**Ballot Argument Against Peninsula Corridor Joint Powers Authority (CalTrain) Sales Tax – Measure RR**

Caltrain is a wonderful resource, however, our local communities are currently devastated by the government shutdown of the economy because of the Covid 19 pandemic crisis. Low, middle income earners and the unemployed cannot afford adding a regressive sales tax at this time, let alone one scheduled to run for thirty years.

The pandemic has raised questions about the health and safety of public transportation overall, and with workers working remotely, a state likely to continue for the foreseeable future, possibly permanently, **the need to fund increased Caltrain service and costly upgrades is just not there.**

***Caltrain has lost more than 95% of its ridership during Covid 19***. While Caltrain ridership may eventually recover, a 30 year sales tax to collect and spend large sums, to increase service on Caltrain doesn’t make sense, particularly when existing transportation sales taxes remain, and can fund Caltrain at its current and past service levels.

Existing transportation sales taxes fund the three county transit agencies, Muni, VTA, and SAMTRANS, which in turn subsidize Caltrain with $30 million/year in taxpayer funds. Passing the proposed Caltrain sales tax would allow Muni, VTA, and SAMTRANS to keep the $30 million/year to themselves rather than subsidize Caltrain. The proposed Caltrain sales tax, however, doesn’t just plan to replace this $30 million/year in subsidies, but instead raise $100 million/year, netting an additional $70 million/year for Caltrain, and an additional $30 million for the other transit agencies, at a time when folks can least afford it, and when transit may be used a lot less.

**Please vote no on the Caltrain sales tax, Measure RR.**

For more information: www.SVTaxpayers.org