



March 8, 2021

The Honorable Laura Friedman
Chair, Assembly Transportation Committee
102 N Street, Room 112
Sacramento, California 95814

The Honorable Richard Bloom
Chair, Assembly Budget Subcommittee 3 on Climate Crisis, Resources, Energy, and Transportation
State Capitol, Room 6026
Sacramento, CA 95814

RE: Support for California High-Speed Rail Authority Revised Draft 2020 Business Plan

Dear Chair Friedman and Chair Bloom:

On behalf of the San Francisco Bay Area Rapid Transit District (BART) and Capitol Corridor Joint Powers Authority (CCJPA), we write to express strong support for the Revised Draft 2020 Business Plan (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.

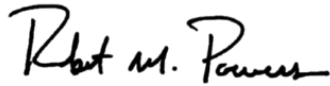
BART and CCJPA believe the high-speed rail program will transform California's transportation network. It will be an important complement to existing rail systems such as ours and will bring clean, efficient transportation options to residents throughout California. We have worked collaboratively with the Legislature and the Authority to advance key elements of the high-speed rail program, including the appropriation of 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.

BART and CCJPA support the Plan's focus on completing environmental approvals on 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, and service through to San Francisco. We understand the Authority is requesting a Proposition 1A appropriation of \$4.2 billion as part of the 2021-2022 Budget Act and urge the Legislature to provide this critical funding to allow for the completion of the Central Valley segment currently under construction.

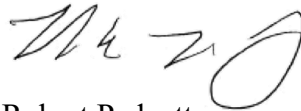
Together, BART and CCJPA are also advancing Link21, a transformational program to upgrade and expand the passenger rail network throughout the 21-county Northern California Megaregion. A central component of Link21 will be a new transbay rail crossing, tying in with planned high-speed service at the Salesforce Transit Center and connecting it with the regional rail system. Continued progress and implementation of the Caltrain electrification project and the Downtown Extension Project as envisioned in the Plan will be important to the successful development and delivery of the Link21 Program.

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 Powers
General Manager
San Francisco Bay Area Rapid Transit District



Robert Padgette
Managing Director
Capitol Corridor Joint Powers Authority

cc: Members, Assembly Transportation Committee
Members, Assembly Budget Subcommittee 3 on Climate Crisis, Resources, Energy, and Transportation
Brian Kelly, Chief Executive Officer, California High-Speed Rail Authority
BART Board of Directors
CCJPA Board of Directors