
TRI-VALLEY TRANSPORTATION COUNCIL

November 19, 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
San Francisco, CA 94105-4015

Jim Wunderman, President and CEO
Bay Area Council
353 Sacramento Street, 10th Floor
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RE: Altamont Corridor Vision Phase 1 Improvement Program Inclusion in FASTER Bay Area

Dear Carl, Jim, and Alicia,

The Tri-Valley Transportation Council (TVTC) 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.

The Altamont Corridor Vision Phase 1 Improvement Program is the result of a partnership between the Tri-Valley – San Joaquin Valley Regional Rail Authority (Valley Link), San Joaquin Regional Rail Commission (Altamont Corridor Express [ACE]), and San Joaquin Joint Powers Authority (San Joaquin). 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. 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 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 for new ACE equipment and Bay Area

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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).
- Promote transit-oriented development throughout the Altamont Corridor.

The transformative Altamont Corridor Vision Phase 1 Improvement Program would have a very positive effect on the Northern California Megaregion's underserved minority and rural communities by providing a convenient and inexpensive alternative to the rising costs of the 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. In addition, the TVTC respectfully notes that transportation is one part of the jobs-housing-transportation system. FASTER Bay Area responds to the transportation piece of the system. To better address the regional issues, the creators of FASTER Bay Area should consider ways of creating maximum passenger transit efficiency not only in the typical commute direction, but in the reverse commute direction. To achieve this, more housing should be developed in the western areas of the Megaregion and more job opportunities in the eastern areas of the Megaregion.

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The TVTC also notes that while sales taxes are, by definition, regressive, the fact is that those who commute from the Central Valley to the Bay Area are those who cannot afford the Bay Area. Ensuring that residents of the Central Valley and Eastern Alameda county benefit from the FASTER Bay Area Measure will do much to offset the nature of the tax.

Sincerely,



Kathy Narum, Chairperson
Tri-Valley Transportation Council