



Memorandum

8.1F: Handout

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: May 28, 2020

TO: Alameda County Transportation Commission

FROM: Tess Lengyel, Executive Director
Carolyn Clevenger, Deputy Executive Director of Planning and Policy
Vanessa Lee, Clerk of the Commission

SUBJECT: Additional Public Comment Submissions regarding the Tri-Valley-San Joaquin Valley Regional Rail Authority (TVSJVRRRA) request for an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP)

Please find all written public comments received for the May 28, 2020 Commission meeting Item 8.1: Tri-Valley-San Joaquin Valley Regional Rail Authority (TVSJVRRRA) request for an amendment to the 2014 Measure BB Transportation Expenditure Plan that were submitted after the Commission packet was distributed and were received by the 5 p.m. deadline notice on the agenda. These comments are in addition to those already distributed at Attachment E to item 8.1 in the Commission meeting materials. *(listed in alphabetical order):*

- Alameda County Taxpayers Association
- BART (1)
- BART (2)
- Bay Area Council
- Bay Area Transportation Working Group
- Building & Construction Trade Council of Alameda County
- Chabot-Las Positas Community College
- City of Dublin
- City of Livermore
- City of Pleasanton
- Innovation Tri-Valley Leadership Group
- Laborers' Local 304
- Livermore Amador Valley Transit Authority
- Pleasanton Chamber of Commerce
- Train Riders Association of California

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From: [Marcus Crawley](#)
To: [Vanessa Lee](#)
Subject: Tri Valley \$400 million
Date: Saturday, May 23, 2020 7:59:43 AM

Pauline Cutter, Chair, and ACTC Commissioners
2020

May 22,

Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, California 94607

via: e-mail to Clerk of the Commission

re: ACTC May 28, 2020 meeting, Agenda item 8.1, "Approve Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment (Valley Rail)"

Dear Chair Cutter:

The Alameda County Taxpayers Association (ACTA), a 501(c)(4) organization, represents the taxpayers of this County in advocating legal and productive expenditures of taxpayer funds. As such, ACTA is a statutory appointer of a member of the ACTC Independent Watchdog Committee.

Alameda County Taxpayers Association [ACTA] is troubled by plan to transfer \$400 million BART funds to the Tri-Valley-San Joaquin Valley Regional Rail Authority. The Alameda County voters approved the Special Tax of Measure BB and to be dedicated for Alameda County transportation projects such as the BART to Livermore extension. The foremost consideration of ACTC must be the will of the voters. ACTC must narrowly construe the intention of the voters regarding the 'specific purposes' of the Measure BB special sales tax. The voters did not contemplate that the Measure BB taxes would single-handedly fund multi-county projects in the absence of funds contributions from other counties. When the Tri-Valley Authority has produced its share of the project funding, the ACTC can plan how to spend Tri-Valley Authority funds. ACTA will vigorously oppose any plan to divert these funds away from a voter-approved project.

For the present ACTC must demonstrate that it can plan a viable project by solving the BART to Livermore extension. This Committee must demonstrate leadership and build consensus on existing Alameda County projects, not leap ahead to the next glorious project that has not even been planned. As a first step in leadership, the committee should use its power to make the promised annual audits of Measure BB expenditures a reality.

We call on ACTC to table this action until such time as a proper study be made of this project and the logical alternatives, including a long-haul commuter express bus network for both Eastern Alameda County along the I-580 Corridor and over the hills from the Central Valley. We certainly have no objection to working jointly with Central Valley governments and other interest groups on a project of mutual benefit. However, we do not understand why ACTC is proposing that the Alameda County taxpayers be the first to transfer funds approved by the voters to benefit primarily Alameda County residents to a project that would instead primarily benefit residents of other counties – particularly since there is no commitment from those counties, or even an idea of when such a commitment might be made.

The \$400 million was originally approved by the voters as part of Measure BB in 2014 for a BART extension to Livermore. The BART Board elected not to pursue this, so we agree it is proper to study other transportation improvements in this corridor – but, we believe that the first priority should be for what the voters intended, benefits for the residents and travelers along the I-580 corridor in the Eastern Tri-Valley area.

