

June 18, 2007

MTC Commissioners
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

Preserve \$153 Million for Lifeline in Proposition 1B and STA Funds

Dear MTC Commissioners,

We are writing to call your attention to the importance of ensuring that Lifeline receives all \$153 million of the Prop 1B and STA funds as designated in MTC staff's original proposal.

Numerous evidence points to the need to increase funding for transportation serving low-income communities and communities of color.

- In 2001, MTC's Lifeline Transportation Network (LTN) Study found widespread gaps (1.55 million service hours) in the transit systems serving low-income individuals. The estimated cost of filling these gaps with fixed route service was, at the time, between \$62 million and \$170 million annually.
- Since then, thirteen Community Based Transportation Plans (CBTPs) have been completed and another eleven are in various stages of completion. Each CBTP identifies billions of dollars worth of operating and capital projects to fill service gaps, improve pedestrian/bike infrastructure, make fares more affordable, and improve the safety of bus stops in the Bay Area's 'communities of concern'.

In spite of these well-documented needs, only \$18 million dollars has been programmed for CBTP projects (or Lifeline), of which all but \$1 million has been spent. While another \$216 million has been promised Lifeline in RTP 2030, this funding has not been allocated. Furthermore, this \$216 million wholly insufficient to address major transportation barriers as it only provides \$8 million per year.

The 2006 equity analysis that precipitated from the MCAC's Environmental Justice proposal demonstrated that operators that predominantly served low-income people and people of color, such as AC Transit and MUNI, were receiving far less per rider than others. As a result of that process, members of the Legislative Committee agreed with MTC staff that new funding sources needed to be identified for Lifeline and transportation for transit-dependent populations. Prop 1B discretionary funding presents a unique opportunity to secure funding for Lifeline.

We hope that you will fulfill the Legislative Committee's promise and work with us and other advocates for transit-dependent populations to achieve a world-class transportation system that meets the needs of all Bay Area residents.

Sincerely,

Bob Allen and Lindsay Imai
Transportation and Housing Program
Urban Habitat

Urban Habitat is a regional Environmental Justice organization based in Oakland that has engaged in transportation policy affecting the Bay Area for over ten years and facilitates the Transportation Justice Working Group.