

**DEPARTMENT OF TRANSPORTATION**

OFFICE OF THE DISTRICT 10 DIRECTOR  
P.O. BOX 2048, STOCKTON, CA 95201  
(1976 E. DR. MARTIN LUTHER KING JR. BOULEVARD 95205)  
PHONE (209) 948-7943  
FAX (209) 948-3895  
TTY 711  
www.dot.ca.gov



*Making Conservation  
a California Way of Life.*

September 3, 2019

Mr. Carl Guardino, President and CEO  
Silicon Valley Leadership Group  
2001 Gateway Place, Suite 101E  
San Jose, CA 95110

Dear Mr. Guardino:

The California Department of Transportation 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 San Joaquin Regional Rail Commission (Altamont Corridor Express [ACE]), Tri-Valley-San Joaquin Valley Regional Rail Authority (Valley Link), and San Joaquin Joint Powers Authority (San Joaquins). 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 long 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 station and 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 Northern California Megaregion's underserved population and rural communities by providing a convenient and inexpensive alternative to the rising costs of automobile transportation. 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

Mr. Guardino  
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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.

If you have any questions or concerns, please contact me at (209) 948-7943 or via e-mail sent to dan.mchelhinney@dot.ca.gov.

Sincerely,



DAN McELHINNEY, P.E.  
District 10 Director

c: Dan Leavitt, Manager of Regional Initiatives, Altamont Corridor Express  
Ken Baxter, Deputy District Director, Caltrans District 10

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Mr. Jim Wunderman, President and CEO  
Bay Area Council  
353 Sacramento Street, 10th Floor  
San Francisco CA 94111

Dear Mr. Wunderman:

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DAN McELHINNEY, P.E.  
District 10 Director

c: Dan Leavitt, Manager of Regional Initiatives, Altamont Corridor Express  
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September 3, 2019

Mrs. Alicia John-Baptiste, President and CEO  
SPUR  
654 Mission Street  
San Francisco, CA 94105-4015

Dear Mrs. John-Baptiste:

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