

From: [BOS Legislation, \(BOS\)](#)
To: [Wong, Linda \(BOS\)](#)
Cc: [BOS Legislation, \(BOS\)](#)
Subject: FW: Support- Board of Supervisors 9/21/21 Item 16 - Issuance of Special Tax Bonds for DTX
Date: Monday, September 20, 2021 8:33:05 AM
Attachments: [SPUR-SFBOS-09.19.21.pdf](#)
[image001.png](#)

Hi Linda,

For File No. 210871 [Issuance of Special Tax Bonds - Community Facilities District No. 2014-1 (Transbay Transit Center) - Not to Exceed \$35,000,000].

Lisa Lew
San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
T 415-554-7718 | F 415-554-5163
lisa.lew@sfgov.org | www.sfbos.org

(VIRTUAL APPOINTMENTS) To schedule a “virtual” meeting with me (on Microsoft Teams), please ask and I can answer your questions in real time.

Due to the current COVID-19 health emergency and the Shelter in Place Order, the Office of the Clerk of the Board is working remotely while providing complete access to the legislative process and our services.



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From: Laura Tolkoff <ltolkoff@spur.org>
Sent: Sunday, September 19, 2021 10:09 AM
To: BOS Legislation, (BOS) <bos.legislation@sfgov.org>
Subject: Support- Board of Supervisors 9/21/21 Item 16 - Issuance of Special Tax Bonds for DTX

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear San Francisco Board of Supervisors:

Attached please find a letter of support encouraging the Board of Supervisors to issue \$35 million in Transbay Transit Center Community Facilities District (CFD) bonds to advance the Downtown Rail Extension (DTX) Project. SPUR has long supported the extension of

Caltrain service from its current northern terminus at San Francisco's Fourth and King streets to the new Salesforce Transit Center.

The potential to receive federal funding for this project may never be as favorable as it is today. This Transbay Transit Center Community Facilities District (CFD) Series 2021 bond issuance process will provide the necessary committed funding that FTA requires for the DTX to enter the New Starts pipeline.

Thank you for providing the opportunity to comment on and support this important milestone. Please do not hesitate to reach out with any questions at ltolkoff@spur.org.

Laura Tolkoff, AICP (she • her)
Transportation Policy Director | [SPUR](#)
ltolkoff@spur.org



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SPUR

San Francisco | San Jose | Oakland

San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102

September 19, 2021

Re: Agenda Item 16. Issuance of Special Tax Bonds - Community Facilities District No. 2014-1 (Transbay Transit Center)- Not to Exceed \$35,000,000

Dear President Walton and San Francisco Board of Supervisors,

For decades, leaders have planned to extend Caltrain service from its current northern terminus at San Francisco's Fourth and King streets to the new Transbay Transit Center. **We encourage the Board of Supervisors to issue \$35 million in Transbay Transit Center Community Facilities District (CFD) bonds to advance the Downtown Rail Extension (DTX) Project.**

The Downtown Rail Extension (DTX) would bring high-quality rail service to the densest job center in the region, shorten trip times between Millbrae and San Francisco, connect San Francisco to other cities in the statewide high-speed rail network, and offer a one-seat Caltrain ride between Market Street and the cities along the Caltrain Corridor. In the future, this train could extend across San Francisco Bay and connect with the rail network in the East Bay.

The potential to receive federal funding for this project may never be as favorable as it is today. We encourage the Board of Supervisors to put its full weight behind getting federal funding for the approved project in this administration. This Transbay Transit Center Community Facilities District (CFD) Series 2021 bond issuance process will provide the necessary committed funding that FTA requires for the DTX to enter the New Starts pipeline. Moving forward now will allow San Francisco to submit a Full Funding Grant Request in August 2023 during an exciting time for once-in-a-generation transit funding on the federal level.

Thank you for providing the opportunity to comment on and support this important milestone. Please do not hesitate to reach out with any questions or concerns.

Sincerely,

Laura Tolkoff
Transportation Policy Director

From: [Owen Stephens](#)
To: [Board of Supervisors, \(BOS\)](#)
Subject: Public Comment File 210871 - Support funding for the TJPA DTX bond
Date: Monday, September 20, 2021 11:10:33 AM
Attachments: [Letter in Support of TJPA DTX Project -BOS.pdf](#)

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Good morning,

Please find the attached letter prepared as public comment to the Board of Supervisors' consideration of the proposed CFD 2021 bond resolution to fund the DTX project (File # 210871) that is scheduled for the September 21st Board meeting tomorrow.

