



California Legislature

June 30, 2020

The Honorable Scott Haggerty
Chair, MTC
Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105-2066

Re: Support for the Downtown Rail Extension (DTX) incorporation into Stage 1 of Plan Bay Area 2050

Dear Chair Haggerty,

As the State Legislative Delegation representing a majority of San Francisco, we write to you in strong support of the Caltrain Downtown Rail Extension (DTX) Project's inclusion into Plan Bay Area 2050's first plan period, which consists of the years 2021 through 2035. The DTX project is a priority for the Transbay Joint Powers Authority (TJPA), is consistent with Caltrain's Business Plan Service Vision, and is consistent with the California High Speed Rail Authority's (CHSRA) 2020 Draft Business Plan.

Through the DTX program, Caltrain and High-Speed Rail (HSR) will become interconnected with the rest of the Bay Area and the State via AC Transit, BART, Golden Gate Transit, Muni, SamTrans, WestCAT Lynx, Amtrak, paratransit, and Greyhound. This interconnection fills a major gap in our transit system, regionally and beyond, while facilitating a better jobs-housing balance. Additionally, this project will allow for much needed traffic decongestion in the Bay Area's road and freeway systems. As you both know, we have some of the worst traffic in the State, if not the Country, and residents, visitors, and super-commuters are growing increasingly frustrated with their inability to maneuver into or within the region. This harms potential business, deters tourists, and poses major safety concerns. With regards to impacts in the immediate area, DTX will spur massive growth in Priority Development Areas such as the Downtown SF, South of Market, and Mission Bay areas.

Along with the benefits already mentioned, the Downtown Rail Extension will reduce vehicle miles traveled, modernize the Bay Area's commuter systems, provide benefits to disadvantaged communities, reduce greenhouse gas emissions, and expand and improve rail service to increase ridership. TJPA secured the Federal Record of Decision last year, which provides environmental clearance and enters DTX into the "New Starts" funding program. Because of its numerous benefits and well-defined goals, multiple agencies including TJPA, MTC, Caltrain, CHSRA, the San Francisco's Mayor's Office, and SFCTA working together formed an integrated team to showcase and deliver the project in collaboration.

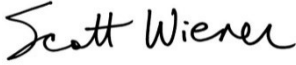
Chair Haggerty
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The determined work and collaborative spirit of this project warrants its implementation into Plan Bay Area 2050's first plan period.

This project and the jobs affiliated with the work are needed now more than ever as we seek to recover from the COVID related recession. In addition, as we work to get commuters back to their pre COVID habits, we need to ensure our transportation systems are ready to serve our public effectively and efficiently.

If there are any questions that our offices can answer, please contact Ann Fryman for Senator Wiener's office at ann.fryman@sen.ca.gov or Nicole Restmeyer for Assemblymember David Chiu's office at nicole.restmeyer@asm.ca.gov. We thank you for your deep consideration and look forward to the benefits that this project will bring to our region in the near future.

Sincerely,


Scott Wiener
Senator, District 11


David Chiu
Assemblymember, District 17

CC:
Therese McMillan, Executive Director, MTC and ABAG
Nadia Sesay, Chair, TJPA
Mark Zabaneh, Executive Director, TJPA



TRANSBAY JOINT POWERS AUTHORITY

Mark Zabaneh • Executive Director

June 30, 2020

Scott Haggerty

Chair

Metropolitan Transportation Commission

c/o Bay Area Metro Center

375 Beale Street, Suite 800

San Francisco, CA 94105-2066

Therese McMillan

Executive Director

Metropolitan Transportation Commission/Association of Bay Area Governments

Bay Area Metro Center

375 Beale Street, Suite 800

San Francisco, CA 94105-2066

Subject: Support for Caltrain Downtown Rail Extension in the first plan period of Plan Bay Area 2050

Dear Chair Haggerty and Executive Director McMillan:

As chair of the Transbay Joint Powers Authority (TJPA) Board of Directors, I am writing to express my support for including the Caltrain Downtown Rail Extension (DTX) in the first plan period of Plan Bay Area 2050 covering 2021-2035. This is consistent with the TJPA's project schedule, Caltrain's Business Plan Service Vision, and California High Speed Rail Authority's (CHSRA) 2020 Draft Business Plan. As described in the 2018 California State Rail Plan, the DTX project is critical to the Bay Area's rail network - extending Caltrain commuter rail from its current terminus at Fourth and King streets to Salesforce Transit Center and the BART/Muni corridor in downtown San Francisco. The project will deliver future high-speed rail service from Los Angeles to San Francisco as well as serve as the potential first leg of a new Transbay Rail Crossing to the East Bay.

