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February 7, 2022

Committee Members

Sales Tax Program Expenditure Plan Advisory Committee

San Francisco County Transportation Authority

Dear Committee Members,

Thank you for participating as a member of the Expenditure Plan Advisory Committee and your work on improving San Francisco's transportation network. The sales tax program has been an important source of funding over the last several years and your work on this committee will shape the next 30 years of local transportation funding. In particular, I appreciate your focus on equity, making sure that we are investing the limited funds available in the communities and for the communities that need them the most.

San Francisco's Street Tree Planting and Establishment Program contributes to a more walkable, livable and sustainable city. Street trees slow traffic, improve air quality, reduce air pollution caused by combustion-engine vehicles and provide shade that will play a critical role in mitigating the effects of more frequent extreme heat events.

Our street tree planting program prioritizes planting new trees in neighborhoods with the lowest tree canopy, which are typically equity priority neighborhoods most impacted by air pollution; as well as replacing trees lost due to typical tree mortality. The sales tax program has been the most reliable funding source for the tree planting program and a reduction in funding would have a significant detrimental impact on our ability to expand the tree canopy coverage in equity-priority communities. Some neighborhoods with the lowest tree canopy coverage have been the most adversely impacted by historic car-centric transportation investments.

Tree planting is one of the smallest funding categories in the proposed expenditure plan, which already includes a significant reduction from current Proposition K funding levels. With limited reliable funding sources, any reduction in sales tax funding would have a substantial impact on the tree planting program and very little benefit to larger funding categories that have multiple other funding sources or are receiving additional funds from the recently passed federal Infrastructure Bill. As you may know, the StreetTreeSF Program provides dedicated maintenance funding for trees, but zero funding for new tree planting.

I request your support to maintain funding levels for the Tree Planting and Establishment Program and consider the important environmental benefits this program provides, particularly to equity priority communities with some of the lowest tree canopy coverage in San Francisco.

Sincerely,

Carla Short  
Interim Director  
San Francisco Public Works

February 9, 2021



Dear Expenditure Plan Advisory Committee members:

The Port of San Francisco and the Water Emergency Transportation Authority (WETA) respectfully request you to maintain the \$7 million of funding in the new Transportation Sales Tax Expenditure Plan for construction of the Mission Bay Ferry Landing (MBFL). The project is shovel ready, CEQA cleared, and would provide a critical extension of WETA's San Francisco Bay Ferry service to the Mission Bay neighborhood.

Construction of the MBFL would benefit the local community during and after construction. Consistent with the Port's Local Hire Policy, the Port will require a 30% mandatory participation level of Project Work Hours within each trade to be performed by local residents with a goal of no less than 15% of project Work Hours within each trade to be performed by Disadvantaged Workers. The MBFL will be located within a mile of an AB 1550 Low Income Community as well as a SB 535 Disadvantaged Community. Ferry service meets these communities' need to access quality and reliable transit to allow residents to access services and jobs.

This service will also help to address climate change and local pollution impacts by reducing vehicle miles traveled and utilizing the region's first zero emission vessel. Use of this all-electric vessel will reduce emissions in the Mission Bay neighborhood, which is in the top 25% of California communities most impacted by air pollution and is currently one of the most congested areas in the City and County of San Francisco with limited public transit options. WETA was awarded a Transit and Intercity Rail Capital Program grant to build this zero-emission vessel; however, construction of the vessel cannot begin until construction of the ferry landing is fully funded.

This project will help to address transportation inequities in San Francisco and the region. The new ferry route will provide an affordable transit alternative connecting disadvantaged communities in the East Bay, including Oakland, Vallejo, and Richmond where communities of color make up over half of the population, to previously inaccessible job opportunities in Mission Bay. WETA's Pandemic Recovery Program, implemented in July 2021, reduced ferry service fares by up to 40%, increased service levels and expanded operating hours to appeal to a wider range of passengers who may not have a traditional 9am-5pm job and/or are transit-dependent. With two major medical campuses and the new Chase Center, the area employs a diverse population of workers who need an affordable and reliable transit option.

