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ADAM C. GRAY

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COMMITTEES

CHAIR: GOVERNMENTAL ORGANIZATION
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JOINT LEGISLATIVE COMMITTEE ON
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CHAIR: SELECT COMMITTEE ON HEALTH
ACCESS IN RURAL COMMUNITIES

September 3, 2019

Carl Guardino, President and CEO
Silicon Valley Leadership Group
2001 Gateway Place, Suite 101E
San Jose, CA 95110

Alicia John-Baptiste, President and CEO
SPUR
654 Mission Street
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Bay Area Council
353 Sacramento Street, 10th Floor
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Jo Ann Prompongsatorn Farrant &
Ann Cheng, Co-Executive Directors
TransForm
436 14th Street, Suite 600
Oakland, CA 94612

RE: Altamont Corridor Vision Phase 1 Improvement Program Inclusion in FASTER Bay Area

Dear "FASTER Bay Area" Partners,

I write to offer my strong support for the inclusion of \$1.9 billion for the Altamont Corridor Vision Phase 1 Improvements Program as part of FASTER Bay Area. I understand the Silicon Valley Leadership Group, Bay Area Council, SPUR, and TransForm are working in partnership to have FASTER Bay Area on the November 2020 ballot for Bay Area voters.

The Altamont Corridor that connects the San Joaquin Valley to the Bay Area is one of the most heavily traveled, most congested, and fastest growing corridors in the Northern California megaregion. Over 86,000 people commute daily from the Northern San Joaquin Valley through the Altamont Corridor. The Bay Area Council estimates that congestion will increase an additional 75% between 2016 and 2040. To achieve state and regional environmental and economic development goals, a robust passenger rail alternative is needed in the Altamont Corridor to increase mobility by providing a sustainable transportation option, provide greater connectivity, and a better quality of life and access to jobs, educational opportunities and health care facilities.

The Altamont Corridor Vision Phase 1 Improvement Program is the result of a partnership between San Joaquin Regional Rail Commission (Altamont Corridor Express [ACE]), Tri-Valley-San Joaquin Valley Regional Rail Authority (Valley Link), and San Joaquin Joint Powers Authority (San Joaquins). The Bay Area improvements of this Phase 1 Program include \$1.1 billion for the implementation of 8.6-miles of new alignment through the Altamont Pass (between Greenville Road and the San Joaquin County Line) to be used by both ACE and Valley Link services. This new alignment through the Altamont Pass would include a 3.5 mile tunnel and enable speeds up to 125 mph that would decrease train travel times through the Altamont Pass by 11 to 15 minutes. Bay Area Phase 1 improvements also include \$600 million to fund equipment and the additional infrastructure needed to complete the Valley Link service between Dublin/Pleasanton BART and Livermore. In the near-term, the Tri-Valley – San



Joaquin Valley Regional Rail Authority anticipates running 25 Valley Link daily round-trips between Dublin/Pleasanton BART and North Lathrop Transfer Station in San Joaquin County. In addition, Phase 1 also includes \$200 million is included for new ACE equipment and Bay Area station/alignment improvements for two additional ACE round-trips between the San Joaquin Valley and San Jose.

The Altamont Corridor Vision Phase 1 Improvement Program will provide safe, frequent, and reliable regional rail service by modernizing passenger rail in the Altamont Corridor. The vastly improved infrastructure through the Altamont Pass would be separated from freight, double tracked, grade separated, and enable for faster speeds (up to 125 mph) and frequent service. The Altamont Corridor Vision Phase 1 Improvement Program is the first step towards the completion of the Altamont Corridor Vision which is consistent with the 2018 State Rail Plan, 2007 MTC Regional Rail Plan, MTC Resolution 3829 from 2007, and the CHSRA's Altamont Corridor Rail Project.

The Altamont Corridor Phase 1 Improvement Program would reduce congestion on some of the Bay Area's most congested freeways (I-580/I-680 Corridor) and reduce the amount of greenhouse gases and air pollution emissions by diverting trips that would have previously been taken by an automobile.

The transformative Altamont Corridor Vision Phase 1 Improvement Program would have a very positive effect on the Northern California Megaregion's underserved priority and rural communities by providing a convenient and inexpensive alternative to the rising costs of automobile. Connecting these San Joaquin Valley communities to the Bay Area's large economic centers would increase safe and affordable transportation options between these communities. The Vision would also foster more compact and sustainable growth, providing access to affordable housing and a chance to rebalance the job centers equitably.

I am pleased to give my most enthusiastic support of the Altamont Corridor Vision Phase 1 Improvement Program to be included as part of FASTER Bay Area for the benefit of the Bay Area and the people of my district in the Northern San Joaquin Valley.

Sincerely,



Adam Gray
Assemblymember, 2d1st District

CC: San Joaquin Regional Rail Commission (ACE)
Tri-Valley-San Joaquin Valley Regional Rail Authority (Valley Link)
San Joaquin Joint Powers Authority (San Joaquins)

AG/ra