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**Subject:** SUPPORT DTX---IN FIRST PERIOD OF PLAN BAY AREA 2021  
**Date:** Monday, July 20, 2020 2:18:01 AM  
**Attachments:** [clip\\_image004.png](#)

**\*External Email\***

**TO: MTC Board and Staff**  
**SUPPORT DTX IN FIRST PERIOD OF PLAN BAY AREA 2021**



**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.

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**1999 PROP H: DOWNTOWN CALTRAIN STATION (Downtown Caltrain Extension / Transbay Terminal)**

**Bay Rail Alliance:** [http://www.bayrailalliance.org/san\\_francisco\\_prop\\_h\\_text/](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](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".

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**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.

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Best Regards, Howard Wong, AIA, Member, TJPA CAC