



San Francisco  
County Transportation  
Authority



SFMTA



April 10, 2024

Brian Kelly, Chief Executive Officer  
California High-Speed Rail Authority  
770 L Street, Suite 620  
Sacramento, California 95814

SUBJECT: California High-Speed Rail Authority Draft 2024 Business Plan – San Francisco  
Letter of Support

Dear Mr. Kelly,

We write to express our strong support for the California High-Speed Rail Authority (Authority) Draft 2024 Business Plan and to commend the Authority for continuing to advance delivery of the California high-speed rail program. San Francisco remains a steadfast proponent of the Authority's vision to transform and connect the state, deliver economic benefits, and support our shared climate and equity goals.

Since the completion of the 2022 Business Plan, the Authority has made transformational strides in planning and delivery of the high-speed rail program. In 2022, we were pleased to support the dedication of \$4.2 billion in Prop 1A bond funds to advance project delivery, and to support approval of the Final Environmental Impact Report/Statement for the San Francisco to San Jose Project Section. Major construction has continued to progress in the Central Valley, and we congratulate the Authority on securing a landmark \$3.07 billion federal grant in support of this work, firmly demonstrating the federal government's partnership and commitment to the program.

San Francisco and the Authority have continued to collaborate on initiatives to prepare Northern California for the arrival of high-speed trains. Later this year, the Peninsula Corridor Electrification Project (PCEP), for which the Authority and San Francisco are major funding partners, will enter revenue service, setting the stage for future blended Caltrain and high-speed rail service in the Bay Area. We look forward to working with the Authority, Caltrain, San Mateo County stakeholders, and regional partners on leveraging this investment with future Peninsula rail corridor improvements, including further safety and reliability upgrades and coordination of rail maintenance facilities in the area.

In addition, we remain committed to our joint work to implement The Portal project, led by the Transbay Joint Powers Authority (TJPA). The Portal will serve as high-speed rail's northern terminus, seamlessly connecting 11 transit operators at the Salesforce Transit Center in downtown San Francisco. Thank you for the Authority's leadership and for your staff's participation in The Portal's integrated multi-agency team. This partnership has

been the foundation of the project’s growing momentum in progressing to delivery. The Portal was recently recommended for \$500 million in federal funding through the Biden-Harris administration’s budget proposal. The coming year will be critical to advancing The Portal’s funding plan to secure a generational federal investment for California’s rail system. We look forward to making progress on the state’s financial participation in the project, including realizing the Authority’s \$550 million planned investment, or equivalent from other sources and value engineering.

Essential to these shared goals is the reauthorization of California’s Cap-and-Trade program, which is set to expire in 2030. This proven climate program delivers funding to high-speed rail and to the Transit Intercity Rail Capital Program (TIRCP) through the Greenhouse Gas Reduction Fund (GGRF). The renewal of GGRF in the near-term is needed to provide funding certainty for the Authority and for joint-benefit projects statewide. We look forward working together with the Authority and the California State Transportation Agency (CalSTA) this year to engage with stakeholders and decision-makers to lay the groundwork for reauthorizing this critical program. San Francisco strongly supports the completion of the Central Valley segment, and we look forward to helping the Authority to accelerate its efforts to reach the Bay Area, deliver on the Valley-to-Valley strategy, and support important investments in “bookend” projects in both Southern and Northern California. Harmonizing our regional and statewide priorities will boost our collective ability to capture historic levels of federal funds in the coming years. We respectfully seek an opportunity to meet with the Authority in the coming weeks, to discuss strategy for the Federal Railroad Administration’s Corridor Identification Program, the updated State Rail Plan, and our Bay Area/Northern California rail priorities.

Thank you once again for your continued collaboration on projects in San Francisco and the Bay Area. We look forward to partnering with the Authority to deliver high-speed trains statewide and to San Francisco’s Salesforce Transit Center for the benefit all Californians and beyond.

Sincerely,



Tilly Chang  
Executive Director  
SFCTA



Jeffrey Tumlin  
Director of Transportation  
SFMTA



Rich Hillis  
Director  
San Francisco Planning Department