:** A regional measure will ask the voters (both transit and non-transit users) to tax themselves to primarily fund a public service they don't necessarily utilize on a regular or frequent basis. It's important to convey to the voters that their government is also taking the challenging steps to demonstrate all entities are in resolving this issue together. While cutting service may not be the best option, we ask that MTC and transit entities come up with new policies aimed at improving efficiencies, safety and operational costs.
- **Successful Measure:** Extensive polling and the ultimate stalling of Senate Bill 1031 provides sufficient evidence that a broad nine-county transit-heavy regional measure is not what Bay Area voters will support. A more tailored and focused measure that possesses a more direct link between its users and services provided may have a better opportunity for success at the ballot box. Additionally, providing as much flexibility as possible for non-transit obligated funds will be ideal to provide public agencies the tools

Affiliated with Laborers' International Union of North America  
serving the 46 Northern California Counties

to demonstrate to businesses, alternative transportation users and motorists that they too will receive benefits from the measure.

- **Proper Tax levy:** Throughout the select committee process a variety of tax levy options have been introduced and explored. Historically, a sales tax has been the revenue mechanism used to successfully fund local transportation measures in the Bay Area. The Laborers will not support the inclusion of supplementary tax levies (i.e. parcel & payroll tax) in a new measure. It has been proven through extensive polling that a sales tax resonates with the voters and has the greatest probability of success; any attempt to “load up” a measure with additional funding mechanisms will risk dragging the entire measure down.

Thank you for your consideration, and we look forward to reviewing a set of proposed final scenarios in advance of your October 2024 meeting.

Sincerely,



Oscar De La Torre  
Business Manager

ODLT:dle  
liuna!67





The Honorable Jim Spring, Chair  
Bay Area Regional Measure Select Committee  
Metropolitan Transportation Commission  
375 Beale St.  
San Francisco, CA, 94105

Re: Comments for Select Committee

Dear Chair Spring:

On behalf of Operating Engineers Local 3, I am submitting this formal letter to provide comments to be considered by the Metropolitan's Bay Area Regional Measure Select Committee. We understand the transit and overall transportation challenges the Bay Area is currently facing, and we also know there will be no easy solution to resolve these funding issues. However, we do know that an efficient and safe transportation system improves the quality of life and provides significant economic benefits to the Bay Area, including local jobs for our Skilled and Trained Workforce, the Operating Engineers. Below are several key priorities we want to convey and have considered by the Bay Area Regional Measure Select Committee.

- **Reasonable Mitigation Efforts:** We will not support any proposal/measure that includes requirements for full mitigation of highway/road projects. The existing process strikes a fair and balanced approach between considering environmental impacts and providing an operationally safe and efficient transportation system. Full mitigation of projects will limit the amount of completed projects as, many times, mitigation costs now amount to more than actual project costs.
- **Everyone Pays:** A regional measure will ask the voters (both transit and non-transit users) to tax themselves to primarily fund a public service they don't necessarily utilize on a regular or frequent basis. It's important to convey to the voters that their government is taking the challenging steps to demonstrate all entities are trying to resolve this issue together. While cutting services may not be an option, we ask that MTC and Transit entities come up with a slate of changes that can be made. We ask that reforms (but not consolidation) be included in that slate.
- **Successful Measure:** Extensive polling and the ultimate stalling of SB 1031 provides sufficient evidence that a broad nine-county, transit-heavy regional measure is not what Bay Area voters will support. A more tailored and focused measure that possesses a more direct link between its constituents and services provided may be more successful. Additionally, providing as much flexibility as possible for non-transit obligated funds will be ideal in order to provide public agencies with the tools to demonstrate to businesses and motorists that they too will receive benefits from the measure.
- **Proper Tax Levy:** Throughout the select committee process, a variety of tax levy options have been introduced and explored. As a sales tax has traditionally been the revenue mechanism used to successfully fund transportation measures over time, we will not support the inclusion of other



tax levies (i.e. parcel and payroll tax) in a new measure. A sales tax resonates with the voters and has the greatest probability of success.

As the business manager of Operating Engineers Local 3, the largest construction trades local in North America, I know the challenges of funding these types of projects, but I also know the importance of funding them, not just for the communities that utilize the benefits but for the workforce that completes the projects, as their money feeds back into economic growth of the communities impacted. It's a win-win. Please take our priorities into consideration, as you debate these issues. As you can see, we are all committed to working together to make this funding and the subsequent services and projects this funding will provide happen. The above bullet points outline how funding may be possible!

A handwritten signature in cursive script that reads "Dan Reding".

Dan Reding  
Business Manager

September 20, 2024

The Honorable Jim Spering, Chair  
Bay Area Regional Measure Select Committee  
Metropolitan Transportation Commission  
375 Beale St.  
San Francisco, CA 94105

**Re: Comments for Select Committee**

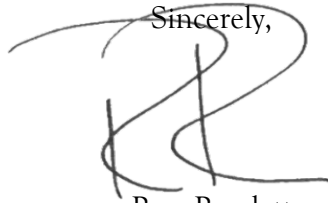
Dear Chair Spering:

On behalf of the Nor Cal Carpenters Union, I am submitting this formal letter to provide comments to be considered by the Metropolitan's Bay Regional Measure Select Committee. We understand the transit and overall transportation challenges the Bay Area is currently facing and we also know there will be no easy solution to resolve these funding issues. However, what we do know is that an efficient and safe transportation system improves the quality of life and provides significant economic benefits to the Bay Area. Below are several key priorities that we want to convey and have considered by the Bay Area Regional Measure Select Committee.