We do not object to the study of rail alternatives in this corridor and into the Central Valley, either BART or commuter/inter-city rail. But, in our role as a taxpayer advocate, we believe that it would be improper to advocate for rail unless and until a proper, unbiased study fairly considers other options, including a bus system on dedicated lanes, that could require far less taxpayer dollars and could be completed much faster. If the study shows that Valley Rail is the best option and is fair to the taxpayers and the traveling public, and is feasible, then ACTC should consider this \$400 million reallocation at that time.

We do not understand the necessity nor the benefit of making this decision so early in the planning process.

I will be commenting on this matter at the Commission meeting.

Thank you for your consideration of the position of the Alameda County Taxpayers Association on this important matter before the Commission.

Respectfully submitted,

Marcus Crawley -President of

ACTA



SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
 300 Lakeside Drive, P.O. Box 12688
 Oakland, CA 94604-2688
 (510) 464-6000

May 27, 2020

2020

The Honorable Pauline Cutter, Chair
 Alameda County Transportation Commission
 1111 Broadway, Suite 800
 Oakland, CA 94607

Lateefah Simon
 PRESIDENT

Mark Foley
 VICE PRESIDENT

Robert Powers
 GENERAL MANAGER

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

DIRECTORS

Deborah Allen
 1ST DISTRICT

Mark Foley
 2ND DISTRICT

Rebecca Saltzman
 3RD DISTRICT

Robert Raburn, Ph.D.
 4TH DISTRICT

John McPartland
 5TH DISTRICT

Elizabeth Ames
 6TH DISTRICT

Lateefah Simon
 7TH DISTRICT

Janice Li
 8TH DISTRICT

Bevan Dufty
 9TH DISTRICT

As BART Director (District 5) and representative for my constituents and taxpayers in the Tri-Valley area, I write to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the \$400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades. The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

I urge approval of the Authority’s Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

John McPartland
 BART Director, District 5

www.bart.gov

Cc: BART Directors and Board Appointed Officers
 Alameda County Transportation Commission members
 Tess Lengyel, ACTC Executive Director

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SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
300 Lakeside Drive, P.O. Box 12688
Oakland, CA 94604-2688
(510) 464-6000

2020

May 27, 2020

Via Email

Lateefah Simon
PRESIDENT

Mark Foley
VICE PRESIDENT

Robert Powers
GENERAL MANAGER

Mayor Pauline Cutter, Chair
c/o Vanessa Lee, Clerk of the Commission
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 95607
vlee@alamedactc.org

DIRECTORS

Debora Allen
1ST DISTRICT

Mark Foley
2ND DISTRICT

Rebecca Saltzman
3RD DISTRICT

Robert Raburn, Ph.D.
4TH DISTRICT

John McPartland
5TH DISTRICT

Elizabeth Ames
6TH DISTRICT

Lateefah Simon
7TH DISTRICT

Janice Li
8TH DISTRICT

Bevan Dufty
9TH DISTRICT

RE: Item 8.1 - Tri-Valley-San Joaquin Valley Regional Rail Authority Request

Chair Cutter:

Thank you for the opportunity to comment on the above referenced item. On behalf of the San Francisco Bay Area Rapid Transit District (BART), I would like to express support for beginning a 45-day comment period on the proposed amendment to the 2014 Measure BB funded TEP, as described in the staff memorandum.

In May 2018, the BART Board of Directors certified the Final Project EIR for the BART to Livermore extension, and directed staff not to advance a specific project in the Tri-Valley. Pursuant to AB 758 (Baker), the Tri-Valley-San Joaquin Valley Regional Rail Authority (TVSJVRRA) at that point assumed responsibility to advance a rail project in the corridor. Since then, BART staff have been engaged with the TVSJVRRA throughout project feasibility and initial design and environmental assessments of the proposed Valley Link Rail project, and this coordination continues.

Because of this, BART supports the action to begin the public comment period for the amendment to the TEP naming the TVSJVRRA as an eligible recipient of Measure BB funds and specifically naming the Valley Link project in place of BART to Livermore. It is important to hear from Alameda County residents and other stakeholders. The District anticipates submitting a more detailed set of comments during the official 45-day comment period that this action will kick-off.

Please do not hesitate to contact me or my staff with any additional questions.

Sincerely,

Robert M. Powers
General Manager

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May 27, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I write to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the \$400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

A handwritten signature in black ink, appearing to read 'Jim Wynn', is written in a cursive style.