To date, the Port and the City of San Francisco have contributed \$17.8 million to advance the project through Phase 1 while seeking full funding for the program. Despite securing a private contribution, a Regional Measure 3 allocation, and Port and City contributions, the project remains short of necessary funding for completion. The Port's ongoing effort to identify additional sources has been challenged by the economic crisis caused by the COVID- 19 pandemic. This project has strong support from 45 federal, state and local elected officials, regional organizations, connecting cities, transportation authorities, unions, businesses and neighborhood organizations, each listed in the attached project fact sheet.

We hope you consider this important project as you develop the new Expenditure Plan.

Sincerely,

Elaine Forbes  
Port of San Francisco, Executive Director

Seamus Murphy  
Water Emergency Transportation Authority, Executive Director





## Project Name: Mission Bay Ferry Landing

**Request Amount:** \$37,000,000

**Total Cost:** \$58,800,000

**Timeline:** If funding is obtained in 2022 then construction can begin in 2023, with project completion in 2024

### Description:

The Port of San Francisco and the Water Emergency Transportation Authority (WETA) request last-dollar funding to begin construction of a Mission Bay ferry landing with the capability to berth two vessels simultaneously, serviced by an all-electric ferry, handling up to 6,000 passengers per day. Mission Bay is currently one of the most congested areas in the City and County of San Francisco and has limited public transit options. The project will expand the regional public transportation system to avoid further congestion, adverse air quality and environmental health impacts. An additional zero-emission public transportation option that does not add surface street congestion is needed to support the sustainable growth of this new neighborhood and will help meet the state's target of achieving carbon neutrality by 2045. The project is ready for construction. With full funding identified by early 2022, construction of the ferry landing could begin in early 2023 and completed by early 2024.

### Project Benefits:

- **Facilitate Economic Activity:** The ferry landing will sit within a half-mile of approximately 11,000 new housing units, 7 million square feet of new office and commercial space, and more than 1 million square feet of new retail space. The area is home to the UCSF Mission Bay Hospital, an emerging biotech hub, the Warriors' Chase Center as well as numerous large employers. In 2019, the Chase Center, an 18,000 seat multi-purpose event center completed construction creating more jobs as well as a steady stream of visitors. At full build-out, Mission Bay is projected to create more than 30,000 permanent jobs in addition to hundreds of jobs its during construction.

### Economic Benefits



30,000  
permanent  
jobs



11,000  
housing  
units



1.1 million  
annual trips  
by 2048

- **Emissions Reductions:** This service will utilize WETA's first all-electric vessel. WETA was awarded a Transit and Intercity Rail Capital Program (TIRCP) grant to build an all-electric vessel. However, construction of the vessel cannot begin until construction of the ferry landing is fully funded. The service is projected to provide an estimated 521,000 annual trips and grow to over 1.1 million annual trips by 2048. The high-frequency ferry service offers relief from traffic and congestion resulting in an estimated 73,596 MTCO<sub>2</sub>e GHG reduction and will reduce VMTs by 13,351,500. As WETA's first zero-emission service, this project will help pave the way for the transition of WETA's longer distance routes and will accelerate the transition to zero-emission ferry service region-wide.
- **Improve Equity:** The new ferry route will connect disadvantaged communities in the East Bay to the large employment center in Mission Bay, which is host to two major medical campuses and the Chase Center, all of which employ a diverse population of workers. The Mission Bay neighborhood is in the top 25% of communities in the state most impacted by greenhouse gas emissions and is also located within a mile of an AB 1550 Low Income Community and an SB 535 Disadvantaged Community. Ferry service meets the community's need to access quality and reliable transit to allow residents to access services and jobs.
- **Enhance Emergency Response:** The ferry landing is essential to alleviate current regional transportation overcrowding and provide resiliency in the event of an earthquake or transportation disruption.

