



July 11, 2022

San Francisco Board of Supervisors
1 Dr Carlton B Goodlett Pl #244
San Francisco, CA 94102

RE: Initiative Ordinance - Business and Tax Regulations Code - Sales Tax for
Transportation Authority - Support

Dear President Walton and Supervisors,

I am writing to share Walk San Francisco's strong support for advancing the proposed Sales Tax for Transportation Authority to the November ballot.

Our organization was one of many community groups represented as part of the Expenditure Plan Advisory Committee. We were impressed both with the involved, months-long process as well as the engagement of other committee members throughout the extensive process.

Walk SF fought hard for increasing safe streets funding to reflect the urgent need for programs and engineering that prioritize our most vulnerable road users. While street safety funding is a relatively small part of the overall plan, it will provide essential funding to redesign San Francisco's most dangerous streets into safer, complete streets, which is necessary to reach our city's Vision Zero goal of zero severe and fatal traffic crashes. Programmed funding for curb ramps and traffic signals will get San Francisco closer to all of its streets being accessible to people of all ages and abilities.

Additionally, the Neighborhood and Equity Priority Transportation Programs will unlock the capacity of communities to develop implementable transportation plans that improve transit access, safe streets, and connected neighborhoods.

Finally, we know that improvements to transit reliability, speed, and access are critical to shifting more trips from private vehicles to public transit, which is an important part of San Francisco's path to reaching Vision Zero. For this reason, we support the major investments in Muni, BART, and Caltrain included in the plan.

By taking a comprehensive approach to funding San Francisco's transportation needs across modes, the Draft Sales Tax Reauthorization Expenditure Plan will make a real difference in how people around the Bay Area for years to come. We offer our strongest support and ask you to approve the Plan.

With appreciation,

A handwritten signature in blue ink, appearing to read "Jodie", with a long, sweeping horizontal line extending to the right.

Jodie Medeiros
Executive Director



SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

2150 Webster Street, P.O. Box 12688
Oakland, CA 94604-2688
(510) 464-6000

2022

June 28, 2022

Rebecca Saltzman
PRESIDENT

Janice Li
VICE PRESIDENT

Robert Powers
GENERAL MANAGER

The Honorable Hillary Ronen, Chair
Board of Supervisors Budget & Finance Committee
City & County of San Francisco
City Hall, 1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102-4689

DIRECTORS

Debora Allen
1ST DISTRICT

Mark Foley
2ND DISTRICT

Rebecca Saltzman
3RD DISTRICT

Robert Raburn, Ph.D.
4TH DISTRICT

John McPartland
5TH DISTRICT

Elizabeth Ames
6TH DISTRICT

Lateefah Simon
7TH DISTRICT

Janice Li
8TH DISTRICT

Bevan Duffy
9TH DISTRICT

RE: BART Support for Ordinance approving a new 2022 Transportation Expenditure Plan for the San Francisco County Transportation Authority and submitting to the voters at an election to be held on November 8, 2022

Dear Chair Ronen & Members of the Budget & Finance Committee,

The San Francisco Bay Area Rapid Transit District (BART) supports the ordinance that will be before the Board of Supervisors Budget & Finance Committee on Wednesday, June 29, 2022 regarding approval of the new 2022 Transportation Expenditure Plan (2022 EP) for the San Francisco County Transportation Authority placing the 2022 EP on the November ballot.

The 2022 EP equitably supports the diverse transportation needs of San Francisco. It was developed over several months by the San Francisco County Transportation Authority Expenditure Plan Advisory Committee (EPAC) and reflects considerable input from the public and stakeholders.

The 2022 EP makes crucial investments in transit infrastructure that will benefit San Franciscans and San Francisco's economy for decades to come. It carefully balances the need to maintain existing transportation infrastructure, including BART and other transit facilities, with the desire to enhance San Francisco's transit system and improve the safety of walking and biking in the City. Importantly, the new sales tax will not increase taxes for San Franciscans, but rather will continue the existing transportation tax rate.

BART urges the San Francisco Board of Supervisors to take this important action to approve the 2022 EP and submit it to the voters in November.

Please do not hesitate to contact me at rpowers@bart.gov or (510) 464-6060.

Sincerely,

Robert M. Powers
General Manager

cc: City & County of San Francisco Board of Supervisors
BART Board of Directors
Tilly Chang, SFCTA Executive Director



TRANSBAY JOINT POWERS AUTHORITY

Adam Van de Water • Executive Director

June 28, 2022

SFBOS – Budget & Finance Committee
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102-4689

RE: File No. 220536 - Initiative Ordinance - Business and Tax Regulations Code - Sales Tax for Transportation Authority

Dear Committee Chair Ronen and members Safai and Mar:

The Transbay Joint Powers Authority (TJPA) urges your approval of File No. 220536 - Initiative Ordinance - Business and Tax Regulations Code - Sales Tax for Transportation Authority before you on Wednesday, June 29, 2022. The reauthorization of Prop K Sales Tax is important to investments in our regional transportation system. As the owner and operator of the multimodal Salesforce Transit Center that connects nine transit systems, we are working to deliver the Downtown Rail Extension (DTX), that will extend Caltrain service from Fourth and King Street; and ultimately, connect to the California High-Speed Rail Authority statewide system to Los Angeles/Anaheim.

The DTX project is a transformational infrastructure investment, delivering on the decades-long promise of bringing communities closer, reducing climate change impacts by reducing greenhouse gas emissions and providing Bay Area residents with better access to jobs, housing, and economic opportunities. The project has been over 30 years in the making as part of the TJPA's vision to deliver seamless transportation service through the multimodal six-story transit hub, the Salesforce Transit Center, in downtown San Francisco. This transformative project will close a significant gap in the region's transportation network; and is the first foundational investment in creating an integrated Bay Area megaregional transportation system, preparing for the second transbay tube through Link 21. With the two-story train box built in the Center's basement levels, it is not a question of if, but when rail service will start at the Salesforce Transit Center.

In December 2021, the DTX project entered the Federal Transit Administration's Capital Investment Grants (CIG) New Starts pipeline, from which TJPA will request half of the project cost (\$2.5 billion). The \$300 Million allocated in the 2022 Transportation Expenditure Plan is key to advancing DTX as the TJPA needs \$900 million of local match funds committed by February 2023 and the \$300 million from Prop K's reauthorization is critical to reach that amount. The time is now to get this vital transit connection funded and delivered. The federal government just doubled the amount available in the CIG Program through the Bipartisan Infrastructure Law.

The \$300 million in Prop K funds allocated for DTX would leverage \$3.1+ billion in state and federal funds (\$2.5+ billion in New Starts and \$600 million in TIRCP/other State funds). For every Prop K dollar received, TJPA could leverage more than \$10 from state and federal programs. Now that DTX is in the CIG New Starts program, the project can count dollars spent as local match (*from regional and State funds*) to the federal funding for this project.

The construction of the Center created over 24,000 construction jobs and 5.5 million craft hours for our local Bay Area contractors. We expect DTX will also create over 21, 000 local jobs, spurring economic activity and helping the City's economic recovery from this global pandemic.

A two-level train box has been built under the Center waiting for rail connections. Securing this \$300M will ensure that we move forward to deliver rail service by 2031. Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read 'Adam Van de Water', written in a cursive style.

Adam Van de Water
Executive Director
Transbay Joint Powers Authority