Jim Wunderman
President & CEO
Bay Area Council

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director

Bay Area Transportation Working Group

May 23, 2020

Pauline Cutter, Chair, and ACTC Commissioners

Alameda County Transportation Commission

1111 Broadway, Suite 800

Oakland, California 94607

via: e-mail to Clerk of the Commission

re: ACTC May 28, 2020 meeting, Agenda Item 8.1, “Approve Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment (Valley Rail)”

Dear Chair Cutter:

The Bay Area Transportation Working Group (BATWG) is an Oakland-based 501(c)(3) composed of senior transportation experts and advocates with centuries of collective experience in California, Bay Area, and Alameda County transportation issues and projects.

At BATWG’s May 21, 2020 meeting there was a discussion of the proposed diversion of Alameda County Measure BB funds to Valley Rail. After the discussion the vote was unanimous; we believe this action would be inappropriate and unwise.

What Valley Rail needs most right now is a full, proper, and unbiased study of its feasibility – including projected ridership, cost-effectiveness and identified sources of funding, all in comparison with the other transportation options for the corridor and all taking the changes brought on by COVID into full account.

In 2017, when the question how to use this \$400 million was before the BART Board, the BART staff recommended a significantly upgraded bus option on grounds that it would better serve the transportation needs of Pleasanton and Livermore than an expensive 10-mile extension of BART to Livermore’s Greenville Road would. BATWG strongly supported the staff’s recommendation and subsequently submitted a list of proposed bus system enhancements.

The original BART Extension project approved by the Alameda County voters was intended to benefit the people of Alameda County, including the residents of

Pleasanton and Livermore Area and those traveling to those cities from more westerly Alameda County locations. Obviously, this was a project that the Alameda County taxpayers were willing to support because the vast majority of the benefits would accrue to Alameda County residents and taxpayers. Valley Rail, which includes five stations in the Central Valley and only three in Alameda County, is intended to primarily benefit non-Alameda County residents.

There is no reason or justification for diverting \$400 million in BB funds to Valley Rail at this time.

The Bay Area Transportation Working Group looks forward to working with the ACTC in working to improve transportation in the I-580 Corridor.

Respectfully submitted,

Gerald Cauthen PE

President and Co-founder

Bay Area Transportation Working Group (BATWG)

510 208 5441

www.batwgblog.com

Building and Construction Trades Council of Alameda County, AFL-CIO

7750 Pardee Lane, Suite 100
Oakland, CA 94621
btca@btcalameda.org | (510) 430-8664

Andreas Cluver
Secretary-Treasurer

Rob Stoker
President

Rafael Gonzalez
Vice President

Che Timmons
Sergeant in Arms

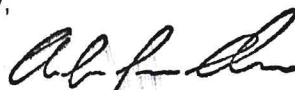
Auto & Marine Painters, #1176
Boilermakers, #549
Brick & Tile Layers, #3
Carpenters, #713
Carpenters, #2236
Carpet & Linoleum, #12
Cement Masons, #300
Electrical Workers, #595
Elevator Constructors #8
Glaziers #169
Insulators & Asbestos Workers, #16
Iron Workers, #378
Laborers, #67
Laborers, #304
Lathers, #68L
Millwrights, #102
Operating Engineers, #3
Painters, #3
Pile Drivers, #34
Plasterers, #66
Plumbers & Steamfitters, #342
Roofers, #81
Sheet Metal Workers, #104
Sign & Display, #510
Sprinkler Fitters, #483
Teamsters, #853
U.A., Utilities / Landscape, #355

May 26, 2020

The Alameda County Building and Construction Trades Council Supports the Staff Recommendation, under item 5.1 (Valley Link) for the following reasons:

- A BART extension to Livermore has been a longstanding project, dating back in concept to the 1960s when the BART system was originally envisioned. Over the years there have been efforts by many resident, local elected officials, and other stakeholders to extend the BART alignment to Livermore.
- After decades of planning, in May of 2018 the BART Board certified the BART to Livermore EIR but voted to not advance a specific project, opting instead to defer the planning and construction of passenger rail in the 580 corridor of the Tri-Valley to the Tri-Valley – San Joaquin Valley Regional Rail Authority.
- Created by AB758 (Baker/Eggman), the Tri-Valley – San Joaquin Valley Regional Rail Authority has since completed a Feasibility Report and selected from alternatives the Valley Link passenger rail project. Phase 1 of Valley Link is a 42 mile, seven station alignment from the Dublin/Pleasanton BART station to the North Lathrop station, with a key connection with BART at the Dublin/Pleasanton BART station and with ACE at the Greenville Station and the planned ACE North Lathrop station. The project is cost effective and efficient in that it uses currently existing transportation rights of way (580 in Tri-Valley, former So Pacific Railroad right of way now owned by County of Alameda in the Altamont and the UP right of way in the San Joaquin Valley). Valley Link will carry between 26,000 and 28,000 rides/day as a transportation option for the nearly 100,000 commuters on the highly congested 580. With congestion in the 580 due to increase 75% by 2040, transportation alternatives are a high priority that will benefit the environment, the economy and the quality of life of residents and Bay Area Workers.
- The goal of the Valley Link Board is to be 100% sustainable, with catenary/battery technology being studied and solar/wind energy being planned to power both the O&M facility and the seven stations. Additionally, the Valley Link Board has approved a Transit Oriented Development policy that mirrors MTC policy to mandate 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space and lowers VMT. Valley Link will result in a reduction of 99.4 million vehicles miles travelled per year and a reduction of 33,000 metric tons in greenhouse gas emissions annually.
- The Tri-Valley – San Joaquin Valley Regional Rail Authority will publish the draft Valley Link EIR in September and aims to certify the EIR by the end of 2020. NEPA and 30% design will be completed in 2021. Final design and construction will begin in 2022, with the project scheduled to open for passenger service in late 2027 to early 2028.
- Per a recent PGH Wong study, during construction the economic impact of Valley Link project will be 16,300 to 22,200 jobs and between \$2.6 billion and \$3.5 billion in revenues.
- Valley Link is a project advancing quickly and cost effectively. Amending the Measure BB Transportation Expenditure Plan to provide \$400 million to the Valley Link project for construction in the Alameda County portion of the project will be extremely important at this time so that the Authority can leverage local funds with State, federal and private funding to complete.

Sincerely,



Andreas Cluver, Secretary-Treasurer
Building & Construction Trades Council of Alameda County

AC:kem
opeiu:29/afl-cio

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May 25, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I write to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the \$400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The CLPCCD and, especially Las Positas College, as evidenced by our MOU with LAVTA, recognize the value of public transportation in meeting sustainability goals and facilitating travel to and from the college. Specifically, the largest benefactor of these two projects will be Las Positas College, and the community we serve which encompasses over 9,200 students and 500 employees. Our research shows that our public transportation usage average is 10,000 individual rides per month and nearly 500 students take the bus each business day. Of our total student population, 20% take classes at both campuses. A rail extension to Livermore would support and facilitate the needs of student populations from both the Tri-Valley and 880/580 corridors. We know there is still a great need for additional public transportation options for all of our students and employees.

CLPCCD provides educational opportunities and support for completing of students' transfer, associate degree, basic skills, career technical education, and retraining goals. We serve, annually, approximately 29,000 students. Our employees and students use public transportation to get to and from their homes to our places of work.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

A handwritten signature in black ink, appearing to read "Ronald P. Gerhard".

Ronald P. Gerhard
Chancellor

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director

**CHABOT-LAS POSITAS
COMMUNITY COLLEGE DISTRICT
BOARD OF TRUSTEES**

Edralin J. "Ed" Maduli, President
Genevieve Randolph, Secretary
Hal G. Gin, Ed.D.
Linda Granger
Maria L. Heredia
Tim Sbranti

Ronald P. Gerhard, Chancellor

OFFICE OF THE CHANCELLOR

7600 Dublin Blvd., 3rd Floor
Dublin, CA 94568
Tel: 925-485-5207
Fax: 925-485-5256
www.clpccd.org

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May 25, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

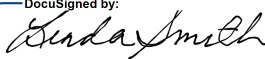
I write to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the \$400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

DocuSigned by:

E33830CEEC044E0...

