



Memorandum

5.1F

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: September 14, 2020

TO: Planning, Policy and Legislation Committee

FROM: Tess Lengyel, Executive Director
Carolyn Clevenger, Deputy Executive Director of Planning and Policy

SUBJECT: **ADDITIONAL COMMENT LETTERS:** Approve Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

Please find copies of additional comment letters that were received after the mail-out for this meeting attached here as Attachment F:

Alameda County Board of Supervisors
Alameda County Fairgrounds
Assemblymember Bauer-Kahan
Bay Area Council
Building & Construction Trades Council of Alameda County
California Automotive Retailing Group, Inc.
CEMEX
City of Pleasanton
City of San Ramon
Dublin Chamber of Commerce
East Bay Economic Development Alliance, East Bay Leadership Council, Innovation Tri-Valley Leadership Group joint letter
GILLIG
Hacienda Business Park
Innovation Tri-Valley Leadership Group
International Association of Sheet Metal, Air, Rail and Transportation Workers Local 104
International Brotherhood of Electrical Workers Local 595
Livermore Valley Chamber of Commerce
Livermore Valley Winegrowers Association
MAG Trucking
Marshall Brothers Enterprises, Inc.
Northern California District Council LiUNA
Pleasanton Chamber of Commerce
Pleasanton City Councilmember Pentin
Ponderosa Homes
Robert and Cynthia Panas
San Joaquin Council of Governments
San Joaquin Regional Rail Commission

Senator Steve Glazer
Sensiba San Filippo CPAs and Business Advisor
TopCon
Trish Munro
Tri-Valley Conservancy
Tri-Valley San Joaquin Valley Regional Rail Authority
Tri-Valley Transportation Council
US Representative Eric Swalwell
Wente Family Estates

ALAMEDA COUNTY FAIRGROUNDS

P L E A S A N T O N

September 11, 2020

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

Dear Chair Cutter:

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

As a business within the jurisdiction of the Alameda County Transportation Commission (ACTC), supporting a work force of more than 50 employees, I write to strongly support approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to amend 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 to advance rail connectivity to Livermore and support our economy by providing our Bay Area work force with a chance to have safe and affordable choices about where they can live and work.

The Tri-Valley is a thriving Bay Area job center - with two national labs and it is the headquarter location of more than 450 technology companies. It has a regional gross domestic product (GDP) of an estimated \$42 billion. The quality of life it affords its residents is considered to be a large part of its competitive advantage – but growing congestion and skyrocketing Bay Area housing costs put this all at risk. An estimated 93,400 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering essential services to the Bay Area - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs. Pre-pandemic, these commuters faced an average 78-minute commute each way and already there is evidence that this congestion is rapidly returning.

Valley Link will provide an estimated 33,000 daily rides on the 42-mile, 7-station system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of an estimated 32,220 to 42,650 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.

Valley Link will link our Northern California Megaregion's workforce to affordable housing, provide opportunities for compact transit-oriented development and will have a significant impact on the reduction of greenhouse gas emissions. It will also provide an estimated 22,000 jobs during construction and when operational support 400 jobs per year with labor income of over \$19 million per year and \$69 million in business sales annually. In short, it is vital to our environment and the quality of life in our communities – and now even more vital to our economy given the recovery needs we are now facing.

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,



Jerome P. Hoban

CEO, Alameda County Agricultural Fair Association

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

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0016
(916) 319-2016
FAX (916) 319-2116

DISTRICT OFFICE
2440 CAMINO RAMON, SUITE 345
SAN RAMON, CA 94583-4393
(925) 328-1515
FAX (925) 328-1514



COMMITTEES
BANKING AND FINANCE
ENVIRONMENTAL SAFETY AND TOXIC
MATERIALS
PRIVACY AND CONSUMER PROTECTION
PUBLIC SAFETY

September 10, 2020

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

RE: Support for ACTC Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan (TEP) Amendment

Dear Chair Cutter:

I again write to underscore strong support for the Tri-Valley-San Joaquin Valley Regional Rail Authority request to amend the 2014 Measure BB TEP. This action will directly benefit the taxpaying residents of the Tri-Valley, connect our Alameda County service work force, and importantly, it will create new jobs to stimulate our faltering economy. It will advance TOD plans currently underway at proposed stations – adding new and affordable housing units where they are needed most. It will also reduce congestion and improve safety on Interstate 580 – ranked as one of the Bay Area’s most congested goods movement corridors that serves the Port of Oakland.