Please let me know if you or the Supervisors have any questions.

Sincerely,

--

Owen Stephens
o.stephens@gmail.com

Owen P. Stephens

650 California Street, 26th Floor, San Francisco, CA 94108

September 18, 2021

Board of Supervisors
City and County of San Francisco
1 Dr. Carlton B. Goodlett Place
City Hall, Room 244
San Francisco, CA 94102-4689

RE: Support of Funding the TJPA Downtown Rail Extension Project

File #: 210871

Dear President Walton and the Board of Supervisors,

I am writing to encourage you to support and approve the Transbay Transit Center Community Facility District (CFD) 2021 bond resolution that is needed to commit necessary funding for the Downtown Rail Extension (DTX) project that the Federal Transit Administration (FTA) requires to enter the New Starts process this October.

My interest in seeing the Transbay Transit Center reach its full potential sooner rather than later stems from being a twenty year resident of Treasure Island whose only public transit access point is through the Center. During that time I experienced the Center in all its forms from a derelict transit hub to its present partial implementation. I am serving my third year as a MUNI riding member of the TJPA Citizens Advisory Committee (CAC) to learn about TJPA plans and programs and advise the TJPA Board of Directors on matters of public interest related to the Transbay Program.

I want San Francisco to keep building momentum toward fulfilling its promise to make the Transbay Center a central public transit hub that will serve the city, region and state. Taking steps now to ensure that positive federal attention and funding is directed toward this program is essential to reach that goal.

The proposed CFD Series 2021 bond will provide the necessary funding commitment that the Federal Transit Administration requires for the DTX to enter the New Starts funding pipeline, which is needed for local dollars to receive matched federal funds. Moving forward now will allow the TJPA to submit its Full Funding Grant Request in

August 2023 to take advantage of once-in-generation transit funding available on the federal level.

Completion of the DTX project will deliver the 1999 Prop H voter mandate to extend Caltrain rail service and other intended modes of transportation into downtown San Francisco. Waiting to issue bonds will delay critical work, risk missing out on federal funding available now, and result in cost escalations on the order of \$200 million per year.

I have witnessed the evolution of the Transbay Transit Center in its many forms over the span of twenty years. I would have preferred that its mission would have been completed already, but knowing the cycle of barriers and opportunities that arose during that time, I strongly urge the Board of Supervisors to approve these CFD bonds to ensure current funding opportunities are capitalized on.

Sincerely,



Owen P. Stephens

From: [Raquel Lopez](#)
To: [Board of Supervisors, \(BOS\); Information, Government \(LIB\)](#)
Subject: NOTICE OF PROJECT OPEN HAND BOARD MEETING , Chapter 12L
Date: Monday, September 20, 2021 11:20:56 AM
Attachments: [Outlook-AFA0B1F2.png](#)
[Outlook-5C11D6D0.png](#)
[Outlook-DE92F55E.png](#)
[Outlook-DDDB291C.png](#)
[Outlook-BAAD998A.png](#)
[Outlook-9C115A28.png](#)
[POH Chapter 12L \(Sunshine Ordinance\), October 2021.docx](#)

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Please see attached word doc.

Thank you,

Raquel López | Executive Assistant
Project Open Hand | 730 Polk Street
San Francisco, CA 94109
www.openhand.org



What started out in Oakland is now expanding to the East Bay! [Join us for Dining Out For Life East Bay](#) on September 30. Let's Dine Out to End HIV! #DiningOutForLife #DOFLEastBay

Follow us on      **at @ProjectOpenHand / #FoodisMedicine #MealswithLove**
This email message is for the intended recipient(s) only

From: [Laura Tolkoff](#)
To: [Board of Supervisors, \(BOS\)](#)
Subject: Support- Board of Supervisors 9/21/21 Item 16 - Issuance of Special Tax Bonds for DTX
Date: Monday, September 20, 2021 11:47:46 AM
Attachments: [SPUR-SFBOS-09.19.21.pdf](#)

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear San Francisco Board of Supervisors:

Attached please find a letter of support encouraging the Board of Supervisors to issue \$35 million in Transbay Transit Center Community Facilities District (CFD) bonds to advance the Downtown Rail Extension (DTX) Project. SPUR has long supported the extension of Caltrain service from its current northern terminus at San Francisco's Fourth and King streets to the new Salesforce Transit Center.

The potential to receive federal funding for this project may never be as favorable as it is today. This Transbay Transit Center Community Facilities District (CFD) Series 2021 bond issuance process will provide the necessary committed funding that FTA requires for the DTX to enter the New Starts pipeline.

