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Office of the Mayor
Honorable Ronald V. Dellums
Mayor

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September 20, 2007

Dear Council Members,

On October 12, 2007 the Metropolitan Transportation Commission (MTC) will make a recommendation the Regional Rail Plan, including recommending an alignment for the California High Speed Rail Project. The Altamont pass alignment has clear benefits for the East Bay and Oakland that the Pacheco Pass alignment will not. In addition, the Altamont Pass is expected to be more economically and technically feasible than the Pacheco Pass alignment.

MTC's recommendation is a critical step in the long planning and implementation process for High Speed Rail in California. We ask for your support of this important resolution which expresses the City of Oakland's recognition of the need for High Speed Rail in California and strong support for an alignment through the Altamont Pass, East Bay, and Oakland.

Sincerely,

Mayor Ron Dellums

Council President Ignacio De La Fuente

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Approved as to Form and Legality

OAKLAND CITY COUNCIL

City Attorney

RESOLUTION NO. _____ C. M. S.

**INTRODUCED BY COUNCIL PRESIDENT IGNACIO DE LA FUENTE AND
MAYOR RONALD V. DELLUMS**

A RESOLUTION URGING THE METROPOLITAN TRANSPORTATION COMMISSION, THE CALIFORNIA HIGH-SPEED RAIL AUTHORITY, THE STATE LEGISLATURE AND THE GOVERNOR OF CALIFORNIA TO IMPLEMENT AND FUND THE REGIONAL RAIL PLAN IN ACCORDANCE WITH REGIONAL MEASURE 2 WITH A HIGH SPEED RAIL ALIGNMENT THROUGH THE EAST BAY AND OAKLAND WITH A DIRECT LINK TO THE TRANSBAY TERMINAL

WHEREAS, MTC, California High-Speed Rail Authority, BART, and CalTrain, along with a coalition of rail passenger and freight operators, have prepared a comprehensive Regional Rail Plan for the Bay Area, as required in the Regional Measure 2 (RM2) Traffic Congestion Relief Program, passed by voters in 2004; and

WHEREAS, the plan will look at improvements and extensions of railroad, rapid transit, and high-speed rail services for the near (5 to 10 years), intermediate (10 to 25 years), and long-term (beyond 25 years); and

WHEREAS, MTC's Planning Committee took action on the Final Regional Rail Plan Report at its September 14, 2007 meeting and will consider California High Speed Rail alignments at its October 12, 2007 meeting; and

WHEREAS, the Regional Rail Plan provides input to the California High-Speed Rail Authority as it prepares its final environmental document and the California High-Speed Rail Authority will ultimately decide on the preferred routed for high-speed rail between the Bay Area and Central Valley; and

WHEREAS, the bond for a high speed rail system will be on the 2008 California ballot and detailed environmental and engineering studies have already commenced; and

WHEREAS, the state of California lacks a modern, safe, fast and reliable high speed rail system and such systems reinforce cities as hubs of our economies, significantly reduce greenhouse-gas emissions, get commuters off congested roads and would cost much less than highway and airport expansion; and

WHEREAS, modern high speed rail would dramatically help relieve congestion and represents the only sustainable transportation option for statewide growth as the population of the Bay Area grows to 10 million by 2050 and the state population swells to 55 million in 2050; and

WHEREAS, a modern high speed railway would bring jobs and people to the economies of both the Bay Area and greater California and the current transportation network servicing the Bay Area is over 50 years old and rapidly aging; and

WHEREAS, the Regional Rail Plan presents two alternative high speed railway connective alignments to the Bay Area, the Altamont and Pacheco Pass alignments; and

WHEREAS, according to the Metropolitan Transportation Commission, the Altamont alignment through the East Bay will cost up to \$2.2 billion less than the Pacheco Pass alignment and the Altamont alignment through the East Bay will provide access to Sacramento and the greater Bay Area; and

WHEREAS, according to the Metropolitan Transportation Commission a high speed rail line in the East Bay from the Altamont Pass that has a lower cost and a faster travel time to Oakland and San Francisco than a line over the Peninsula and the Altamont alignment will better service Sacramento and more populated regional destinations in the Central Valley than the Pacheco Pass route through the South Bay; and

WHEREAS, Oakland is a technically and economically logical place for a regional transit hub, with excellent connectivity to BART, Amtrak, airports and other transit systems; now therefore be it

RESOLVED, the City Council of the City of Oakland strongly urges the Metropolitan Transportation Commission, the California High-Speed Rail Authority, the State Legislature and the Governor of California to improve the economy, environment, and quality of life of California by implementing and funding the Regional Rail Plan and California High Speed Rail Project with the following components: 1) an Intermodal Terminal in Oakland to interconnect BART, Amtrak and High Speed Rail service, 2) a high speed rail line in the East Bay from the Altamont Pass, 3) a new tube across the Bay for BART and Regional Rail/High Speed Rail to alleviate congestion and provide redundancy for the existing tube, and 4) make Oakland part of the early system to start the planning and environmental process for this long term high speed rail project.

FURTHER RESOLVED, the City Clerk of the City of Oakland will transmit this Resolution as soon as possible to the Metropolitan Planning Commissioners, the heads of the State Assembly and the State Senate as well as to the Governor of California.

IN COUNCIL, OAKLAND, CALIFORNIA, _____

PASSED BY THE FOLLOWING VOTE:

AYES- BROOKS, BRUNNER, CHANG, KERNIGHAN, NADEL, REID, QUAN, AND PRESIDENT
DE LA FUENTE

NOES-

ABSENT-

ABSTENTION-

ATTEST:

LaTonda Simmons
City Clerk and Clerk of the Council
of the City of Oakland, California