



October 25, 2022

The Honorable Alfredo Pedroza, Chair
Metropolitan Transportation Commission
375 Beale Street
San Francisco, CA 94105-2066

Re: Support for the TJPA Downtown Rail Extension (DTX) Project and Request for Reconsideration of Regional Major Project Advancement Policy (MAP) Endorsement Amounts

Dear Chair Pedroza:

We, the undersigned California State Legislators, write to express our strong support for the Transbay Joint Powers Authority (TJPA) Downtown Rail Extension (DTX) project, and to respectfully request that the Commission and staff consider revising the planned dollar amounts of major project endorsements through the Transit and Intercity Rail Capital Program (TIRCP) – specifically – *that MTC increase their endorsement for DTX in the TIRCP program Augment 1 pot from \$60M to \$160M, and that MTC add a \$200M endorsement for DTX in the TIRCP program Augment 2 funding pot. This would allow the proposed \$500M base endorsement amount for DTX to decrease to \$200M.*

While MTC total endorsed amount of \$560 million in TIRCP for DTX discretionary funding is appreciated, the sequencing of those funds does not meet TJPA’s requirement to demonstrate \$1.5 billion in matching funds to the Federal Transit Administration’s (FTA) Capital Investment Grants program in August 2023. The \$500 million TIRCP “base” funding will be awarded in two-year increments starting in 2024 and will end in 2030 unless extended by the legislature. This base funding is reliant on both future legislative action and funding awards that occur **after** TJPA plans to complete construction and therefore cannot be used to demonstrate matching funding.

In addition to the potential loss of billions in federal funding, some highlights demonstrating why DTX is worthy of larger endorsement amount in TIRCP Augment 1 and another endorsement in TIRCP Augment 2 include:

1. **DTX is Environmentally Cleared** – the DTX project has been environmentally cleared since 2019 and has received its FTA Record of Decision in 2019.
2. **DTX is Shovel-Worthy** - DTX is 30% designed. It can begin advance work like relocating utilities and strategic right-of-way preservation in Spring 2023 and general civil construction can start as early as 2025, but is funding dependent.

3. **DTX Completes Two Key USDOT Investments in the Bay Area** – DTX connects to Caltrain, which is almost complete (expected 2024) in delivering an electrified system (completing FTA CIG program). Caltrain service will connect into the two-story trainbox found under the Center, which was a key USDOT investment, made possible by \$400 million in 2010 ARRA funding). These two projects connect San Francisco and Silicon Valley in a one-seat ride and facilitate planning for Link21, the next Transbay rail crossing.
4. **DTX is Key to the California’s Statewide High-Speed Rail System** – The Center is the northern terminus for the regional integrated transportation system that connects San Francisco to the North Bay, East Bay, and the Peninsula/South Bay. Through the completion of Phase 2, the Center will serve as one of the bookends for California High-Speed Rail, connecting the Bay Area to the Greater Los Angeles region. Additionally, this project is a foundational first step to set the stage for a second Transbay Rail Crossing, now known as Link21, that will at least double rail capacity across the Bay and connect regional rail to important locations throughout the Northern California megaregion.
5. **DTX Connects the Greater Area Megaregion and State**
The Center currently connects nine transit systems from eight Bay Area counties. With DTX, Caltrain service and the California statewide systems will allow for access to the Peninsula/South Bay and Southern California. An estimated 90,000 riders are projected from the two systems.
6. **DTX Meets Environmental and Equity Goals** - The project meets all the primary goals of the Biden Administration, which align with California’s goals – reducing harmful emissions by getting people out of automobiles and into electrified train service, increasing mobility and access to job opportunities and community services for disadvantaged communities, creating jobs and strengthening the regional economy.

Again, absent this important amendment to the MTC funding endorsement, billions of federal dollars that can be used to cover up to half of the project cost through the FTA CIG process will be at risk, with delays resulting in up to \$300 million/year in additional cost.

Thank you for your consideration.

Sincerely,



Scott Wiener
Senator, 11th District



Matt Haney
Assembly Member, 17th District

Cc: Commissioners, Metropolitan Transportation Commission
Members, MTC Programming & Allocations Committee
Therese W. McMillan, MTC Executive Director