Linda Smith
City Manager, City of Dublin

City Council
925.833.6650

City Manager
925.833.6650

Community Development
925.833.6610

Economic Development
925.833.6650

Finance/IT
925.833.6640

Fire Prevention
925.833.6606

Human Resources
925.833.6605

Parks & Community Services
925.833.6645

Police
925.833.6670

Public Works
925.833.6630

100 Civic Plaza
Dublin, CA 94568
P 925.833.6650
F 925.833.6651
www.dublin.ca.gov

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director



May 28, 2020

The Honorable Pauline Russo Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Subject: Agenda Item 8.1 - Tri-Valley-San Joaquin Valley Regional Rail Authority
Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. Position
of support.

Dear Chair Cutter:

I write to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the \$400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire County by reducing traffic over the Altamont Pass and through the congested I-580 and I-680 corridors. An estimated 93,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses, teachers, and people employed in manufacturing in the Tri-Valley and throughout Alameda County. Many of these Bay Area workers have been priced out of the communities they serve by rising housing costs and are suffering through an average 78-minute commute each way.

The environmental benefits of Valley Link are significant. Valley Link offers a rail alternative for those commuting by automobile. An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles

Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year.

Valley Link supports construction of badly needed affordable housing. Through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The Isabel Neighborhood Specific Plan, developed around the Valley Link station at Isabel Avenue, includes 4,095 new multifamily housing units with a mandatory 20% minimum affordable requirement with an overall goal for 25% affordable units in the Plan area.

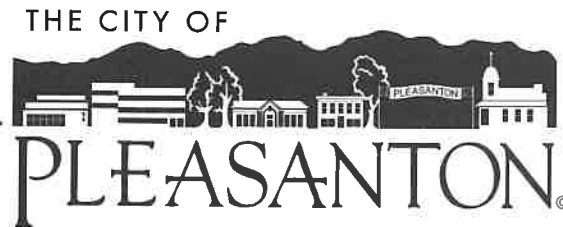
We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will help ensure that this vital project can move forward to benefit the entire County and that commitments to the Tri-Valley are finally met.

Sincerely,

A handwritten signature in cursive script that reads "John Marchand".

John Marchand
Mayor

cc: Supervisor Scott Haggerty
Tess Lengyel, ACTC Executive Director



May 26, 2020

The Honorable Pauline Cutter, Chair
 Alameda County Transportation Commission
 1111 Broadway, Suite 800
 Oakland, CA 94607

Via Email: vlee@alamedactc.org

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I write to support the approval of the the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the \$400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that all of our Tri-Valley residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

P. O. Box 520, Pleasanton, CA 94566-0802

123 Main Street

City Manager
 (925) 931-5002
 Fax: 931-5482

City Attorney
 (925) 931-5015
 Fax: 931-5482

Economic Development
 200 Old Bernal Avenue
 (925) 931-5038
 Fax: 931-5476

City Clerk
 (925) 931-5027
 Fax: 931-5492

The Honorable Pauline Cutter
Alameda County Transportation Commission
May 26, 2020
Page 2

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

DocuSigned by:

9B5F9FFD0C8544D...
Nelson Fialho
City Manager

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director
Pleasanton City Council

From: [Tim Sbranti](#)
To: [Vanessa Lee](#)
Subject: Public Comment for Item 8.1 at ACTC meeting on Thursday 5/28
Date: Tuesday, May 26, 2020 11:26:55 PM

Hi Vanessa-

I hope you are doing well. Please make sure my comments are read into the record for Public Comment as part of agenda item 8.1. Let me know if you have any questions or need anything else. Thanks!

Tim Sbranti

Dear Chair Russo Cutter and Honorable Commissioners:

On behalf of the business and civic leaders who comprise the Innovation Tri-Valley Leadership Group, please support the Staff recommendation and the unanimous decision from PPLC to amend the Measure BB Transportation Expenditure Plan and replace the BART to Livermore project with the Valley Link project.

I served on ACTC's Steering Committee as Mayor of Dublin when Measure BB was drafted. As Commissioner Haggerty pointed out at the PPLC meeting, a deliberate decision was made to ensure that priorities of leaders in each of ACTC's 4 planning areas were included in the measure. The priority in 2014 remains the same as it was 50 years as it is today.....establishing a rail connection heading east from the Dublin/Pleasanton BART Station into Livermore. By transferring the funding in Measure BB to Valley Link, it would also be consistent with the original intent and vision approved by the voters of Alameda County for rail connectivity in the Tri-Valley.