Once DTX is complete, the transit center will bring an impressive number of regional and state transit systems under one roof, linking Caltrain and high-speed rail with nine other transit operators: AC Transit, BART, Golden Gate Transit, SFMTA Muni, SamTrans, WestCAT Lynx, Amtrak, Greyhound, as well as local paratransit service. The project will close a major gap in the Bay Area's transportation system with accessibility benefits for up to 90,000 new and existing Caltrain and high-speed rail passengers in addition to new and existing bus riders by 2040. It will relieve gridlock on US101/I-80, one of the most congested corridors in the Bay Area, and anchor growth in one of the region's most

robust and diverse Priority Development Areas, the Downtown SF/South of Market/Mission Bay area. Bringing rail to the transit center also leverages the region's prior investment in the facility and is key to its long-term financial stability, providing much needed relief to the Metropolitan Transportation Commission (MTC) and local transit operators who now heavily subsidize transit center operations.

The DTX is a complex project which requires partnerships among multiple agencies to realize. In May 2020, the TJPA, the MTC, Caltrain, CHSRA, the San Francisco's Mayor's Office, and San Francisco County Transportation Authority (SFCTA) entered into the San Francisco Peninsula Rail Program Memorandum of Understanding (MOU) creating an integrated program management team to boost project delivery. This team of agencies will examine the project's cost-effectiveness including considering cost reduction, phasing and project delivery strategies and strengthened funding plans to identify an initial operating segment that can be constructed in the next 10 to 12 years.

With this MOU in place and work commencing, **it is critical that DTX be included in the first period of Plan Bay Area 2050**, from 2021-2035. The DTX received its Federal Record of Decision in July 2019, a major milestone that environmentally clears the project and facilitates its entry into the Federal Transit Administration's New Starts funding program. In addition to providing significant transportation benefits (particularly travel time savings for commuters), the project will reduce greenhouse gas emissions by more than 8.5 million metric tons of CO² per year, helping to meet the region's greenhouse gas emissions reduction target for 2035.

Significant local, regional, and state dollars have been committed to the project already, including San Francisco tax increment funding, regional bridge toll revenues, and San Francisco sales tax dollars. As one of the region's two New Starts priorities in the regional transit expansion plan, the project is well positioned to make significant progress in the next few years and can serve as a tool for the Bay Area's economic recovery by putting people back to work in several job sectors as well as investing in small businesses in the region.

Thank you for your consideration. I look forward to collaborating to improve connectivity for current and future transit riders across the Bay Area, the Northern California mega-region, and the state.

Sincerely,

DocuSigned by:
Nadia Sesay
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Nadia Sesay
Chair
Transbay Joint Powers Authority

cc: N. Josefowitz, H. Ronen, E. Ahn - MTC Commission
A. Bockelman, M. Maloney, D. Vautin – MTC
M. Zabaneh – TJPA
S. Elsbernd – San Francisco Mayor's Office
T. Chang, M. Lombardo, M. Beaulieu - SFCTA



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June 30, 2020

Scott Haggerty

Chair, Metropolitan Transportation Commission, and

Therese McMillan

Executive Director, Metropolitan Transportation Commission and Association of Bay Area Governments

Bay Area Metro Center

375 Beale Street, Suite 800

San Francisco, CA 94105-2066

Subject: Inclusion of the Caltrain Enhanced Growth Project and the Caltrain Downtown Rail Extension (DTX) Period 1 of Plan Bay Area 2050

Dear Chair Haggerty and Executive Director McMillan:

Caltrain is pleased that the Plan Bay Area 2050 (PBA 2050) process continues to advance toward final completion and adoption by the Metropolitan Transportation Commission (MTC). PBA 2050 will help ensure that the entire Bay Area has a future land use and transportation network that is equitably, environmentally, and economically sustainable. As a region, we can achieve this goal by continually encouraging travel to shift away from motor vehicles to transit. Passenger rail will continue to be the most effective mode of transit, moving the most people efficiently in the smallest amount of space.

