

From: [Gwen Litvak](#)
To: [Wong, Linda \(BOS\)](#)
Subject: Bay Area Council Comment for Wednesday's Budget and Finance Subcommittee Meeting re: Item #8
Date: Monday, September 13, 2021 2:13:27 PM
Attachments: [091521BACTJPA.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 see the attached letter from the Bay Area Council for Wednesday's Budget and Finance Subcommittee Meeting re: Item #8.

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
Budget and Finance Subcommittee
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102-4689

September 15, 2021

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

Dear Supervisors Haney, Safai, and Mar,

The Bay Area Council urges you to approve the issuance of \$30 million in Transbay Transit Center Community Facilities District (CFD) bonds. This funding will provide the necessary committed funding that the Federal Transit Administration requires for the Downtown Rail Extension (DTX) project needs to enter the New Starts pipeline in October.

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

- 1) Approval for the \$30 million bond issuance capitalizes on historically low interest rates
- 2) Moving forward now will allow the TJPA 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
- 3) 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
- 4) 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, despite the fact that 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: [Wong, Linda \(BOS\)](#)
Cc: [Haney, Matt \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Mar, Gordon \(BOS\)](#)
Subject: SUPPORT ITEM 8: ISSUANCE OF SPECIAL TAX BONDS (TRANSBAY TRANSIT CENTER)
Date: Wednesday, September 15, 2021 8:35:42 AM

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

SUPPORT ITEM 8: Issuance of Special Tax Bonds - Community Facilities District No. 2014-1 (Transbay Transit Center) - Not to Exceed \$35,000,000] Sponsor: Mayor

TO: Budget and Finance Committee, 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. San Francisco needs to demonstrate commitment to complete DTX's Project Development---for entry into the first step of the 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 TOWARDS 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.

* * * * *