The time to take action is now as this action will help position this vital project for federal and state stimulus funds. The compelling project facts have all been clearly identified and after decades of studies that have exhaustively reviewed bus alternatives and virtually every imaginable alignment and mode option, there is simply no need for additional studies and delay with further consequential and wasteful cost escalation. This project meets the moment and the urgency of this moment is now as we position our County for economic recovery and support the needs of our vital, taxpaying work force.

I appreciate your consideration of this request and look forward to the advancement of these important project. Should you have any questions or concerns, please do not hesitate to reach out to me directly. Your staff can also contact Brandon Bratcher at (916) 319-2016 or brandon.bratcher@asm.ca.gov.

Sincerely,

A handwritten signature in blue ink, appearing to read "RBK", is located below the "Sincerely," text. The signature is fluid and cursive.

Rebecca Bauer-Kahan
Assemblymember, 16th District

CC: Members of Alameda County Transportation Commission

This page intentionally left blank



September 10, 2020

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

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

Dear Chair Cutter:

I write to strongly support approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to amend 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 to advance rail connectivity to Livermore and support our economy by providing our Bay Area work force with a chance to have safe and affordable choices about where they can live and work.

The Tri-Valley is a thriving Bay Area job center - with two national labs and it is the headquarter location of more than 450 technology companies. It has a regional gross domestic product (GDP) of an estimated \$42 billion. The quality of life it affords its residents is considered to be a large part of its competitive advantage – but growing congestion and skyrocketing Bay Area housing costs put this all at risk. An estimated 93,400 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering essential services to the Bay Area - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs. Pre-pandemic, these commuters faced an average 78-minute commute each way and already there is evidence that this congestion is rapidly returning.

Valley Link will provide an estimated 33,000 daily rides on the 42-mile, 7-station system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of an estimated 32,220 to 42,650 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.



Valley Link will link our Northern California Megaregion's workforce to affordable housing, provide opportunities for compact transit-oriented development and will have a significant impact on the reduction of greenhouse gas emissions. It will also provide an estimated 22,000 jobs during construction and when operational support 400 jobs per year with labor income of over \$19 million per year and \$69 million in business sales annually. In short, it is vital to our environment and the quality of life in our communities – and now even more vital to our economy given the recovery needs we are now facing.

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 Wunderman', is written over a light grey circular background.

Jim Wunderman
President & CEO
Bay Area Council

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



BOARD OF SUPERVISORS

June 10, 2020

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

Dear Chair Cutter:

**RE: Support for ACTC 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 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 blue ink, consisting of a series of loops and a final flourish.

Richard Valle, President
Alameda County Board of Supervisors

CC: Alameda County Transportation Commissioners
Tess Lengyel, ACTC Executive Director
Michael Tree, Authority Executive Director

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

September 10, 2020

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

Dear Chair Cutter:

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

As a business within the jurisdiction of the Alameda County Transportation Commission (ACTC), supporting a work force of more than a thousand employees (collectively), I write to strongly support approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to amend 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 to advance rail connectivity to Livermore and support our economy by providing our Bay Area work force with a chance to have safe and affordable choices about where they can live and work.

The Tri-Valley is a thriving Bay Area job center - with two national labs and it is the headquarter location of more than 450 technology companies. It has a regional gross domestic product (GDP) of an estimated \$42 billion. The quality of life it affords its residents is considered to be a large part of its competitive advantage – but growing congestion and skyrocketing Bay Area housing costs put this all at risk. An estimated 93,400 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering essential services to the Bay Area - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs. Pre-pandemic, these commuters faced an average 78-minute commute each way and already there is evidence that this congestion is rapidly returning.

Valley Link will provide an estimated 33,000 daily rides on the 42-mile, 7-station system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of an estimated 32,220 to 42,650 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.

Valley Link will link our Northern California Megaregion's workforce to affordable housing, provide opportunities for compact transit-oriented development and will have a significant impact on the reduction of greenhouse gas emissions. It will also provide an estimated 22,000 jobs during construction and when operational support 400 jobs per year with labor income of over \$19 million per year and \$69 million in business sales annually. In short, it is vital to our environment and the quality of life in our communities – and now even more vital to our economy given the recovery needs we are now facing.

