

# SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

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## MEMORANDUM

**TO:** Board of Directors

**DATE:** April 2, 2021

**FROM:** District Secretary

**SUBJECT: Resolution in Support of the 2020 Revised California High-Speed Rail Authority Business Plan as Part of an Integrated Zero-Emission Public Transit System**

At the request of Directors Li and Saltzman, attached is a proposed resolution supporting the 2020 Revised California High-Speed Rail Authority Business Plan. BART affirms commitment to California High-Speed Rail as part of a highly integrated statewide and regional transportation system that provides convenient, seamless, and affordable transit for customers.

If you have any questions or concerns, please contact me.

Thank you.



Jacqueline R. Edwards

cc: Board Appointed Officers  
Deputy General Manager  
Executive Staff

**BEFORE THE BOARD OF DIRECTORS OF THE  
SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT**

**In the Matter of Support of the 2020 Revised California  
High-Speed Rail Authority Business Plan as Part of an  
Integrated Zero-Emission Public Transit System**

**Resolution No. \_\_\_\_\_**

WHEREAS the voters of California approved Proposition 1A in 2008 with a \$9.95B down-payment on the cost to build high-speed rail from downtown San Francisco to Los Angeles with trains traveling up to 220 mph making the trip in less than three hours and

WHEREAS \$950M of those funds have been put to use, as directed in Proposition 1A, to enhance connectivity with local systems, including BART

WHEREAS \$4.2B of the original bond funds remain; and

WHEREAS California high-speed rail is at a critical juncture with over 119 miles in construction in the Central Valley, over 50 structures built or under construction, over 5,500 jobs created and environmental clearance moving forward across the state;

WHEREAS for too long, the Central Valley has been locked out from the San Francisco and Los Angeles economic engines and suffers from the worst unemployment in the state and building California high-speed rail will connect the Central Valley to the economic opportunities in California's major metropolitan regions;

WHEREAS the Central Valley suffers from some of the worst air quality, not just in the state, but in the country and zero-emission California high-speed rail offers the single largest source of greenhouse gas emission reduction as it replaces short-trip air flights and longer car trips, reducing ill health effects including childhood asthma;

WHEREAS, in the flat, straight Central Valley California high-speed rail can test and operate trains at the 220 mph necessary to reduce travel times and allow for the "proof of concept" that will get the next segments to Los Angeles and San Francisco built;

WHEREAS California high-speed rail will play a critical role to increase public transit as the backbone of an interconnected statewide rail and transit system that includes connections to BART in San Jose, Millbrae, and (with a short walk) San Francisco.

WHEREAS The California Air Resources Board reported in 2018 that no California regions, including the Bay Area, are on track to meet their greenhouse gas reduction targets, with increasing Vehicle Miles Travelled (VMT) and declines in transit ridership cited as a primary factors;

NOW, THEREFORE, BE IT RESOLVED BY The San Francisco Bay Area Rapid Transit District  
AS FOLLOWS:

BART supports the California High-Speed Rail Authority's 2020 Revised Draft Business Plan and affirms commitment to California high-speed rail as part of a highly integrated statewide and regional transportation system that provides convenient, seamless, and affordable transit for customers.

The BART Board of Directors urges the California Legislature to appropriate the remaining \$4.2B in Proposition 1A bond funds as part of the 2021-2022 Budget to support creating the first operating segment of the first high-speed rail system in the United States as part of California's integrated, zero-emission public transit system.