Thank you for providing the opportunity to comment on and support this important milestone. Please do not hesitate to reach out with any questions at ltolkoff@spur.org.

Stay well,

Laura Tolkoff, AICP (she • her)
Transportation Policy Director | [SPUR](#)
ltolkoff@spur.org



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NOTICE OF PROJECT OPEN HAND BOARD MEETING

To: The Clerk of the San Francisco Board of Supervisors
San Francisco City Hall, Room 244 San Francisco, California 94102
board.of.supervisors@sfgov.org

San Francisco Main Library Government Information Center
100 Larkin St, SF, CA 94102
governmentinfo@sfpl.org

Pursuant to Chapter 12L (Sunshine Ordinance) of the San Francisco Administrative Code, and section 12L.4(d)(2) therein, the Meeting of the Board of Directors of Project Open Hand, a California nonprofit, public benefit corporation, has been designated and scheduled for public comment, to be held via videoconference, from **6:00 – 7:55p.m. on Thursday, October 21, 2021.**

Please click the link below to join the October Meeting via Zoom:

<https://us02web.zoom.us/j/83515377340?pwd=ZlR0QUkzanpoL3Awa0YwK3lTQklZUT09>

Or mobile one-tap: +16699009128,,83515377340#,,, *078213#

Or Telephone: +1 669 900 9128 US

Meeting ID: 835 1537 7340

Passcode: 078213

To access the October Board Meeting, please copy / paste the Zoom link above into your browser search bar or use the mobile one-tap phone line. If neither of those are an option, please use the telephone number above, and enter the meeting ID and passcode when prompted. This meeting will **not** be recorded.

Please post this notice where notices of meetings of the Board of Supervisors are posted.



SPUR

San Francisco | San Jose | Oakland

San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102

September 19, 2021

Re: Agenda Item 16. Issuance of Special Tax Bonds - Community Facilities District No. 2014-1 (Transbay Transit Center)- Not to Exceed \$35,000,000

Dear President Walton and San Francisco Board of Supervisors,

For decades, leaders have planned to extend Caltrain service from its current northern terminus at San Francisco's Fourth and King streets to the new Transbay Transit Center. **We encourage the Board of Supervisors to issue \$35 million in Transbay Transit Center Community Facilities District (CFD) bonds to advance the Downtown Rail Extension (DTX) Project.**

The Downtown Rail Extension (DTX) would bring high-quality rail service to the densest job center in the region, shorten trip times between Millbrae and San Francisco, connect San Francisco to other cities in the statewide high-speed rail network, and offer a one-seat Caltrain ride between Market Street and the cities along the Caltrain Corridor. In the future, this train could extend across San Francisco Bay and connect with the rail network in the East Bay.

The potential to receive federal funding for this project may never be as favorable as it is today. We encourage the Board of Supervisors to put its full weight behind getting federal funding for the approved project in this administration. This Transbay Transit Center Community Facilities District (CFD) Series 2021 bond issuance process will provide the necessary committed funding that FTA requires for the DTX to enter the New Starts pipeline. Moving forward now will allow San Francisco to submit a Full Funding Grant Request in August 2023 during an exciting time for once-in-a-generation transit funding on the federal level.

Thank you for providing the opportunity to comment on and support this important milestone. Please do not hesitate to reach out with any questions or concerns.

Sincerely,

Laura Tolkoff
Transportation Policy Director

From: [Robert Feinbaum](#)
To: [Peskin, Aaron \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Ronen, Hillary; MandelmanStaff, \(BOS\)](#); [Preston, Dean \(BOS\)](#); [ChanStaff \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [MelgarStaff \(BOS\)](#); [Haney, Matt \(BOS\)](#)
Cc: [Lily Madjus Wu](#)
Subject: Item #16 Bond for DTX
Date: Monday, September 20, 2021 12:33:05 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

To: San Francisco Board of Supervisors

Re: Item #16

SaveMUNI has been, and continues to be, a strong supporter of the Downtown Extension of Caltrain. (DTX)

We believe that it is essential to pass item #16 on your agenda today to authorize the issuance of \$ 35,000,000 of Community Facilities District bonds to support further work on the Downtown Extension of Caltrain.

The DTX will be a major element of the seamless network of transit that we envision for the Bay Area. An essential part of the connectivity is the pedestrian connector between BART and the Market Street Muni lines and the Transbay Terminal, and we urge you to insist on that as part of the DTX project.

