



July 15, 2024

Mr. Chad Edison  
Chief Deputy Secretary, Rail and Transit  
California State Transportation Agency  
400 Capitol Mall, Suite 2340  
Sacramento, CA 95814

RE: San Francisco Municipal Transportation Agency TIRCP Cycle 7 Application

Dear Secretary Edison:

On behalf of San Francisco Transit Riders (SFTR), I am writing to express my full support for the San Francisco Municipal Transportation Agency's (SFMTA) Transit and Intercity Rail Capital Program application for Phase 2 of their Train Control Upgrade Project.

SFTR is San Francisco's member-supported, grassroots advocacy organization for excellent, affordable, and growing public transit. We believe that empowering everyday transit riders to speak up for rider-first policies will bring us the world-class transit system we need for a livable, sustainable, and accessible San Francisco.

The Train Control Upgrade Project will directly benefit thousands of transit riders who rely on the Muni Metro system daily. As San Francisco grows, even more trains will be necessary to keep pace with population, which will mean more trains on the system and—without these crucial upgrades—more delays for riders. We have heard from many of our members that they are looking forward to the improvements to transit reliability that will come along with this project.

The SFMTA designs, builds, operates and regulates one of the most comprehensive transportation networks in the world. As the 8th largest transit system in the U.S., the SFMTA operates five modes of public transit in San Francisco—battery-electric and hybrid buses, electric trolley buses, light rail, historic streetcar, and cable car—and together, they carry more than 444,000 daily riders, the largest daily ridership of any transit agency in the San Francisco Bay Area.

San Francisco expects to add approximately 10,000 new residents and 5,000 new jobs annually and is planning the next wave of major corridor improvements through *ConnectSF*, a multiyear, multi-agency long range transportation planning effort that looks ahead to 2050. Through *ConnectSF*, the SFMTA has identified key investments to prepare for future growth in trips and transit ridership. The Core Capacity Program, an integrated and complementary set of investments to improve system reliability, performance and capacity, is the critical next step in building San Francisco's transit system, providing the foundation for future investments and ensuring the light rail and Rapid Bus systems are nimble and responsive to changing service needs. The Train Control Upgrade Project (TCUP) is a key component of the Core Capacity Program and will have the greatest impact on expanding Muni light rail's capacity to meet growing demand.

The Train Control Upgrade Project modernizes the over 20-year-old train control system to a communications-based train control system (CBTC). This will increase the throughput of trains in the Market Street tunnel and expand train control to the surface lines, providing for the first time the ability for centralized line management of the entire light rail system. An upgraded and expanded



train control system possesses the greatest potential of any single investment to effectively and significantly bolster system capacity.

Phase I of TCUP will demonstrate a new CBTC system on the Embarcadero and Third Street corridors, which serves high-traffic and high-growth destinations such as Oracle Park, Chase Center (new Warriors arena), Mission Bay, UCSF Medical Center, and provides transit connections for the equity priority communities of Bayview and Visitacion Valley to downtown. Phase 2 will replace the existing train control system in the Market Street subway and Central Subway with the new CBTC system. Phases 3-7 will further expand to the on-street branches of the J, K, L, M, N and T-Lines.

The SFMTA is applying for TIRCP funds specifically for Phase 2, which will have the greatest impact on ridership increase and GHG emission reductions. I am offering my strongest support for SFMTA's TIRCP application for Phase 2 of the Train Control Upgrade Project and urge you to consider this application for funding support.

Sincerely,

A handwritten signature in black ink, appearing to read "Dylan Fabris". The signature is fluid and cursive, with a long, sweeping underline that extends to the left.

Dylan Fabris  
Community & Policy Manager  
San Francisco Transit Riders