## The Mission Bay Ferry Landing is Supported by:

- Speaker Nancy Pelosi
- Senator Dianne Feinstein
- Representatives Jackie Speier, Barbara Lee, John Garamendi, Mike Thompson, Mark DeSaulnier, and Anna Eshoo
- State Senators Scott Weiner, Nancy Skinner, Bill Dodd and Dave Cortese
- Assemblymembers Phil Ting, Buffy Wicks, Bill Quirk, Kevin Mullin, Marc Levine, Marc Berman, Cecilia Aguiar-Curry and Ash Kalra
- Former Assemblymember David Chiu
- San Francisco Board of Supervisors President, Shamann Walton
- International Organization of Masters, Mates & Pilots
- Inlandboatmen's Union of the Pacific (Marine Division ILWU)
- Bay Planning Coalition
- Bay Area Council
- SPUR
- Port of San Francisco
- Metropolitan Transportation Commission
- San Francisco County Transportation Authority
- Alameda County Transportation Commission
- Solano County Transportation Authority
- Golden State Warriors & Chase Center
- City of Vallejo
- City of Oakland
- City of Richmond
- City of Alameda
- City of South San Francisco
- Port of San Francisco Maritime Commerce Advisory Committee
- Port of San Francisco Mission Bay Citizens Advisory Committee
- Port of San Francisco Northern Advisory Committee
- San Mateo County Economic Development Association
- Mission Creek Harbor Association
- Pacific Environment
- Genentech

## Budget:

Mission Bay Ferry Landing Project Budget	
Uses of Funds	January 2021
Project Management	1.80
Design/Entitlements	5.20
Construction	45.30
<i>Fixed Pier, Float, and Gangway</i>	22.10
<i>Dredging and Cap</i>	17.50
<i>Construction Management, Inspection, Monitoring and other costs</i>	5.70
Contingency	6.50
<b>Total Estimated Uses</b>	<b>58.80</b>

Funding Sources	
Secured - Planning Phase Budget	8.20
<i>Port Capital</i>	4.70
<i>General Fund Support</i>	3.50
Secured - Construction Phase Budget	9.60
<i>General Fund support (bridge loan repaid by development impact fees)</i>	1.20
<i>Office of Community Investment and Infrastructure (OCII)</i>	8.40
Unsecured - Construction Phase Budget	4.00
<i>Private contributions</i>	4.00
<b>Total Planned Sources</b>	<b>21.80</b>
<b>Delta</b>	<b>(37.00)</b>

## Environmental Clearance/Permitting:

The City of San Francisco Planning Department adopted the California Environmental Quality Act (CEQA) Mitigated Negative Declaration (2017-008824ENV) for the project on July 6, 2018 and filed a Notice of Determination at the State Clearinghouse (SCH No. 2018052002) on September 13, 2018 which determined that the project would not have a significant effect on the environment with inclusion of identified mitigation measures.

In addition to CEQA, the project has also obtained permits from:

- US Army Corps of Engineers
- National Marine Fisheries
- US Fish and Wildlife Service
- California Department of Fish & Wildlife
- San Francisco Regional Water Quality Control Board
- San Francisco Bay Conservation & Development Commission

# Connecting the Bay Area and State to Downtown San Francisco

*Extending Caltrain rail service to downtown SF and connecting riders to jobs, housing and economic opportunities across the Bay Area.*

The Transbay Joint Powers Authority (TJPA) has been working to deliver the 1999 SF voter-mandated measure to extend Caltrain rail service from its current terminus at Fourth & King to the Salesforce Transit Center in downtown San Francisco via the Downtown Rail Extension (DTX). The DTX will bring communities closer, reduce greenhouse gas emissions and provide Bay Area residents improved access to jobs, housing and economic opportunities.

The DTX is a transformational, once-in-a-generation investment that will connect 11 Bay Area transit systems from San Francisco to the East and North Bays, and the Peninsula and South Bay. In the future, the DTX will also convey the California High-Speed Rail Authority's high-speed rail service that will connect San Francisco and the Bay Area to the Los Angeles/Anaheim area.



## DTX Vital to Regional Connections and Mobility

For the last 25 years, DTX has been a long-standing San Francisco and regional priority (found most recently in MTC's Plan Bay Area 2050) to deliver an integrated transportation system by leveraging connections in and around the Salesforce Transit Center has in the Bay Area through the nine current transit systems.

- The DTX also brings the greater benefits of a major regional project. It will create and improve connections across the Bay Area serving Bay Area residents/workers at a range of income levels, and the overall Bay Area economy.
- This new rail connection will serve people of all income levels and open opportunities for regional access jobs, and housing to SF and Bay Area residents.
- The DTX is expected to provide regional connections to up to 90,000 daily riders, resulting in increased ridership of transit systems, and will contribute to and spur the local economy, including sales tax revenue.

## \$300 Million Funding Key to Advancing DTX

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 project just 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 federal government just doubled the amount available in the CIG Program through the Bi-Partisan Infrastructure Law. The time is now to get this vital transit connection funded and delivered.
- \$300 million in Prop K funds would leverage \$3.3+ billion in State and Federal funds (\$2.5+ billion in New Starts and \$800 million in TIRCP/other State funds). So, for every Prop K dollar received, TJPA could leverage more than \$11 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.

It is not a matter of if, but when trains will come into the Center in Downtown SF. A two-level trainbox has been built below the Center waiting for rail connections. Securing this \$300M will ensure that we move forward to deliver rail service by 2031.

**TJPA asks the EPAC to maintain the \$300 million funding allocation for DTX. Additionally, we request to list the DTX separately from the Pennsylvania Alignment Extension, as requested by EPAC members on 1/27. The DTX is an environmentally cleared project that can advance quickly as funding becomes available.**





**SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT**

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Lateefah Simon  
7TH DISTRICT

Janice Li  
8TH DISTRICT

Bevan Duffy  
9TH DISTRICT

Amandeep Jawa, Chair, and Committee Members

San Francisco Sales Tax Expenditure Plan Advisory Committee

[expenditureplan@sfcta.org](mailto:expenditureplan@sfcta.org)

Re: San Francisco Sales Tax Expenditure Plan – BART Programming

Dear Mr. Jawa and Committee Members,

I am writing to urge the San Francisco Transportation Sales Tax (SF Sales Tax) Expenditure Plan Advisory Committee (EPAC) to increase funding for the San Francisco Bay Area Rapid Transit District (BART) in the Expenditure Plan. I understand that the EPAC will be considering alternative expenditure plan scenarios at its February 10th meeting tonight.

As a BART Board Director, representing District 7 including San Francisco since 2016, I have collaborated with my fellow San Francisco directors to prioritize investment in the core of the BART system, to deepen BART's commitment to equity and sustainability and to improve the rider experience. Our collective efforts have resulted in a \$3.5 billion BART Measure RR investment program focused on renovating and upgrading the core BART system and a \$3.5 billion BART Core Capacity Program that will increase the frequency of BART train service and reduce train crowding.

During our tenure, we have also launched a Progressive Policing and Community Engagement Bureau to advance equitable policing. As part of that effort, BART initiated a Crisis Intervention Team approach, including unarmed, specially-trained specialists, to address the issues of people in the BART system who are experiencing a crisis with mental health, a lack of housing, or drug issues and connect them with services. As a longtime Bay Area advocate for civil rights and racial justice, including as the President of the Akonadi Foundation, these improvements have been especially important to me.

In response to requests from San Francisco's restaurant and tourism associations on behalf of their workers, we San Francisco BART directors worked with BART's General Manager to return BART service to near pre-pandemic service in August – one month earlier than planned – to support San Francisco workers and employers. The pandemic has made it clear that essential workers and transit dependent riders rely on BART to get to work and access critical 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 is also a critical Bay Area jobs provider. Today, BART directly employs nearly 4,000 employees, providing good union jobs with excellent benefits for a diverse workforce. Specifically, 27% of BART's workforce identifies as Black or African American, 16% as Latinx and 25% as Asian, Native Hawaiian or Pacific Islander. BART also supports and creates jobs for tens of thousands more through BART's capital investment projects. For example, Alstom, a BART contractor, opened a manufacturing/assembly facility in the Bay Area for BART's Fleet of the Future Rail Car Procurement.

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 and providing good local jobs.

I respectfully request that the EPAC include at least \$240 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 and \$140 million for BART Maintenance, Rehabilitation and Replacement. I 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 my request.

Best regards,

*Lateefah Simon*

Lateefah Simon

Director, San Francisco Bay Area Rapid Transit District

CC: SFCTA Board  
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