From: [Gwen Litvak](#)
To: [Board of Supervisors, \(BOS\)](#)
Subject: Bay Area Council Comment re: SF BOS
Date: Monday, September 20, 2021 1:58:44 PM
Attachments: [092121BACTJPA.pdf](#)

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

To Whom It May Concern:

Please find the attached letter from the Bay Area Council commenting on item #16 at tomorrow's BoS meeting.

Thanks,
Gwen
(she/her)

[Gwen Litvak](#) | Senior Vice President, Public Policy | BAYAREA COUNCIL
o: 415-946-8706 m: 310-435-1046
glitvak@bayareacouncil.org | www.bayareacouncil.org



San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102-4689

September 21, 2021

Re: Item #16- Issuance of Special Tax Bonds - Community Facilities District No. 2014-1 (Transbay Transit Center)

Dear President Mandelman and the San Francisco Board of Supervisors,

The Bay Area Council urges you to support and approve the Transbay Transit Center Community Facilities District (CFD) Series 2021 bond resolution, which is needed to provide the necessary committed funding for the Downtown Rail Extension (DTX) project that Federal Transit Administration (FTA) requires to enter the New Starts process in October 2021.

It is critical to move forward now for the following reasons:

- 1) Approval of this bond issuance capitalizes on historically low interest rates with 86% of the CFD revenue going to the DTX project.

- 2) Waiting to issue bonds will delay the critical path work the Transbay Joint Powers Authority and its partners have been doing to bring the DTX project into the Federal Transit Administration New Starts process.

- 3) Delays to the critical path work result in overall DTX project cost escalation on the order of \$200 million per year.

The region's congestion has already returned to pre-Covid levels, even though over 50% of employees are still working from home. Our congestion only stands to get worse without key regional transit investments like the Downtown Rail Extension. Commuting patterns have changed due to Covid-19 but San Francisco will always be a hub of economic and cultural activity. It is critical we move forward with this project so our region can thrive in the future.

Thank you for your consideration.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Gwen Litvak', with a long horizontal flourish extending to the right.

Gwen Litvak
Senior Vice President, Public Policy

From: [Howard](#)
To: [Board of Supervisors, \(BOS\)](#)
Cc: [ChanStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Haney, Matt \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff, \(BOS\)](#); [Ronen, Hillary](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#)
Subject: SUPPORT ITEM 16. 210871---Issuance of Special Tax Bonds - Transbay Transit Center
Date: Tuesday, September 21, 2021 4:50:44 AM
Attachments: [clip_image004.png](#)

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SUPPORT ITEM 16. 210871 Issuance of Special Tax Bonds - Transbay Transit Center

TO: Board of Supervisors

As a member of the TJPA CAC, I echo my colleagues strong support for the issuance of \$35 million in Transbay Transit Center Community Facilities District (CFD) bonds. Delayed too long, the promised Downtown Caltrain Extension (DTX) is a step towards a regional transportation node. DTX's Project Development is necessary to enter FTA's Capital Investment Grant New Starts program. **Caveat:** I urge inclusion of the design of the pedestrian connector from the Transbay Center to the Embarcadero Station---as a bid alternate. Best Regards, Howard Wong, AIA

ADVANCING DTX: BIG STEPS TOWARD FTA NEW STARTS PROCESS



DTX IS LEGALLY MANDATED

DTX is the highest transportation priority, mandated by SF voters with overwhelming passage of Proposition H (1999) and has been a consistent MTC priority for federal funding. The project is federal/ state environmentally-cleared. The underground station box has already been built.

* * * * *

1999 PROP H: DOWNTOWN CALTRAIN STATION (Downtown Caltrain Extension / Transbay Terminal)

Bay Rail Alliance: http://www.bayrailalliance.org/san_francisco_prop_h_text/

This measure is an ordinance that would make it City law to extend the Caltrain line to a new or rebuilt regional transit station in San Francisco to be located on the site of the Transbay Terminal at First and Mission Streets. The City would be directed to use an underground tunnel whenever feasible for the

extension of the Caltrain line from the current station to the Transbay Terminal. The City would be prohibited from taking any actions that would conflict with extending Caltrain to downtown San Francisco, including allowing conflicting use or development of the Transbay Terminal or the proposed extension right-of-way.

Voter Pamphlet: https://sfpl.org/pdf/main/gic/elections/November2_1999short.pdf

Controller's Statement: If the proposed ordinance is adopted, it would require the Mayor, the Board of Supervisors, and other City Officials to take all necessary action to extend CalTrain to a new downtown station and pursue electrification of the CalTrain line from the City to San Jose. The ordinance also requires the City and the San Francisco Transportation Authority to take all appropriate actions to generate the revenue to finance the downtown extension and transit station".

