



SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
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TAB 14

2010

February 22, 2010

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PRESIDENT

Bob Franklin
VICE PRESIDENT

Dorothy W. Dugger
GENERAL MANAGER

Ms. Bimla Rhinehart
Executive Director
California Transportation Commission
1120 N Street, Room 2221 (MS-52)
Sacramento, CA 95814

Dear Ms. Rhinhart:

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Gail Murray
1ST DISTRICT

Joel Keller
2ND DISTRICT

Bob Franklin
3RD DISTRICT

Carole Ward Allen
4TH DISTRICT

John McPartland
5TH DISTRICT

Thomas M. Blalock, P.E.
6TH DISTRICT

Lynette Sweet
7TH DISTRICT

James Fang
8TH DISTRICT

Tom Radulovich
9TH DISTRICT

On behalf of the San Francisco Bay Area Rapid Transit District (BART), we greatly appreciate your efforts to include the various eligible public agencies in your process for adopting the High-Speed Passenger Train Bond Program Guidelines.

For the most part, we believe that the draft Guidelines provide appropriate guidance for eligible agencies. However, we are somewhat concerned that the Guidelines, under the Commuter and Urban Rail Program – Project Eligibility section, specify that the Commission will “Give priority to those projects that provide direct connectivity to the high-speed train system,” without recognizing other critical elements of connectivity such as capacity enhancements, rolling stock and safety improvements, that were contained in the enabling legislation and the related bond measure passed by the voters.

Construction of the BART system began in the mid-1960s and the first operational segment of the system opened to passengers in 1972. Today, BART is the backbone of the Bay Area regional transportation system, carrying more than 330,000 passengers a day, providing a safe and efficient alternative to the automobile, and connecting travelers with other local transit options around the region. We look forward to providing critical connectivity to the High Speed Passenger Train system as well.

However, BART can not provide that critical connectivity without the necessary capacity improvements to existing facilities and rolling stock. The Legislature recognized the need to enhance capacity and improve safety to existing transit systems when they passed the enabling legislation and provided the statutory language for Section 2704.095 of the Streets and Highways code, which reads, in part :

2704.095. (a) (1) Net proceeds received from the sale of nine hundred fifty million dollars (\$950,000,000) principal amount of bonds authorized by this chapter shall be allocated to eligible recipients for capital improvements to intercity and commuter rail lines and urban rail systems that provide direct connectivity to the high-speed train system and its facilities, or that are part of the construction of the

high-speed train system as that system is described in subdivision (b) of Section 2704.04, or that provide capacity enhancements and safety improvements.

(d) Funds allocated pursuant to this section shall be used to pay or reimburse the costs of projects to provide or improve connectivity with the high-speed train system or for the rehabilitation or modernization of, or safety improvements to, tracks utilized for public passenger rail service, signals, structures, facilities, and rolling stock.

We recommend that the Commission consider adding language to the draft Guidelines that recognizes these critical elements of connectivity, and submit the following suggestion for your consideration:

Under the Commuter and Urban Rail Program – Project Eligibility section, item 15, amend the first bullet to read:

- Give priority to those projects that provide direct connectivity to the high-speed train system, or that provide for the rehabilitation or modernization of, or safety improvements to, tracks utilized for public passenger rail service, signals, structures, facilities, and rolling stock.

Thank you for your thoughtful consideration of this request. We look forward to working with you as the CTC implements this important program.

Sincerely,



Dorothy W. Dugger
General Manager

cc: All CTC Commissioners