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,



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

Cc: *Alameda County Transportation Commission members*
Tess Lengyel, ACTC Executive Director
Michael Tree, Authority Executive Director



California Automotive Retailing Group, Inc.
4200 John Monego Court Dublin CA 94568 925-479-3500

September 8, 2020

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

Dear Chair Cutter:

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

As a business within the jurisdiction of the Alameda County Transportation Commission (ACTC), supporting a work force of more than 800 employees, I write to strongly support approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to amend 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 to advance rail connectivity to Livermore and support our economy by providing our Bay Area work force with a chance to have safe and affordable choices about where they can live and work.

The Tri-Valley is a thriving Bay Area job center - with two national labs and it is the headquarter location of more than 450 technology companies. It has a regional gross domestic product (GDP) of an estimated \$42 billion. The quality of life it affords its residents is considered to be a large part of its competitive advantage - but growing congestion and skyrocketing Bay Area housing costs put this all at risk. An estimated 93,400 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering essential services to the Bay Area - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs. Pre-pandemic, these commuters faced an average 78-minute commute each way and already there is evidence that this congestion is rapidly returning.

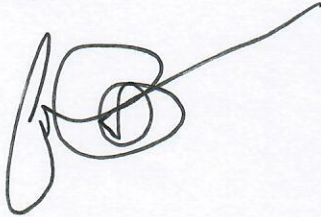
Valley Link will provide an estimated 33,000 daily rides on the 42-mile, 7-station system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of an estimated 32,220 to 42,650 metric tons of greenhouse gas emissions per year. In addition, through 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.

Valley Link will link our Northern California Megaregion's workforce to affordable housing, provide opportunities for compact transit-oriented development and will have a significant impact on the

reduction of greenhouse gas emissions. It will also provide an estimated 22,000 jobs during construction and when operational support 400 jobs per year with labor income of over \$19 million per year and \$69 million in business sales annually. In short, it is vital to our environment and the quality of life in our communities – and now even more vital to our economy given the recovery needs we are now facing.

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, consisting of a stylized 'A' followed by a large 'B' and a long horizontal stroke extending to the right.

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



September 10, 2020

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

Dear Chair Cutter:

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

CEMEX has multiple business operations within the jurisdiction of the Alameda County Transportation Commission (ACTC), supporting a workforce of more than 200 employees, many of who commute from the Valley region. I write, on behalf on CEMEX, to strongly support approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to amend 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 to advance rail connectivity to Livermore and support our economy by providing our Bay Area workforce with a chance to have safe and affordable choices about where they can live and work.

Valley Link will link our Northern California Megaregion's workforce to affordable housing, provide opportunities for compact transit-oriented development and will have a significant impact on the reduction of traffic congestion and emissions. It will also provide an estimated 22,000 jobs during construction and, when operational, support 400 jobs per year with labor income of over \$19 million per year and \$69 million in business sales annually. In short, it is vital to sustainable infrastructure, mobility and the quality of life in our communities – and even more vital to our economy given the recovery needs we are now facing.

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 blue ink, appearing to read "Debbie Haldeman", with a stylized flourish at the end.

Debbie Haldeman
Director, Government Affairs & Communications
CEMEX

CEMEX * 7633 Southfront Road, Suite 210. Livermore, CA 94550 * 916-941-2800 * www.cemexusa.com



cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director
Michael Tree, Authority Executive Director



September 11, 2020

The Honorable Elsa Ortiz, Chair
Planning, Policy and Legislation Committee
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Via Email: vlee@alamedactc.org

Subject: Support for 2014 Measure BB Transportation Expenditure Plan Amendment – Valley Link

Dear Chair Ortiz:

On behalf of the City of Pleasanton, I write to give our strong support for the approval of the Tri-Valley San Joaquin Valley Regional Rail Authority's (TVSJRAA) request to amend the 2014 Measure BB transportation Expenditure Plan. The amendment proposes to complete several actions: 1) recognize the TVSJVRRA as a new agency that is eligible to receive Measure BB funds; 2) Replace the BART to Livermore project with the Valley Link project and retain the \$400 million in Measure BB funding for the Valley Link project.