* * * * *

BUILD PUBLIC TRUST

The upzoning of the Transbay District and new development were predicated on DTX. Instead, DTX was never built---while tens of thousands of new commuters, cars, workers, residents and visitors have stressed the Muni system, streets and highways. New real estate development requires commensurate transit development.

DTX IS THE NEXUS OF REGIONAL TRANSPORTATION

DTX will connect Caltrain to six Muni rail lines, four BART lines and more than 40 bus lines at a centralized transportation hub. By 2025, 300,000 cars a day will be entering San Francisco from the South---more than the combined number of cars on the Golden Gate and Bay Bridges. DTX is the top priority to cut traffic congestion on highways, streets and arterials.

DTX IS SHOVEL-READY FOR A BETTER FUTURE

DTX has established formal relationships with regional and state agencies for moving forward. DTX has completed the City's multiagency Rail Alignment and Benefits Study. DTX has had MTC cost and design reviews. DTX is consistent with realizing the New Transbay Rail Crossing and local/ regional/ state goals for sustainability and environmental quality.

* * * * *

From: [Michael Gimbel](#)
To: [Board of Supervisors, \(BOS\)](#)
Subject: Letter of Support for Issuance of Special Tax Bonds (Transbay Transit Center)
Date: Tuesday, September 21, 2021 8:29:12 AM
Attachments: [Letter of Support for Issuance of Special Tax Bonds \(DTX\).docx](#)

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear President Walton and the San Francisco Board of Supervisors,

On behalf of the Friends of the Downtown Extension (i.e. Friends of DTX), please find attached our letter of support for adopting the resolution to authorize the CFD bonds for the Transbay Transit Center DTX program.

Thank you for your time and consideration of this matter. We look forward to future collaboration to improve connectivity and transit options around our growing city and region.

Sincerely,

Michael Gimbel
Co-Founder, Friends of DTX

San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102-4689

September 21st, 2021

**Re: Item #16- Issuance of Special Tax Bonds - Community Facilities District No. 2014-1
(Transbay Transit Center)**

Dear President Walton and the San Francisco Board of Supervisors,

On behalf of the Friends of the Downtown Extension (i.e. Friends of DTX), I am very pleased to submit this letter of support for encouraging you to support and adopt the Transbay Transit Center Community Facilities District (CFD) Series 2021 bond resolution, which is needed to provide the necessary committed funding for the Downtown Rail Extension project that Federal Transit Administration (FTA) requires to enter the New Starts process in October.

Your approval of this bond issuance capitalizes on historically low interest rates with 86% of the CFD revenue going to the DTX project. Waiting to issue bonds will only delay the critical work TJPA and its partners have been doing and can result in overall DTX project cost escalation of about \$200 million per year.

It is important you approve this item before you to bring this project one step closer to extending rail service into downtown San Francisco and creating an integrated regional transportation system.

Once DTX is completed, the Transit Center will bring an impressive number of regional and state transit systems under one roof, linking Caltrain and high-speed rail with nine other transit operators: AC Transit, BART, Golden Gate Transit, SFMTA Muni, SamTrans, WestCAT Lynx, Amtrak, Greyhound, as well as local paratransit service. The project will **close a major gap in the Bay Area's transportation system** with accessibility benefits for up to 90,000 new and existing Caltrain and high-speed rail passengers in addition to new and existing bus riders by 2040. It **will relieve gridlock on US101/I-80**, one of the most congested corridors in the Bay Area, and anchor growth in one of the region's most robust and diverse Priority Development Areas, the Downtown SF/South of Market/Mission Bay area. Bringing rail to the Transit Center also leverages the region's prior investment in this facility and is key to its long-term financial stability, providing much needed relief to MTC and local transit operators who heavily subsidize transit center operations presently. Finally, taking 4th and King off as the terminus will help a

terribly undersized station fit into a larger regional picture instead of being stretched beyond its strained capacity.

Thank you for your consideration of this request. We look forward to collaborating to improve connectivity for current and future transit riders across the Bay Area region, Northern California mega-region, and throughout the state.

Sincerely,

Friends of the Downtown Extension

Michael Gimbel, Co-Founder of Friends of the Downtown Extension

James Haas, Creator of the SFCTA and a member of the TransBay Area CAC

Peter Straus, SF Transit Riders Board member and retired Muni Service Planning Manager