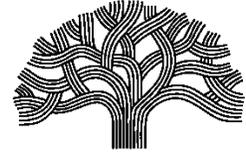


CITY OF OAKLAND



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March 9, 2021

The Honorable Laura Friedman, Chair
Assembly Transportation Committee
California State Capitol, Room 2137
Sacramento, CA 95815

The Honorable Richard Bloom, Chair
Assembly Budget Sub Committee 3
California State Capitol, Room 6026
Sacramento, CA 95815

**RE: Support from the Mayor of Oakland for the California High-Speed Rail Authority's
(CHSRA) Draft 2020 Business Plan**

Dear Chairperson Friedman and Chairperson Bloom:

As the Mayor of Oakland, I want to take this opportunity to express my support for the California High-Speed Rail Authority's (CHSRA) Revised Draft 2020 Business Plan (the "Draft Plan"). I believe that the delivery of High-Speed Rail into downtown San Francisco to the Salesforce Transit Center will be a transformational project of regional, state, and national importance.

The "Draft Plan" sets forth a plan to get electrified high-speed trains running as soon as possible while continuing to advance the entire high-speed rail system from San Francisco to Los Angeles/Anaheim. As such, I support the emphasis on advancing construction on the "bookend" projects that CHSRA has committed funding to in the Bay Area and the Los Angeles Basin. We also appreciate CHSRA's continued commitment of \$550 million as identified in the Draft Plan for construction of the Downtown Rail Extension (DTX) to support CHSRA's arrival at the Salesforce Transit Center in 2033. We also commend the focus and direction articulated in the Draft Plan in advancing the implementation of the high-speed rail system in the Central Valley and the electrified rail connecting Merced, Fresno, and Bakersfield as an interim operating segment as the rest of the project is completed.

A critical next step will be for the legislature to approve the allocation of the remaining \$4.2 billion in Proposition 1A funds to complete construction on the first operating segment in the Central Valley, which we wholeheartedly support. Failing to appropriate the funds would mean the slowdown of construction and layoffs just as the economy will be coming back from COVID. Investment in high-speed rail has generated over \$10 billion in economic activity providing direct benefits to disadvantaged communities in the Central Valley which have seen over half of that investment to date.

While this plan lays out the path toward getting trains running between Merced and Bakersfield, for the first time, it spells out and proposes to fund the next steps in advancing the work in Northern and Southern California beyond environmental clearance to the next stages of design and development so that we can be positioned for funding opportunities to extend the system to the Bay Area and to Los Angeles. This will

build on early investments in high-speed rail infrastructure that the Authority has already made in the bookend projects, including over \$700 million for the Caltrain Electrification project.

Thank you for your consideration, and if you have any questions regarding this letter, please do not hesitate to contact me.

Sincerely,

A handwritten signature in black ink, appearing to read "Libby Schaaf". The signature is fluid and cursive, with a large, stylized initial "L".

Libby Schaaf
Mayor