I am writing to request that the Caltrain Enhanced Growth Project be included in Period 1 of PBA 2050, and to also express our support for including the Caltrain Downtown Rail Extension (DTX) in Period 1 of PBA 2050. Development of both projects as early as possible is consistent with Caltrain's 2040 Long Range Service Vision, the Transbay Joint Powers Authority's project schedule, and the California High Speed Rail Authority's (CHSRA) 2020 Draft Business Plan. These projects are essential to the development of a robust regional rail network in the Bay Area.

Request for Inclusion of the Caltrain Enhanced Growth Project in Period 1

As the seventh-largest commuter rail service in the United States, Caltrain is in the midst of the most significant change to transit that the Peninsula has ever experienced. The Peninsula Corridor Electrification Project (PCEP), currently underway, will drastically re-make transit service on the Peninsula and will facilitate a change from a peak-hour focused traditional

commuter rail service to an urban regional rail system with shorter headways, greater frequency, and more capacity. This new service will continue to attract riders, generating significant demand as forecasted through the Caltrain Business Plan development process.

Accommodating this forecasted demand will require additional capital investments that build on and leverage the foundational infrastructure created by PCEP, including the full electrification and expansion of the fleet as well as key upgrades to rail and systems infrastructure. These investments will facilitate tighter running of trains and more responsive service patterns to meet more markets, enabling Caltrain to serve a growing and broader cross-section of riders than have used the system in the past.

Therefore, **it is imperative that the Caltrain Enhanced Growth Project be included in Period 1 (2021-2035) of PBA 2050** for two primary reasons—both of which are directly related to growth in our services over the next decade.

Growing Ridership and Diversifying our Customer Base

Caltrain's ridership projections (developed as part of the Caltrain Business Plan process) show that the demand for rail service on the Peninsula will begin to push against the limits of our system by the end of the decade. The infrastructure improvements identified as part of the Caltrain Enhanced Growth Project will allow us to add capacity to the system, meet expanded service expectations, and expand frequent, transit-level service to more communities (including Communities of Concern) along the corridor.

This projection is further supported by Caltrain's upcoming Equity, Connectivity, Recovery and Growth Framework (to be presented to the JPB in draft on July 9). This policy document has been developed through the Business Plan process and will formally establish Caltrain's commitment to attract and accommodate new riders from underserved markets across the Peninsula. With improvements such as a revised timetable that promotes more seamless transfers between modes such as BART and bus, 50% discounts for low income riders through the Clipper START program, and improved access to Communities of Concern throughout the corridor, Caltrain is confident that our ridership will diversify and grow throughout the decade. The PCEP project will begin Caltrain's transformation to a true, regional rail service but the frequencies and capacity made possible through the Enhanced Growth Project will truly bring this level of transformative rail access and service to all communities on the Peninsula.

Value for Money Opportunity to Acquire More Electric Multiple Unit Vehicles (EMUs)

In addition to the imperative to grow ridership and expand our customer base, Caltrain has a time-sensitive option to purchase additional EMUs that will allow us to fulfill the service requirements described above. These new EMUs will be critical to reduce potential for crowding, facilitate more frequent and flexible service, and provide a clean, uniform 100% electrified fleet.

Notably, we understand that a key consideration for placement in Period 1 is funding availability. As recently noted, June 2020 polling across San Francisco, San Mateo, and Santa Clara Counties demonstrates that Caltrain's proposed 1/8 cent sales tax (Senate Bill 797) has a strong chance of voter approval in November 2020. This will provide Caltrain with its first-ever source of on-going revenue, independent of fares and annual contributions from our member counties. To maximize the effectiveness of the passage of SB797 as a more reliable source of funding (including potentially local match funds) for time-sensitive investments in the Peninsula's rail network, we reiterate that **it is critical that the Caltrain Enhanced Growth Project be included in Period 1 of Plan Bay Area 2050**, from 2021-2035.

Support for Inclusion of the Downtown Extension Project in Period 1

As noted in the Caltrain Business Plan and the 2018 California State Rail Plan, the DTX project is a critical missing link within the Bay Area's rail network. As a major Bay Area connector, DTX will fully realize Caltrain's investments in PCEP and the Enhanced Growth Project and will reinforce the region's prior commitments to the Salesforce Transit Center and BART/Muni corridor by delivering commuter and future high-speed rail service to downtown San Francisco from the Peninsula and Los Angeles, respectively. The DTX is also positioned to serve as the potential first leg of a new Transbay Rail Crossing to the East Bay.