- **Reasonable mitigation efforts:** we will not support any proposal / measure that includes requirements for full mitigation of highway / road projects. The existing process strikes a fair and balanced process between considering environmental impacts and providing an operationally safe and efficient transportation system. Full mitigation of projects will limit the amount of completed projects as, many times, mitigation costs now amount to more than actual project costs.
- **Everyone Pays:** a regional measure will ask the voters (both transit and non-transit users) to tax themselves to primarily fund a public service they don't necessarily utilize on a regular or frequent basis. It's important to convey to the voters that their government is also taking the challenging steps to demonstrate all entities are in resolving this issue together. While cutting service may not be an option, we ask that MTC and transit entities come up with a slate of changes that can be made. We encourage reforms (but not consolidation) be included in that slate.

- **Successful Measure:** extensive polling and the ultimate stalling of SB 1031 provides sufficient evidence that a broad nine-county transit-heavy regional measure is not what Bay Area voters will support. A more tailored and focused measure that possesses a more direct link between its constituents and services provided may have a better opportunity for success. Additionally, providing as much flexibility as possible for non-transit obligated funds will be ideal in order to provide public agencies with the tools to demonstrate to businesses and motorists that they too will receive benefits from the measure.
- **Proper Tax levy:** throughout the select committee process a variety of tax levy options have been introduced and explored. As a sales tax has traditionally been the revenue mechanism used to successfully fund transportation measures over time, we will not support the inclusion of other tax levies (i.e. parcel & payroll tax) in a new measure. A sales tax resonates with the voters and has the greatest probability of success.

Sincerely,

A handwritten signature in black ink, appearing to read 'RR', with a large, sweeping flourish extending to the left.

Ron Rowlett

Director of Public Relations and Governmental Affairs  
Nor Cal Carpenters Union

**From:** Nathan S.

**Sent:** Saturday, September 21, 2024 2:39:28 PM

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

**Subject:** Public comment for September MTC Select Committee Meeting

**\*External Email\***

Dear MTC Select Committee,

I live in Petaluma (Sonoma County), where I advocate for safe streets improvements. Residents of Sonoma County are in the winning coalition for a regional measure that funds abundant transit, with progressive sources, and is climate positive. The latest scenarios are moving further away from a proposal the majority of people will be excited to support.

I use SMART and Golden Gate Transit to get around the North Bay and San Francisco. I would like to see those transit services continue to increase as they continue to increase their ridership.

To preserve union jobs, enhance transit services, and implement regional initiatives like free transfers and improved accessibility, the measure must secure at least \$1.5 billion annually with sustainable funding.

Public transit, walking, and cycling are crucial for addressing climate change. We should focus road spending on maintenance and safety, avoiding highway expansion. All investments, including flexible county funds, should be climate-neutral at minimum.

Effective public transit is key to creating dense, walkable cities. Without it, we face increased congestion, oversized parking facilities, and barriers to essential housing development.

Thank you,

Nathan S.

Petaluma, CA

**From:** Iris B.  
**Sent:** Sunday, September 22, 2024 11:54:35 AM  
**To:** MTC-ABAG Info <[info@bayareametro.gov](mailto:info@bayareametro.gov)>  
**Subject:** Support excellent funding for regional public transit

**\*External Email\***

Dear people at MTC -

I'm Iris B., a retired nurse and senior with disabilities who's depended on MUNI and all public transit for 50 years in San Francisco. I'm part of a coalition that strongly supports a regional measure to give excellent funding for public transit (with progressive sources), and which will help decrease the devastating effect of climate change. The measure requires \$1.5 billion per year to increase public transit services, improve access to seniors, people with disabilities, and working-class people who depend on public transit to get to work, get children to school, go to medical appointments, shop, etc. It will be a great help to the economy and provide critical jobs (including union jobs). Good public transit is also an integral part of the strategy to protect against increased global warming.

I've been dependent on MUNI, BART, and all public transit for all shifts of my nursing jobs. I was already retired when the pandemic hit but continued to take MUNI (where everyone wore masks and tried to keep safe distances). Who was riding MUNI then, and who's riding MUNI now? Essential workers, working-class families, people from BIPOC communities who kept city services going, although many of them would not be able to afford an increase in transit fares. Raising fares and cutting transit services will hurt the workers that all cities depend on, and will have a damaging effect on the economy and environment.

I worked on the struggles for Free MUNI For Youth and Free MUNI For Seniors, both huge successes in San Francisco. I hope you have the determination and clear sightedness to support this current regional measure for strong and sustainable funding for public transit. Corporate ideas of the same old strategy of raising fares and cutting services would hurt communities across California.

Sincerely,

Iris B., RN