



Dec 03, 2024

The Honorable Peter Buttigieg  
Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Ave. SE  
Washington, DC 20590

Dear Secretary Buttigieg:

I am writing on behalf of San Francisco Transit Riders in support of the Transbay Joint Powers Authority's (TJPA) application for funding under the FY 2024 Federal-State Partnership for Intercity Passenger Rail Program. These funds will allow TJPA to complete the Downtown Rail Extension (DTX) final design for the rail tunnel which will complete the rail pathway for California High-Speed Rail and Caltrain commuter service into downtown San Francisco. It is a rail connection that will provide our community convenient and reliable access to multimodal transportation options throughout the Bay Area and ultimately high-speed rail service throughout the State. For San Franciscans, particularly those in disadvantaged communities, access to transit is access to employment, healthcare, food, education, and the things they love.

We fully appreciate the enormous national competition for these funds, and I understand that some at U.S. DOT feel that the electrified rail tunnel should be put off until California high-speed rail connects with Caltrain at San Jose. As you know, our state and local governments decided as early as 2001 to create the TJPA and put in place innovative local funding programs that allowed us to fund 80% of the \$2.32 billion Salesforce Transit Center. These decisions were made long before the launch of California high-speed rail and the now-completed electrification of Caltrain. They were made in the belief that building a multimodal transportation center that connected bus and rail service under one roof was the future of smart transportation. The federal government concurred in that view and in 2009 provided a \$400 million American Recovery and Reinvestment Act grant and approved a \$172 million TIFIA loan to construct the transit center's underground train box that would accommodate both California high-speed rail and Caltrain commuter service.

Had we waited to build the transit center the cost escalation alone would have made it impossible to complete. The same could apply to the DTX – the final phase of this transformative project – if it isn't funded today. Delay likely means never and years from now we will look back at this moment and ask why we lost the opportunity to complete the final rail connection to the Transit Center.

By approving this application, you will keep the DTX Final Design work on schedule allowing TJPA to begin construction of the DTX tunnel in 2028. I strongly urge you to do so.

Sincerely,

A handwritten signature in black ink, appearing to read "Dylan Fabris". The signature is fluid and cursive, with a large, sweeping initial "D".

Dylan Fabris  
Community & Policy Manager  
San Francisco Transit Riders