Another element of Measure BB gave the Commission the authority to make small modifications to the Plan as the need arose and future conditions warranted it. Considering that the planning and construction of passenger rail in the I-580 corridor of the Tri-Valley was transferred in 2018 from BART to the Tri-Valley - San Joaquin Valley Rail Authority, now is the time to transfer the funds as well for rail in the Tri-Valley. In recent months, the Authority has completed a Feasibility Report for Valley Link, a project proven to be cost-effective and efficient, estimated to carry between 26,000 and 28,000 riders a day to relieve gridlock in the highly congested I-580 corridor. With congestion on I-580 due to increase 75% by 2040, transportation alternatives for the area are a high priority and the time to act is now.

Amending the Measure BB Transportation Expenditure Plan to provide \$400 million to the Valley Link project for construction in the Alameda County portion of the project will be extremely important at this time so that the Authority can leverage local funds with state, federal and private funding to complete the much-needed project, and we hope that you will

fulfill the original vision and meet present and future needs of the County by approving the item.

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Tim Sbranti
Director of Strategic Initiatives
Innovation Tri-Valley Leadership
Group

www.innovationtrivalley.org



[CLICK HERE](#) to sign up for our Newsletter.

From: [Rafael Gonzalez](#)
To: [Vanessa Lee](#)
Subject: Valley Link
Date: Tuesday, May 26, 2020 10:10:41 AM

Good morning. I am writing to you in support of the Valley Link project and the proposed funding of that project. As a representative of thousands of workers who commute from the Central Valley into the Bay Area, and as someone who does that same commute, I can attest to the importance of the Valley Link Rail System. I moved to Tracy, about 20 years ago and I have seen firsthand the increase in commuter traffic. All the experts agree that this will only continue to increase as time goes on. This will result in more time on the road, which increases the carbon footprint of each individual commuter. Valley Link provides a safe alternative from the Central Valley to the Bay Area, reducing the amount of vehicles on the road, which in turn results in lower commute times, carbon emissions, and stress levels!

Created by AB758 (Baker/Eggman), the Tri-Valley – San Joaquin Valley Regional Rail Authority has since completed a Feasibility Report and selected from alternatives the Valley Link passenger rail project. Phase 1 of Valley Link is a 42 mile, seven station alignment from the Dublin/Pleasanton BART station to the North Lathrop station, with a key connection with BART at the Dublin/Pleasanton BART station and with ACE at the Greenville Station and the planned ACE North Lathrop station. The project is cost effective and efficient in that it uses currently existing transportation rights of way (580 in Tri-Valley, former So Pacific Railroad right of way now owned by County of Alameda in the Altamont and the UP right of way in the San Joaquin Valley). Valley Link will carry between 26,000 and 28,000 rides/day as a transportation option for the nearly 100,000 commuters on the highly congested 580. With congestion in the 580 due to increase 75% by 2040, transportation alternatives are a high priority that will benefit the environment, the economy and the quality of life of residents and Bay Area Workers.

The goal of the Valley Link Board is to be 100% sustainable, with catenary/battery technology being studied and solar/wind energy being planned to power both the O&M facility and the seven stations. Additionally, the Valley Link Board has approved a Transit Oriented Development policy that mirrors MTC policy to mandate 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space and lowers VMT. Valley Link will result in a reduction of 99.4 million vehicles miles travelled per year and a reduction of 33,000 metric tons in greenhouse gas emissions annually.

For these reasons and other, I humbly ask that you consider having the Tri-Valley – San Joaquin Valley Regional Rail Authority recognized as an agency eligible for Measure BB funds (agency hadn't been created when Measure BB was approved). We are also seeking to amend the Measure BB Transportation Expenditure Plan to replace the BART to Livermore project with the Valley Link project. This will put \$400 million in Measure BB funds into the control of the Valley Link Board.

I thank you for your consideration.

Rafael Gonzalez
President/ Field Representative
Laborers' Local 304
(510)581-9600 (office)
(510)432-2827 (mobile)

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Livermore Amador Valley
TRANSIT AUTHORITY



May 25, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I write to support the approval of the the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the \$400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to advance rail connectivity to Livermore. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs - who face an average 78-minute commute each way.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

A handwritten signature in black ink that reads 'David G. Hubert'.

