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April 1, 2022

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Brian P. Kelly
Chief Executive Officer
California High-Speed Rail Authority
770 L Street, Suite 620
Sacramento, CA 95814
Via brian.kelly@hsr.ca.gov

RE: REQUEST FOR INCLUSION OF VALLEY LINK IN THE CALIFORNIA HIGH-SPEED RAIL AUTHORITY'S (CHSRA) 2022 BUSINESS PLAN

Dear Mr. Kelly:

On behalf of the Tri-Valley – San Joaquin Valley Regional Rail Authority (Valley Link) I am writing to request the inclusion of the Valley Link rail project in the CHSRA 2022 Business Plan. The Valley Link rail project will provide a new 42-mile, 7 station rail connection between the Dublin/Pleasanton BART station in Alameda County and the North Lathrop Altamont Corridor Express station in San Joaquin County with all day service on BART frequencies during peak periods. Valley Link will provide critical statewide rail connectivity closing a key gap between BART and the state rail system in the Central Valley — linking nearly 500 miles of commuter and intercity rail with more than 130 stations throughout the Northern California Megaregion. Consistent with the State Rail Plan and the CHSRA Draft 2022 Business Plan, Valley Link will expand equitable access by providing the Bay Area and communities in San Joaquin County with integrated connectivity to the Merced – Bakersfield High-Speed Rail Interim Operating Segment and Sacramento through the existing Altamont Corridor Express (ACE) and future Valley Rail passenger rail services. It is also in the Metropolitan Transportation Commission's (MTC) recently adopted Plan Bay Area 2050 for the near-term (2021-2035) project delivery period.

Valley Link specifically would ask that CHSRA include the Valley Link rail project in the final 2022 Business Plan to as follows:

1. Add Valley Link to Exhibit 2.0: Central Valley Connectivity Map as the line "To Dublin/Pleasanton" from the Altamont Corridor Express (ACE) line between Merced and Sacramento with the addition of another line "To San Jose" for ACE.
2. Add a bullet on page 10, "Central Valley Connectivity" to specifying "Valley Link to Dublin/Pleasanton" and leave the existing bullet as "Altamont Corridor Express (ACE) to San Jose and a planned future connection to Sacramento."

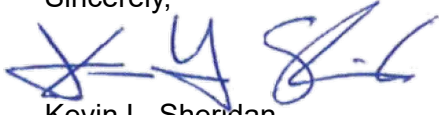


3. Add Valley Link to Exhibit 2.1: Northern California Bay Area Connectivity Map as a direct connection to the Dublin/Pleasanton BART station with a line extending east to the City of Lathrop.

We have included attachments to this letter that present the requested updates to both of the exhibits.

The Authority supports the Draft 2022 Business Plan including the Merced – Bakersfield High-Speed Rail Interim Operating Segment. We also support the Governor’s Fiscal Year 22-23 Budget proposal to utilize the remaining \$4.2 billion in Prop 1A high-speed rail bond funds for High-Speed Rail. We appreciate your consideration of this request to include the Valley Link rail project in the final 2022 Business Plan and look forward to the advancement of this important project along with High-Speed Rail system in California. If you or your staff have any additional questions on this request, please contact Wil Ridder of my staff at wridder@valleylinkrail.com or (209) 518-2365.

Sincerely,



Kevin L. Sheridan
Executive Director/CEO

Attachments:

1. Revised Exhibit 2.0: Central Valley Connectivity Map
2. Revised Exhibit 2.1: Northern California Bay Area Connectivity Map

Cc:

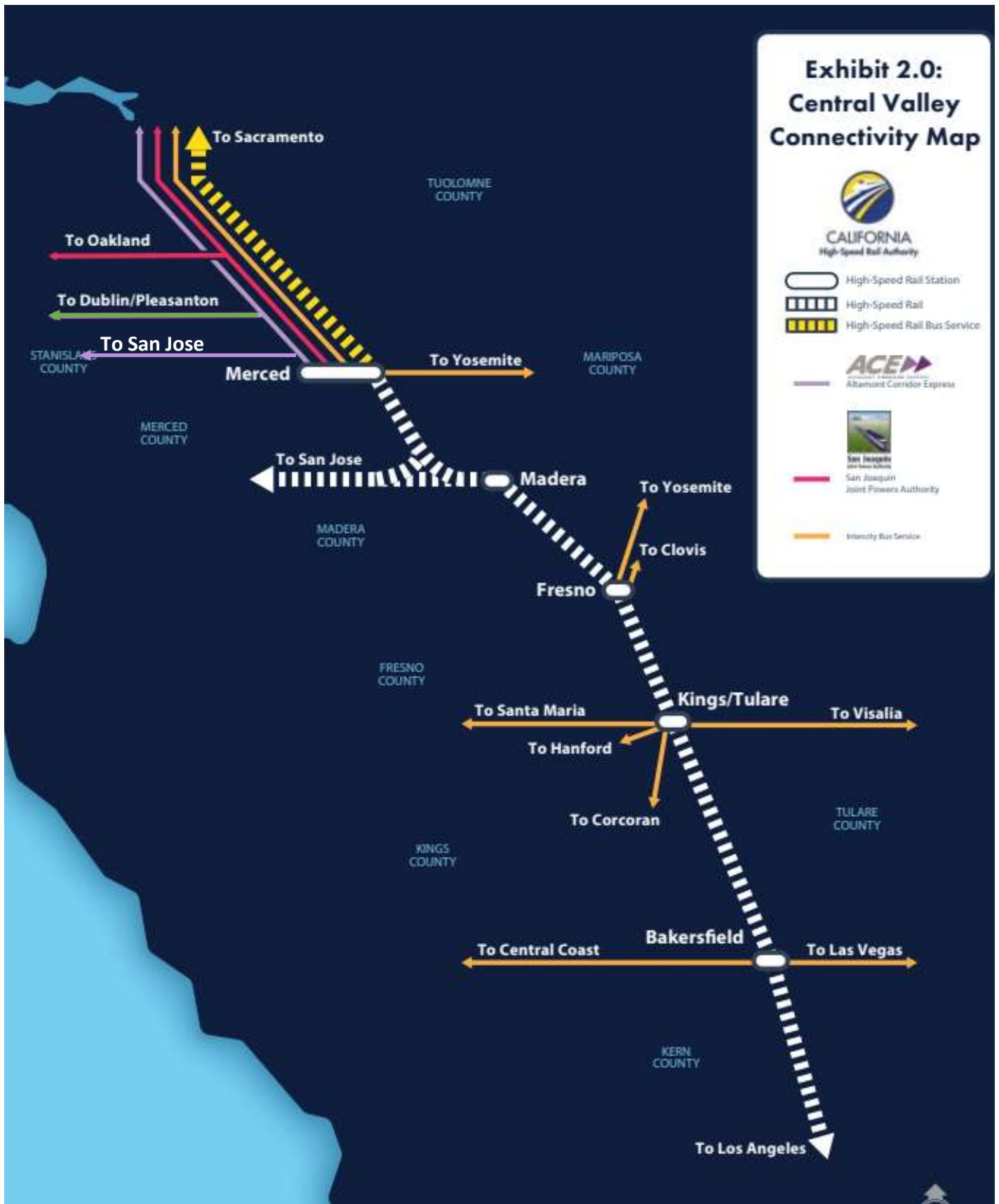
HSR Draft Business Plan Comments (DraftBP2022@hsr.ca.gov)
Wil Ridder (wridder@valleylinkrail.com)



