



TRANSBAY JOINT POWERS AUTHORITY

Mark Zabaneh • Executive Director

May 21, 2020

The Honorable Jim Frazier
Chairperson, Assembly Transportation Committee
1020 N Street, Rm 112
Sacramento, CA 95814

Re: Support of Governor Newsom's plan to deliver the California High Speed Rail Project from the Transbay Joint Powers Authority

Dear Chairman Frazier:

On behalf of the Salesforce Transit Center and its JPA, I want to express my strong support of Governor Newsom's plan to deliver the California High-Speed Rail Project.

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.

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. The first 119-miles of construction alone has dispatched over 3,500 construction workers to jobsites and supported more than 500 small and disadvantaged businesses. We need to continue these investments in our businesses and in our communities through the continued commitment to electrified high-speed rail.

Regionally, the Salesforce Transit Center and the Transbay Program are not only transforming public transit into and out of San Francisco, but also the Bay Area's regional transportation network. This includes enhancing the service of transit agencies such as AC Transit, Golden Gate Transit, WestCAT Lynx, Greyhound, BART, Paratransit, SamTrans and Amtrak.

The next phase of the Transbay Program is the most critical to the region and our state: bringing rail to downtown San Francisco.

As you know, we have completed Phase 1 of the transit center and Phase 2 includes the construction of the Caltrain Downtown Rail Extension also known as DTX. This is the linchpin for delivering High Speed Rail service to San Francisco and accomplishing the Second Transbay Rail Crossing. The regional importance of the project was recognized in the 2013 iteration of Plan Bay Area, and once again in the final preferred scenario for the 2017 update, which both designate

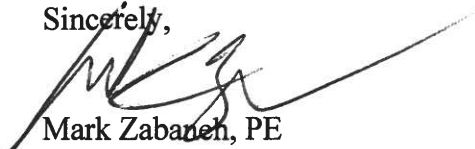
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the DTX as a regional priority for the federal New Starts program and commits substantial regional funds. These building blocks in the Central Valley and our Bay Area region are integral parts of the system that will expand to both Northern and Southern 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. The path proposed in the California High-Speed Rail Authority's Draft 2020 Business Plan represents 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 Zabaneh, PE
Executive Director