



CITY COUNCIL 2021

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March 9, 2021

Assembly Member Laura Friedman
Assembly Committee on Transportation, Chair
Legislative Office Building
1020 N Street, Room 112
Sacramento, CA 95814

RE: California High Speed Rail Draft 2020 Business Plan

Dear Chair Friedman:

I am writing in strong support of the California High-Speed Rail Project Draft 2020 Business Plan and the appropriation of the remaining Proposition 1A funds for the completion of the Central Valley segment. By initiating electric, high-speed rail in the Central Valley, California is demonstrating the viability and transformative nature of this type of megaproject. This plan ensures that the project is delivered as quickly and efficiently as possible while realizing the mobility, environmental and economic benefits that fully electrified high-speed rail will bring to California.

With 350 miles of electrified high-speed rail under development, California continues to demonstrate its leadership and long-term vision for a better future. The High-Speed Rail Authority's policy recommendations, as laid out in the Draft 2020 Business Plan, will expand the project in the Central Valley to 171-miles of electric high-speed rail while maintaining investments that will provide greater connectivity and more reliable operations for the Valley's other important rail and bus services, including reducing the travel time between Oakland, Sacramento and Bakersfield by up to 100 minutes. These new efficiencies will get more pollution emitting cars off our congested roads and highways and onto public transit, which will improve the air quality of communities with some of the nation's highest levels of pollutants.

California is already realizing the benefits from the initial investments in high-speed rail. Statewide, the project has resulted in almost 50,000 job-years of employment and \$9 billion in economic activity. Over 1,208 daily construction workers were dispersed to 35 open jobsites in the Central Valley, doubling the daily rate of workers dispatched at the beginning of the pandemic. We need to continue these investments in our businesses and in our communities through the continued commitment to electrified high-speed rail.

These building blocks in the Central Valley are an integral part of the system that will expand to both Northern and Southern California to connect the entire State. Finishing the segment in the Central Valley and beginning an interim operation will allow the technology to be demonstrated as we work on the next building blocks that will take that service and connect it to an upgraded Caltrain Corridor in Northern California.

Despite the delays due to the pandemic, the path proposed in the California High-Speed Rail Authority's Draft 2020 Business Plan remains the quickest and most cost-efficient path towards realizing the significant benefits that a fast, clean, electrified high-speed rail service holds for Californians, and I look forward to continuing to work towards making that vision a reality. If you have any questions, please do not hesitate to contact me.

Sincerely,



Mark Addiego
Mayor, South San Francisco

Cc: The City of South San Francisco City Council
Boris Lipkin, Northern California Regional Director, California High Speed Rail Authority
Mike Futrell, City Manager, City of South San Francisco