



March 2, 2022

The Honorable Lena A. Gonzalez  
Chair, Senate Committee on Transportation  
State Capitol, Room 405  
Sacramento, CA 95814

The Honorable Maria Elena Durazo  
Chair, Senate Budget Subcommittee 5 on Corrections,  
Public Safety, Judiciary, Labor & Transportation  
State Capitol, Room 2032  
Sacramento, CA 95814

RE: Support for California High-Speed Rail Authority Draft 2022 Business Plan

Dear Chair Gonzalez and Chair Durazo:

On behalf of the San Francisco Bay Area Rapid Transit District (BART) and Capitol Corridor Joint Powers Authority (CCJPA), we write to express our support for the Draft 2022 Business Plan (Draft Plan) of the California High-Speed Rail Authority (Authority). BART and CCJPA appreciate the Legislature's continued oversight of this program and offer these comments in support of the high-speed rail program advancing to implementation.

A central element of California's commitment to combating climate change is modernizing, expanding, and greening our transportation network. BART and CCJPA support the high-speed rail program as a key component of that transformation. Complementing existing and developing rail systems such as ours, it will bring clean, efficient transportation options to residents throughout California. Over the years, we have worked collaboratively with the Legislature and the Authority to advance the high-speed rail program, including the appropriation and utilization of Proposition 1A connectivity funding and the electrification of the Caltrain corridor. BART is particularly interested in key connection points between our system and high-speed rail at the Salesforce Transit Center in downtown San Francisco, Millbrae-San Francisco International Airport, and San Jose Diridon Station.

We also are working closely with the California State Transportation Agency (CalSTA) and the Authority as we advance Link21, a transformational program to upgrade and expand the passenger rail network throughout the 21-county Northern California Megaregion. A central component of Link21 will be a new transbay rail crossing, tying in with planned high-speed service at the Salesforce Transit Center and connecting it with regional rail and transit. Continued progress and implementation of the Caltrain electrification project and the Downtown Extension Project as

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envisioned in the Draft Plan will be important to the successful development and delivery of the Link21 Program.

BART and CCJPA applaud the Authority's progress in securing environmental approval for the San Jose-Merced and San Francisco-San Jose sections in order to move forward with construction and ultimately operation of the Central Valley-to-Silicon Valley segment, with service through to San Francisco. As noted in the Draft Plan, passage of the federal Bipartisan Infrastructure Law presents unprecedented opportunities to advance important rail projects in California, including the high-speed rail system. Appropriation of the remaining \$4.2 billion in Proposition 1A funds will be important in helping secure additional federal support, and we urge the Legislature to provide this critical funding as part of a comprehensive transportation package.

We appreciate your consideration of our comments and ask that your committees continue to support advancement of the high-speed rail program along with other key rail and transit programs throughout the state.

Sincerely,



Robert M. Powers  
General Manager  
San Francisco Bay Area Rapid Transit District



Robert Padgette  
Managing Director  
Capitol Corridor Joint Powers Authority

cc: Members, Senate Transportation Committee  
Members, Senate Budget Subcommittee 5 on Corrections, Public Safety, Judiciary, Labor & Transportation  
Toks Omishakin, Secretary, California State Transportation Agency  
Brian Kelly, Chief Executive Officer, California High-Speed Rail Authority  
BART Board of Directors  
CCJPA Board of Directors