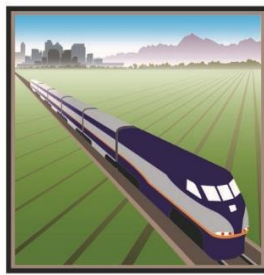


Supervisor **Vito Chiesa**, Chair, Stanislaus County
Councilmember **Patrick Hume**, Vice-Chair, City of Elk Grove
Supervisor **Scott Haggerty**, Vice-Chair, Alameda County
Councilmember **Kevin Romick**, City of Oakley
Supervisor **Rodrigo Espinoza**, Merced County
Councilmember **Bob Johnson**, City of Lodi
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Supervisor **Sal Quintero**, Fresno County
Supervisor **Amy Shuklian**, Tulare County



San Joaquin Joint Powers Authority

Alternate **Richard O'Brien**, City of Riverbank
Alternate **Don Nottoli**, Sacramento County

Alternate **David Hudson**, City of San Ramon
Alternate **Daron McDaniel**, Merced County
Alternate **Bob Elliott**, San Joaquin County
Alternate **Francisco Ramirez**, City of Hanford
Alternate **Andrew Medellin**, City of Madera

Alternate **Bob Link**, City of Visalia

August 8, 2019

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

Dear Carl, Jim and Alicia,

San Joaquin Joint Powers Authority (SJJPA) is pleased to provide this letter to strongly support the inclusion of \$1.9 billion for the Altamont Corridor Vision Phase 1 Improvements Program as part of FASTER Bay Area. It is our understanding the Silicon Valley Leadership Group, Bay Area Council, and SPUR 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. 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. SJJPA anticipates running San Joaquin trains over the Altamont Corridor once improvements have been made to allow greater passenger rail frequencies. The Altamont Corridor is viewed as the primary regional rail passenger rail connection between the Northern San Joaquin Valley and the Bay Area.

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 SJJPA. 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 – 15 minutes.

MEMBER AGENCIES

Alameda County - Contra Costa County Transportation Authority - Fresno Council of Governments - Kings County Association of Governments - Madera County Transportation Commission
Merced County Association of Governments - Sacramento Regional Transit - San Joaquin Regional Rail Commission - Stanislaus Council of Governments - Tulare County Association of Governments

Bay Area Phase 1 improvements also includes \$600 million to fund equipment and the additional infrastructure needed to complete the Valley Link service between Dublin/Pleasanton BART and ACE at a Greenville Road Station. 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 fast (up to 125 mph maximum speeds), 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:

- Substantially increase regional rail ridership in the Altamont (I-580/I-680) Corridor.
- Reduce the amount of greenhouse gases and air pollution emissions by diverting trips that would have previously been taken by an automobile.
- Reduce congestion on some of the Bay Area's most congested freeways (I-580/I-680 Corridor)

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.

We are pleased to provide this letter of strong support of the Altamont Corridor Vision Phase 1 Improvement Program to be included as part of FASTER Bay Area to help move the Bay Area and the Northern California Megaregion forward.

Sincerely,



Vito Chiesa

Chair

CC: Gwen Litvak, Jason Baker, Laura Tolkoff

ADD