Tri-Valley & San Joaquin Valley
REGIONAL RAIL AUTHORITY



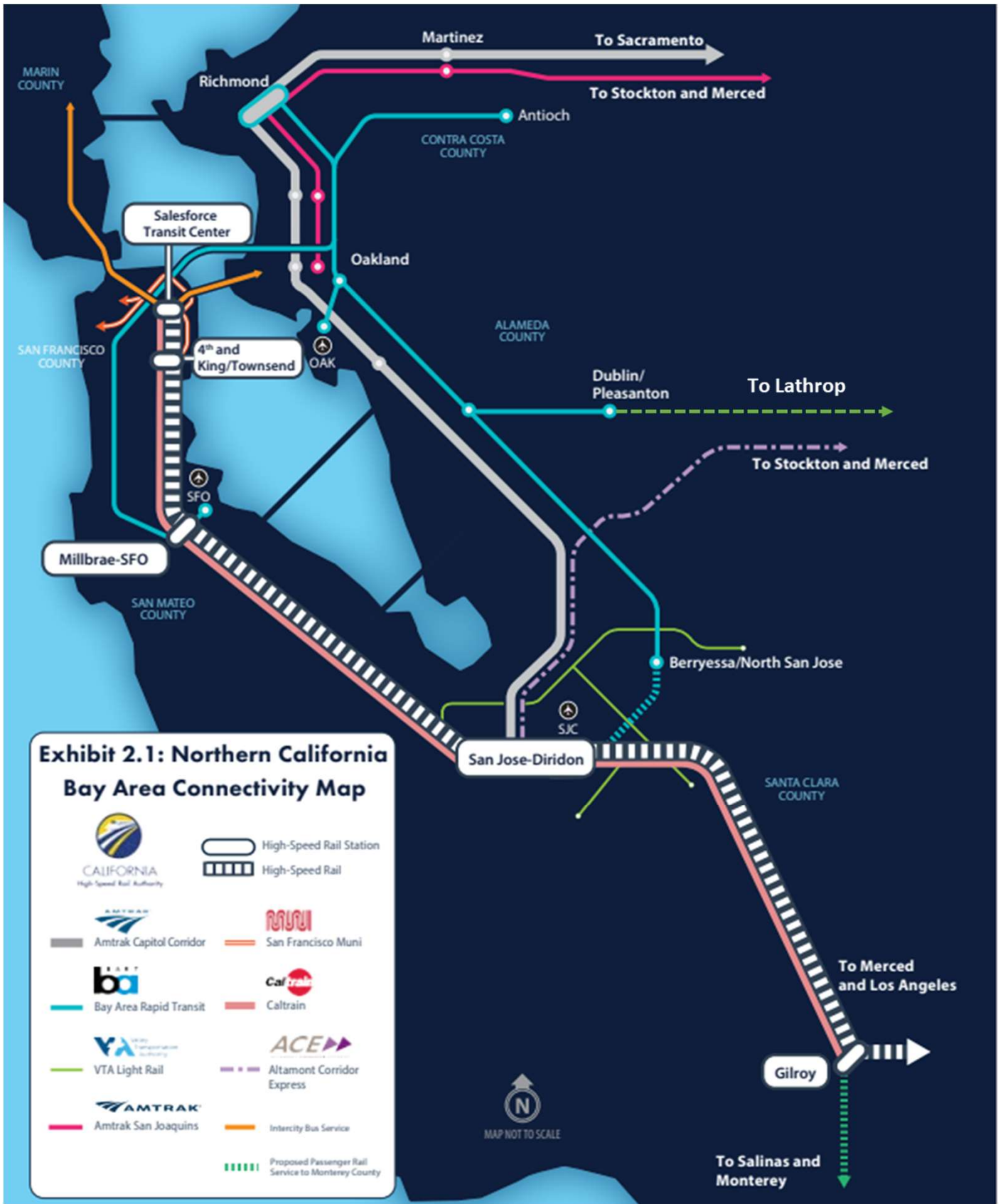
Attachment 1 – Revised Exhibit 2.0: Central Valley Connectivity Map



Add Valley Link to Legend:



Attachment 2 – Revised Exhibit 2.1: Northern California Bay Area Connectivity Map



Add Valley Link to Legend:

