
3/8 Mtg Public Comment: Sales Tax Expenditure Plan

1 message

Cathy DeLuca <cathy@sfccommunityliving.org>

Thu, Mar 3, 2022 at 4:09 PM

To: clerk@sfcta.org

Cc: MandelmanStaff@sfgov.org, Kelly.Groth@sfgov.org, haneystaff@sfgov.org, "Imperial, Megan (BOS)" <megan.imperial@sfgov.org>, "Wright Edward (BOS)" <Edward.W.Wright@sfgov.org>, "Hepner, Lee (BOS)" <lee.hepner@sfgov.org>, "Kilgore, Preston (BOS)" <preston.kilgore@sfgov.org>, Bill.Barnes@sfgov.org, waltonstaff@sfgov.org, Dominica.Donovan@sfgov.org, RonenStaff@sfgov.org, "Cheng, Jonathan" <Jonathan.Cheng@sfmta.com>, Annette Williams <annette.williams@sfmta.com>

Dear SFCTA Chair Mandelman and Commissioners,

On behalf of Community Living Campaign, I am writing to **urge you to adopt the 2022 Expenditure Plan** recommended by the Expenditure Plan Advisory Committee (EPAC). If you do make adjustments, **we ask that you maintain the 11.4% allotment for Paratransit.**

Community Living Campaign works with older adults and adults with disabilities in San Francisco, and our Transportation Program helps our neighbors find accessible and safe transportation options. Many of our neighbors use Paratransit, and more and more they are relying on the Essential Trip Card, a new Paratransit program that provides discounted taxi rides to seniors and people with disabilities. SFMTA's many Paratransit services enable older adults and people with disabilities to access healthcare, groceries, social services, stores, and friends and family -- and to do so with dignity.

Prop K assigned 8.6% of revenue to Paratransit. Recognizing that this wasn't meeting the program's current or future needs, the EPAC decided to increase the allotment to 11.4%. This increase is vital and must be maintained, for the following reasons:

- **Paratransit's costs have steadily increased since 2016, meaning that the current prop K allocation of 8.6% hasn't been meeting the program's needs.** Historically, Prop K funds have covered between 40% and 50% of Paratransit's costs. Unfortunately, due to rising program costs, Prop K funds have made up less than 40% of costs every year since 2016, reaching a low in FY 21/22 of covering only 32% of costs.
- **In addition to rising costs, the age of San Francisco's population is increasing, so demand for Paratransit services is going to increase.** Older adults are the fastest growing age group in the city. In 2010, 19% of San Franciscans were aged 60 or older. In 2030, it is expected that nearly 30% of San Franciscans will be 60 or older. Future funding must meet future needs.

We ask that you preserve the 11.4% allotment to Paratransit in the 2022 Expenditure Plan. Thank you for ensuring the Plan serves older adults and people with disabilities in San Francisco.

Sincerely,
Cathy DeLuca

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Cathy DeLuca (she/her)
Transportation Program Manager
Community Living Campaign
Cell: 415-638-9183
www.sfccommunityliving.org



SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
2150 Webster Street, P.O. Box 12688
Oakland, CA 94604-2688
(510) 464-6000

2022

March 7, 2022

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San Francisco County Transportation Authority
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San Francisco, CA 94103

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RE: BART Support for 2022 Expenditure Plan for the Reauthorization of the Local Sales Tax for Transportation

Dear Chair Mandelman,

The San Francisco Bay Area Rapid Transit District (BART) supports the 2022 Expenditure Plan (2022 EP) recommended by the San Francisco County Transportation Authority Expenditure Plan Advisory Committee (EPAC).

BART appreciated the dedicated and thoughtful approach by the EPAC to develop the recommendation which reflects considerable input from the public and stakeholders. The recommended 2022 EP equitably supports the diverse transportation needs of the San Franciscans. Additionally, it makes crucial investments in transit infrastructure that will benefit San Franciscans for decades to come.

BART is pleased the recommended 2022 EP will fund San Francisco's full \$100 million commitment to BART's Core Capacity Program, as well as contribute to the ongoing renovation and maintenance of BART's nearly 50-year-old existing infrastructure in San Francisco.

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 the Bay Area economy. As the transit backbone of the Bay Area, BART carries more than 50% of the Bay Area's transit riders and 25% of the State's passenger miles traveled on transit. More than half of BART riders live in households earning less than \$50,000 and 50% of riders do not have a vehicle.

Prior to the pandemic, BART's transbay service carried nearly twice the capacity of the Bay Bridge and with the implementation of the Core Capacity Program, BART's transbay service is projected to increase by 30-40%, providing more frequent, longer trains and reducing platform crowding.

Additional capital investments BART plans to deliver with the Sales Tax funds include:

- modernization of station elevators to improve their reliability and availability, which is especially important to riders with disabilities, seniors, cyclists, families with strollers and travelers with luggage

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- modernization of fare gates with features to improve access, increase reliability and maintainability, and to provide a more welcoming experience compared to current fare gates

BART supports the recommended 2022 EP and thanks the EPAC and SFCTA executives and staff for including significant funding for BART projects.

If you have any questions, please do not hesitate to contact me at rpowers@bart.gov or (510) 464-6060.

Sincerely,

A handwritten signature in blue ink that reads "Robert M. Powers". The signature is written in a cursive style with a large initial "R".

Robert M. Powers
General Manager

cc: SFCTA Board of Supervisors
BART Board of Directors
Tilly Chang, Executive Director



March 8, 2022

Dear Transportation Authority Board members:

The Port of San Francisco and the Water Emergency Transportation Authority (WETA) respectfully request you to endorse the new Transportation Sales Tax Expenditure Plan containing \$5 million of funding in 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.

Sincerely,

Elaine Forbes
Port of San Francisco, Executive Director

Seamus Murphy
Water Emergency Transportation Authority, Executive
Director