Once DTX is completed, the Salesforce Transit Center will realize its fullest potential by bringing an impressive number of regional and state transit systems under one roof, linking Caltrain and high-speed rail with nine other transit operators: AC Transit, BART, Golden Gate Transit, SFMTA Muni, SamTrans, WestCAT Lynx, Amtrak, Greyhound, as well as local paratransit service. The project will close a major gap in the Bay Area's transportation system with accessibility benefits for up to 90,000 new and existing Caltrain and high-speed rail passengers in addition to new and existing bus riders by 2040. It will relieve gridlock on US101/I-80, one of the most congested corridors in the Bay Area, and anchor growth in one of the region's most robust and diverse Priority Development Areas, the Downtown SF/South of Market/Mission Bay area. Bringing rail to the Transit Center also leverages the region's prior investment in the Transit Center, maximizes its current investment in Caltrain's electrification, and is key to the long-term financial stability of the Transit Center, providing much needed relief to MTC and local transit operators who heavily subsidize transit center operations presently.

The Caltrain system stands to benefit tremendously from the completion of DTX, particularly when this investment is paired with the full electrification and expansion of fleet as proposed in the Caltrain Enhanced Growth Project. We thus believe it **is also critical that DTX be included in Period 1 of Plan Bay Area 2050**, from 2021-2035.

Scott Haggerty
Therese McMillan
June 30, 2020
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Thank you for your consideration of these requests. We look forward to collaborating to improve connectivity for current and future transit riders across the Bay Area region, Northern California mega-region, and throughout the state.

Sincerely,



Jim Hartnett
Executive Director



San Francisco
County Transportation
Authority



LONDON N. BREED
MAYOR

July 8, 2020

Mr. Scott Haggerty, Chair
Metropolitan Transportation Commission, and
Ms. Therese McMillan, Executive Director - Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105

RE: Support for the Caltrain Downtown Rail Extension in Plan Bay Area 2050

Dear Chair Haggerty and Executive Director McMillan:

On behalf of the City and County of San Francisco and the San Francisco County Transportation Authority, we are writing to thank you for MTC's partnership in the Caltrain Downtown Rail Extension (DTX) Memorandum of Understanding (MOU) and to request that the region reaffirm its long-standing commitment to the project in Plan Bay Area 2050. We respectfully seek the region's support to maintain DTX as a Federal "New Starts" Priority and for placing the project within Period 1 (2021-2035) of the Plan, consistent with the Transbay Joint Powers Authority's project schedule, Caltrain's Business Plan Service Vision, and California High Speed Rail Authority's (CHSRA) 2020 Draft Business Plan.

As described in the 2018 California State Rail Plan, the DTX project is a critical lynchpin for the Bay Area's and statewide rail network - extending Caltrain commuter rail from its current terminus at Fourth and King Streets to the regional Transit Center and BART/Muni corridor in downtown. Once DTX is completed, the Transit Center will realize its full potential to connect a dozen regional and state transit systems under one roof, thereby enhancing equitable access for nearly 100,000 San Francisco and East Bay commuters to employment centers on the Peninsula/South Bay and vice versa. Bringing rail to the Transit Center will also help reduce congestion and harmful emissions in the crowded US101 and I-80 corridors while laying the groundwork for a transformative rail connection across the Bay, doubling the Transit Center's capacity, with associated economic, equity and climate benefits.

We appreciate the region's support for DTX as a regional priority for nearly two decades. The Transbay Joint Powers Authority (TJPA) recently obtained Federal environmental clearance for the project, facilitating its entry into the Federal Transit Administration's New Starts funding program. Phasing work is also underway to reduce project costs. Significant local, regional, and state dollars have been committed to the project, including San Francisco tax increment funds, regional bridge toll revenues, and San Francisco sales tax dollars, and we believe the project will be very competitive for existing and new fund programs, including those proposed in the House of Representatives' INVEST Act.

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SAN FRANCISCO, CALIFORNIA 94102-4681
TELEPHONE: (415) 554-6141



San Francisco
County Transportation
Authority



LONDON N. BREED
MAYOR

Thank you for your consideration of this request. We look forward to collaborating to deliver DTX for the benefit of current and future transit riders across the Bay Area region and throughout the state.

Sincerely,

A handwritten signature in blue ink that reads 'London Breed'.

London N. Breed
Mayor

A handwritten signature in black ink that reads 'Aaron Peskin'.

Aaron Peskin
Chair, San Francisco County Transportation Authority

cc: Chair Nadia Sesay, Mark Zabaneh - TJPA

1 DR. CARLTON B. GOODLETT PLACE, ROOM 200
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