The Valley Link Project is a critical regional project and will complete the regional rail concept initially envisioned for the Tri-Valley decades ago. With the approval of Assembly Bill 758 in 2017, the TVSJVRRA was created to expedite the planning, development and construction of a rail service that connects BART to the Altamont Commuter Express.

As stated in the City's previous letters dated May 26th, 2020 and June 26, 2020, the Valley Link Project will benefit the entire Tri-Valley by improving rail mobility from San Joaquin County to the Tri-Valley region. Valley Link will service approximately 28,000 riders per day which will reduce traffic congestion, vehicle miles traveled, and travel time through the Altamont and 580 corridor. Valley Link will also reduce GHG by 33,000 metric tons of CO2 in 2040 by operating a self-sufficient renewable energy system.

Valley Link will also support the advancement of Transit Oriented Development by supporting MTC's Plan Bay Area; having four PDA's located along the Valley Link alignment will support more than 2,200 homes, all located within ½ mile of the stations. These transit-oriented developments will be within walking distance to regular Valley Link service providing access throughout the day in both directions and connecting with the Bay Area's BART system which further contributes to the reduction of traffic congestion and GHG emissions in the Tri-Valley region.

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
(925) 931-5038
Fax: 931-5485

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

Honorable Elsa Ortiz, Chair
September 11, 2020
Page 2

The project meets the vision and goals of Measure BB by expanding regional rail, providing traffic relief, improving air quality by providing clean transportation. We strongly urge the Planning, Policy and Legislation Committee approve the Measure BB amendment request by TVSJVRRAA.

Sincerely,

A handwritten signature in black ink, appearing to read "Kathy Narum", followed by a long horizontal flourish line.

Kathy Narum
City of Pleasanton, Vice Mayor

Electronic cc: Planning, Policy and Legislation Committee members
Mayor and City Council
Michael Tree, Executive Director of Tri-Valley – San Joaquin Valley Regional Rail Authority
Nelson Fialho, City Manager
Honorable Pauline Cutter, Commission Chair – Alameda County Transportation Commission
Tess Lengyel, Executive Director – Alameda County Transportation Commission
Ellen Clark, Director of Community Development
Mike Tassano, Deputy Director of Community Development, Transportation
Becky Hopkins, Assistant to the City Manager



CITY OF SAN RAMON

7000 BOLLINGER CANYON ROAD
SAN RAMON, CALIFORNIA 94583
PHONE: (925) 973-2500
WWW.SANRAMON.CA.GOV

9/8/2020

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

Dear Chair Cutter:

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

As a project partner and member of the Tri-Valley – San Joaquin Valley Regional Rail Authority (Authority), I write to support the approval of the Authority's request to amend 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 to advance rail connectivity to Livermore. It will also support an intermodal connection between ACE and the BART system in the Tri-Valley and support the advancement of the Altamont Vision.

The Authority was created in 2017 by Assembly Bill 758 for the purpose of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the 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 93,400 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. Valley Link will operate 74 daily round trips, providing an estimated 33,000 daily rides in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of an estimated 32,220 to 42,650 metric tons of greenhouse gas emissions per year.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that the Valley Link project moves forward and supports the Altamont Vision that our agencies are diligently working jointly to advance.

CITY COUNCIL: 973-2530
CITY MANAGER: 973-2530
CITY ATTORNEY: 973-2549

CITY CLERK: 973-2539
HUMAN RESOURCES: 973-2523
FINANCE DEPARTMENT: 973-2609

PARKS & COMMUNITY SERVICES: 973-3200
POLICE SERVICES: 973-2700
ECONOMIC DEVELOPMENT: 973-2554

COMMUNITY DEVELOPMENT: 973-2560
PUBLIC SERVICES: 973-2800
ENGINEERING SERVICES: 973-2670

Sincerely,

A handwritten signature in black ink, appearing to read "Bill Clarkson". The signature is fluid and cursive, with the first name "Bill" and last name "Clarkson" clearly distinguishable.

