

January 6, 2010

Ms. Bimla Rhinehart
 Executive Director
 California Transportation Commission
 1120 N Street, Room 2200
 Sacramento, CA 95812

Dear Ms. Rhinehart:

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On behalf of the Capitol Corridor Joint Powers Authority (CCJPA), I am providing comments on the Draft "High-Speed Passenger Train Bond Program Guidelines" prepared by the California Transportation Commission (December 17, 2009).

As you are probably well aware, the Capitol Corridor intercity passenger rail service, as one of the state's intercity passenger rail corridors, is identified in the Bond Act as an eligible connecting service and the CCJPA, the managing agency for the Capitol Corridor, has prepared a program of improvements to develop and enhance the connections with the state's planned high-speed trains at the San Jose and, eventually, the Sacramento intermodal stations. To use the European and Asian high speed train networks as a model, the CCJPA needs the Capitol Corridor service to be ready as a distributor and collector for an entirely new ridership market when high speed trains begin operations.

To that end, the CCJPA would like to submit the following comments on the Commission's draft guidelines

1. While the guidelines developed by the Commission state that these funds cannot be used for pre-construction or right-of-way (ROW) project phases, the bond act does not place such restrictions on the use of these funds. The CCJPA would like the flexibility to use some of these funds for design/engineering plans and environmental documentation in order to prepare various projects for construction and/or implementation phases to improve connections with the state's high-speed trains.

The reasoning behind this request is that the CCJPA intends to use these state bond funds as the requisite match in the applications for the Federal Railroad Administration (FRA) High Speed/Passenger Intercity Passenger Rail (HSIPR) Program capital grants. Currently, the federal FY2010 Appropriations Report before the President includes \$2.5 billion in these grant funds and the federal regulations require a minimum of 20% the total project cost. This FY2010 appropriation is a supplement to the initial \$8B HSIPR Program initiated by the American Recovery and Reinvestment Act (Recovery Act).

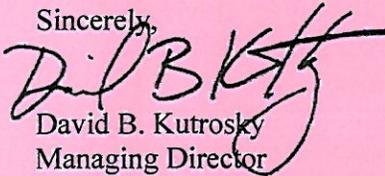
2. To further the CCJPA's application for these current and future FRA HSIPR capital grant funds, the CCJPA proposes that the guidelines stipulate that any annual state bond funds being made available for the state High Speed Passenger Train system should be allocated to the high-speed trains and connecting transit agencies using the same proportionate funding split established in the bond act itself.
3. As provided with other state transportation bond funds, the CCJPA would like to have the opportunity to loan annual shares amongst eligible agencies as needed.

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The CCJPA appreciates the opportunity to provide comments on these guidelines for the state's high speed train connectivity bond funds. We look forward to working with the Commission as this program advances so that these funds can be used by the identified agencies to implement projects that will connect with the state's high speed trains.

Should you have any questions, please do not hesitate to contact me at (510) 464-6993.

Sincerely,

A handwritten signature in black ink, appearing to read "David B. Kutrosky", written over a circular stamp or seal.

David B. Kutrosky
Managing Director

cc: CCJPA Board of Directors

Randall Iwasaki, Director-California Department of Transportation

Bill Bronte, Chief, Division of Rail-California Department of Transportation