



March 9, 2021

The Honorable Laura Friedman Chair, Assembly Transportation Committee
102 N Street, Room 112
Sacramento, California 95814

The Honorable Richard Bloom Chair, Assembly Budget Subcommittee 3 on Climate Crisis,
Resources, Energy, and Transportation
State Capitol, Room 6026
Sacramento, CA 95814

RE: Support for California High-Speed Rail Authority Revised Draft 2020 Business Plan

Dear Chair Friedman and Chair Bloom:

On behalf of the Santa Clara Valley Transportation Authority (VTA), I am writing to express our support for the direction laid out in the California High-Speed Rail Authority Revised Draft 2020 Business Plan. We support how the Plan advances implementation of the high-speed rail system regionwide. Additionally, we support how the current proposal calls for completion of the 119 miles under active construction in the Central Valley, extension to 171 miles of electrified rail connecting Merced, Fresno, and Bakersfield as an interim operating segment as the rest of the project is completed.

The Santa Clara Valley Transportation Authority is an independent special district that provides sustainable, accessible, community-focused transportation options that are innovative, environmentally responsible, and promote the vitality of our region. VTA provides bus, light rail, and paratransit services, as well as participates as a funding partner in regional rail service including Caltrain, Capital Corridor, and the Altamont Corridor Express.

VTA provides these services and continually builds partnerships to deliver transportation solutions that meet the evolving mobility needs in Santa Clara County. We are unique among transportation organizations in the San Francisco Bay Area. VTA is the County's authority for transit development and operations (light rail and bus), congestion management, transportation-related funding, highway design and construction, real estate and transit-oriented development, and bicycle and pedestrian planning. With partners on the local, State and Federal levels, VTA works to innovate the way Silicon Valley moves and provides mobility solutions.

As partners in transportation, we support building the nation's first truly high-speed rail system linking the Bay Area to Los Angeles and Anaheim. Completing the work is in California's interest to maintain its position as a global leader when it comes to economic prosperity and opportunity, job creation, combating climate change and building world-class infrastructure. Having recently successfully completed Phase 1 connecting BART to our county and advancing on Phase 2, helps us understand the importance of advancing environmental clearance and follow-on pre-construction steps across the State in advance of pursuing additional funding for construction.

VTA stands as a transportation partner in the Bay Area to accomplish the objectives laid out in the Revised 2020 Business Plan. We support asking the California Legislature to appropriate the remaining \$4 billion in Proposition 1A funds to complete construction and electrify the corridor in the Central Valley. We urge the Legislature to appropriate the funding from the general obligation bonds to the Authority before they are expended.

We are pleased to lend our active support for the Revised 2020 Business Plan and look to a future where people have options in mobility in the Bay Area and across California.

Sincerely,

DocuSigned by:

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Glenn Hendricks

Chairperson, Board of Directors
Santa Clara Valley Transportation Authority

cc: Members, Assembly Transportation Committee
Members, Assembly Budget Subcommittee 3 on Climate Crisis, Resources, Energy, and
Transportation
Brian Kelly, Chief Executive Officer, California High-Speed Rail Authority
VTA Board of Directors