Bill Clarkson
Mayor, City of San Ramon

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director
Stacey Mortensen, SJRRC Executive Director
Michael Tree, Authority Executive Director



6300 Village Parkway, Suite 200
Dublin, California 94568
(925) 828-6200 fax: (925) 828-4247
info@dublinchamberofcommerce.org

www.dublinchamberofcommerce.org

September 11, 2020

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

Dear Chair Cutter:

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

The Dublin Chamber of Commerce represents over 250 business organizations most who are within the jurisdiction of the Alameda County Transportation Commission (ACTC), supporting a work force of more than 5600 employees, I write to strongly support approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to amend 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 to advance rail connectivity to Livermore and support our economy by providing our Bay Area work force with a chance to have safe and affordable choices about where they can live and work.

The Tri-Valley is a thriving Bay Area job center - with two national labs and it is the headquarter location of more than 450 technology companies. It has a regional gross domestic product (GDP) of an estimated \$42 billion. The quality of life it affords its residents is considered to be a large part of its competitive advantage – but growing congestion and skyrocketing Bay Area housing costs put this all at risk. An estimated 93,400 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering essential services to the Bay Area - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs. Pre-pandemic, these commuters faced an average 78-minute commute each way and already there is evidence that this congestion is rapidly returning.

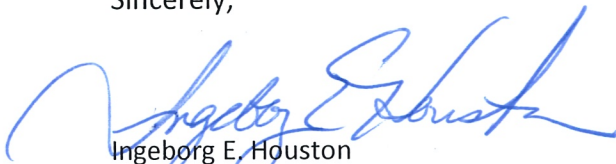
Valley Link will provide an estimated 33,000 daily rides on the 42-mile, 7-station system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the

reduction of an estimated 32,220 to 42,650 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.

Valley Link will link our Northern California Megaregion's workforce to affordable housing, provide opportunities for compact transit-oriented development and will have a significant impact on the reduction of greenhouse gas emissions. It will also provide an estimated 22,000 jobs during construction and when operational support 400 jobs per year with labor income of over \$19 million per year and \$69 million in business sales annually. In short, it is vital to our environment and the quality of life in our communities – and now even more vital to our economy given the recovery needs we are now facing.

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,



Ingeborg E. Houston
President and CEO

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



September 8, 2020

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

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

Dear Chair Cutter:

On behalf of the East Bay Economic Development Alliance, the East Bay Leadership Council and Innovation Tri-Valley Leadership Group, which represent a broad range of private and public sector employers in Alameda County, we are writing to express our strong support of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to amend the 2014 Measure BB Transportation Expenditure Plan (TEP). This Amendment acknowledges 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 voters of Alameda County to advance rail connectivity to Livermore and support our economy by providing our Bay Area work force with a chance to have safe and affordable choices about where they can live and work. It will help address both immediate and long-term transportation, housing, economic, and environmental needs in Alameda County as well as provide tremendous benefits to the greater Bay Area region. The recently completed Feasibility Report provided to the state legislature demonstrates that the Project is financially viable and provides significant increases in regional rail ridership in the Altamont Corridor.

The Altamont Corridor that connects the San Joaquin Valley to Alameda County and the greater Bay Area is one of the most heavily traveled and fastest growing corridors in the Northern California megaregion. In addition, the Altamont Corridor is also the primary gateway for goods movement between the Bay Area and the Central Valley and Southern California and relieving congestion is essential for maintaining and improving the health of our state's economy. According to a recent report in the Orange County Register, commuters in Northern San Joaquin County lead the nation in "super commuters" traveling 90 miles or more to work each day, which causes significant environmental harm. Furthermore, the Bay Area Council estimated that congestion will increase an additional 75% by 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, as well as a better quality of life and access to educational opportunities, health care facilities, and other regional amenities.

The Tri-Valley is a thriving Bay Area job center - with two national laboratories and headquarters for more than 450 technology companies. It has a regional gross domestic product (GDP) of an estimated \$42 billion. The quality of life it affords its residents is a large part of its competitive advantage – but growing congestion and skyrocketing Bay Area housing costs put this all at risk. An estimated 93,400 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering essential services to the Bay Area - firefighters, police, nurses, and teachers, many of whom have been priced out of the communities they serve by rising housing costs. Pre-pandemic, these commuters faced an average 78-minute commute each way and already there is evidence that this congestion is rapidly returning.

