



January 11, 2022

Attention:

Amandeep Jawa, Chair, and Committee Members
San Francisco Sales Tax Expenditure Plan Advisory Committee
expenditureplan@sfcta.org

Re: San Francisco Sales Tax Expenditure Plan – BART Programming

Dear Mr. Jawa and Committee Members,

The Golden Gate Restaurant Association (GGRA) would like to express our strong support for increased funding for the San Francisco Bay Area Rapid Transit District (BART) in the San Francisco Transportation Sales Tax (SF Sales Tax) Expenditure Plan. We understand that the Expenditure Plan Advisory Committee (EPAC) will be considering alternative expenditure plan scenarios at its upcoming January 13th and January 27th meetings.

The GGRA is a nonprofit industry organization that serves as the voice for the San Francisco restaurant community. Over the past 20 months, we have advocated tirelessly for policies to help ensure that our industry had a chance at making it through the incredible financial hardships and challenges that the pandemic caused and continues to cause. We cannot underscore how hard this time period has been for our industry's workers, the vendors who support them, and their workers.

San Franciscans and displaced San Franciscans, including so many restaurant and hospitality workers, depend on BART to get to work and access essential services. BART's 2020 Customer Satisfaction Survey showed that more than 50% of BART riders live in households earning less than \$50,000 and 50% of riders do not have a vehicle. BART's Transbay service carries nearly twice the capacity of the Bay Bridge¹ and, with the implementation of their Core Capacity Program, their Transbay service is projected to increase by 30-40%. Given the high cost of commuting by car and the fixed capacity constraint of the San Francisco Bay Bridge, BART is vital to enable equitable access to downtown San Francisco, a core regional job center and driver of San Francisco's economy.

As San Francisco housing has become increasingly unaffordable, lower income residents have been pushed out of San Francisco. "The primary destinations for low-income people of color who moved in 2015 included Oakland and Hayward in Alameda County and parts of San Mateo County,"² all of which are served by BART. In addition to linking San Francisco with other parts of the Bay Area, BART also

¹ "BART's Role in the Region", BART, Nelson\Nygaard Consulting, Cambridge Systematics, Strategic Economics, Bay Area Council Economic Institute, ALH Urban & Regional Economics, October 2016.

² "Rising Housing Costs and Re-Segregation in San Francisco", UC Berkeley's Urban Displacement Project and the California Housing Partnership, August 2021

GOLDEN GATE RESTAURANT ASSOCIATION

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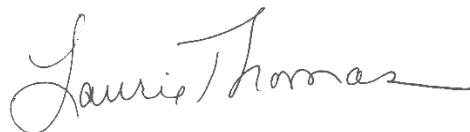
provides critical local service, particularly in San Francisco’s eastern corridor, where the majority of San Francisco’s housing growth is planned and 60% of commute growth is forecast.³

As the Bay Area’s transit backbone, BART demonstrated its dedication to supporting San Francisco’s economic rejuvenation by returning to near pre-pandemic service in August – one month earlier than planned – in response to requests from the restaurant and tourism associations.

The package of investments BART proposes to fund with SF Sales Tax programming, including its Core Capacity Program and critical station renovations, will significantly leverage federal, State, regional and BART funds to support San Francisco’s revitalization by enabling diverse workers to return to work. These investments will support the San Francisco retail, restaurant, and entertainment sectors, where many workers are transit-dependent and robust transit service enables residents and travelers to equitably access San Francisco’s services and amenities.

The Golden Gate Restaurant Association humbly requests that the EPAC include at least \$200 million of Priority 1 funding in the Expenditure Plan it recommends to the San Francisco County Transportation Authority (SFCTA) Board, including \$100 million for BART’s Core Capacity Program. We appreciate the hard work the EPAC has put into developing an Expenditure Plan that will meet the needs of San Francisco now and into the future and thank you for considering the Golden Gate Restaurant Association’s request.

Best regards,



Laurie Thomas
Executive Director
Golden Gate Restaurant Association
laurie@ggra.org

CC: SFCTA Board
Rafael Mandelman, Chair, mandelmanstaff@sfgov.org
Aaron Peskin, Vice Chair, Aaron.Peskin@sfgov.org
Connie Chan, chanstaff@sfgov.org
Matt Haney, haneystaff@sfgov.org

³ “Statement of Needs Report”, ConnectSF, 2019

**GOLDEN GATE
RESTAURANT
ASSOCIATION**
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The Hotel Council is a non-profit trade association that serves as the voice of the hotel industry in the San Francisco. Our hotel members employ both San Francisco and Bay Area residents who rely and depend on public transportation especially BART. Over 70% of our employees are people of color. Our industry has been devastated by the impacts of COVID and as our employees and visitors return it is critical that BART has the most resources possible to support the recovery of our industry and the City of San Francisco.

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Best regards,



Kevin M. Carroll
President & CEO

CC: SFCTA Board
Rafael Mandelman, Chair,
Aaron Peskin, Vice Chair,
Connie Chan,
Matt Haney,
Gordon Mar,
Myrna Melgar,
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