Cc: Alameda County Transportation Commission members
Tess Lengye!, ACTC Executive Director

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May 27, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Subject: Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

I am writing to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the \$400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley, and particularly Livermore, to eventually advance rail connectivity to the San Joaquin Valley. After many decades of study, it will assure that our residents will finally benefit from the taxes they have paid to BART for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs – who face an average 78-minute commute each way.

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We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are finally met.

Sincerely,

A handwritten signature in blue ink, appearing to read "Steve Van Dorn", is written over a light blue horizontal line.

Steve Van Dorn
President & CEO

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director

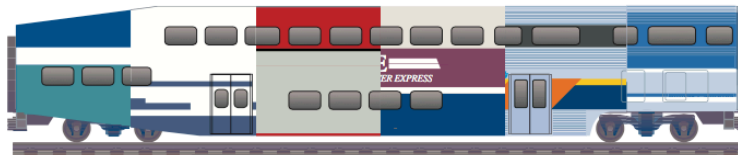
www.pleasanton.org

777 Peters Avenue • Pleasanton, CA 94566 • Phone: (925) 846-5858 • Fax: (925) 846-9697

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TRAC

Train Riders
Association
of California



1025 Ninth Street Suite 223
Sacramento CA 95814-3516

(916) 557-1667
www.calrailnews.org
president@calrailnews.org

Officers

David Schonbrunn
President
Marin County

Greg Thompson
Secretary
Sacramento County

Gordon Osmundson
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Madera County

Art Brown
Orange County

Derek Casady
San Diego County

John Deeter
Sacramento County

Fred Glienna
Los Angeles County

William F. McGeehan III
Contra Contra County

May 26, 2020
Submitted to:
contact@
alamedactc.org

Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Re: Agenda Item # 8.1, May 28 Meeting
Measure BB Exp. Plan Amendment

Dear Chair Cutter:

The Train Riders Association of California ("TRAC") is a statewide rail advocacy organization that has worked since 1984 to improve passenger rail service in California. TRAC has been involved in passenger rail planning for the Altamont Corridor for at least two decades. We have made presentations to the Valley Link Board and participated in their public meetings.

We write today to urge your Board to defer action on amending the Expenditure Plan for Measure BB until you receive an environmental impact report for Valley Link, which is nearing completion. The Administrative Draft was under review last October, and the Draft EIR is now scheduled for public review in September 2020. TRAC suggests the following reasons for deferral of this agenda item:

1. Without a certified EIR, there is no evidence to support the claim that the proposed Valley Link project will provide meaningful benefits to Alameda County taxpayers. The Commission has a special duty to taxpayers to make an affirmative finding of benefit, under Section 14 of the Expenditure Plan Guidelines:

No Expenditures Outside of Alameda County: Under no circumstances may the proceeds of this transportation sales tax be applied to any purpose other than for transportation improvements benefitting Alameda County. (emphasis added.)

2. From its inception, this project raised serious questions as to whether BART would be able to handle the additional passengers that Valley Link would transport from the Central Valley. The EIR

should resolve that question. If Valley Link were projected to make overcrowding on BART even worse, that would have serious implications as to whether the project could reasonably be judged as benefitting Alameda County residents.

3. An EIR would determine whether Valley Link would result in the construction of any infrastructure or station that would be inconsistent with the land use-constraining provisions of Alameda County year 2000 Measure D. On a related topic, an EIR will provide information on the Valley Link project's compliance with the County's Gateway Policy.

4. As the largest single capital project in Measure BB, BART to Livermore was the marquee project. Because of that special status, it demands special treatment above and beyond the 2/3 majority required for an amendment. This is not some minor project. Amending the Plan to include this project changes the entire profile of the measure, because the voters never gave their support to the Valley Link project. There is no evidence that the voters of the Tri-Valley, which did not support Measure BB, would support Valley Link.

5. Because Measure BB resulted in financial trade-offs between the Tri-Valley and the North County cities through a reweighting of the basic allocation formula for local streets and roads, the entire Expenditure Plan would need to be reopened to assure fairness for all jurisdictions.

6. Other alternative projects, including several that TRAC has advocated for, would potentially be far more cost-effective in providing the service that Valley Link seeks to offer. In particular, the \$1+ billion dollar cost of the I-580 relocation is merely a utility relocation, offering no transportation benefit to taxpayers.

Thank you for considering these comments.

Sincerely yours,

/s/ DAVID SCHONBRUNN

David Schonbrunn, President, TRAC