Valley Link's 42-mile, 7 station system is estimated to have a ridership of 28,000 by 2040. It will reduce the amount of greenhouse gases and air pollution emissions by diverting trips that would have previously been taken by an automobile. Specifically, 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 Transit Oriented Development (TOD) Policy, Valley Link will also support the advancement of affordable housing and TOD by fostering more compact and sustainable growth centered around a robust rail network adjacent to its stations, which will further reduce VMT and greenhouse emissions. The TOD 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 Project would also have a transformative effect on underserved communities by providing a convenient and inexpensive alternative to the rising costs and impacts of automobile usage. Connecting San Joaquin Valley to the Bay Area's large economic centers would increase safe and affordable transportation options between these communities while also providing an opportunity to rebalance job centers equitably. The Project addresses the social justice concerns caused by the displacement of former Bay Area residents living in San Joaquin County who rely on jobs in the Bay Area for their family's economic survival. Simply put, jobs will ultimately leave the Bay Area if we do not provide a reliable transit connection for those who are most in need.

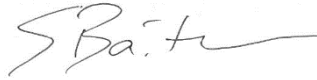
During these challenging economic times, it is also important to note that Valley Link is projected to provide an estimated 22,000 jobs during construction, and when operational, support 400 jobs per year with labor income of over \$19 million per year and \$69 million in business sales annually. In short, it is vital to our environment and the quality of life in our communities – and now even more vital to our economy given the recovery needs we are now facing. The project already has substantial funding, and once it clears its final hurdle early next year with approval of the Final Environmental Impact Report, the amended TEP will make the project “shovel ready” and immediately eligible for federal funding opportunities.

In summary, Valley Link is consistent with the intent of the voters of Alameda County to extend rail service into the Tri-Valley. It is consistent with the State Rail Plan, MTC Regional Rail Plan, MTC Plan Bay Area 2050, and MTC Resolutions 3829 and 2007. 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,



Kristin Connelly
President & CEO
East Bay Leadership Council



Stephen Baiter
Executive Director
East Bay Economic Development Alliance



Lynn Naylor
CEO
Innovation Tri-Valley
Leadership Group

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

#

East Bay Leadership Council (EBLC) is a private sector, public policy organization that advocates on issues affecting the economic vitality and quality of life of the region. EBLC's membership of East Bay employers include leaders from business, industry, health care, education, local government, labor and the nonprofit community. www.eastbayleadershipcouncil.org

East Bay Economic Development Alliance (East Bay EDA) is a unique cross-sector partnership of private, elected, county/city/town and nonprofit leaders in the East Bay counties of Alameda and Contra Costa, helping to establish the East Bay as a globally- recognized region to grow business and attract capital and resources to create quality jobs and preserve a high quality of life. www.EastBayEDA.org

Innovation Tri-Valley Leadership Group (ITVLG) is a business leadership association committed to connecting the businesses, research labs, educational institution and civic leaders in the Tri-Valley region of the East Bay, by generating job growth and economic vitality for a region that is globally connected, regionally united and locally unique. www.innovationtrivalley.org

This page intentionally left blank



September 9, 2020

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

Dear Chair Cutter:

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

GILLIG is a 130-year-old American manufacturer of heavy-duty transit buses for cities and municipalities across the United States. We take great pride in our successful history as a US manufacturing business, and our employment of nearly nine hundred hard working Californians who are steadfast in helping our customers fulfill their duties and mission in public transit.

As a business within the jurisdiction of the Alameda County Transportation Commission (ACTC), I write to you today to strongly support approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to amend 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 to advance rail connectivity to Livermore and support our economy by providing our Bay Area work force with a chance to have safe and affordable choices about where they can live and work.

When GILLIG outgrew its facility in Hayward, we decided to build in the Tri-Valley because a large percentage of our workforce lived in the Northern San Joaquin County area. The length of their commutes coupled with inaccessibility to reasonable public transportation options weighed heavily on their overall quality of life. Moving to Livermore in 2017 meant shorter commute times for most employees and gave us more accessibility to high caliber talent outside our immediate area. It goes without saying that adding advanced rail connectivity, would be a huge benefit to both our employees and to GILLIG.

Valley Link will provide an estimated 33,000 daily rides on the 42-mile, 7-station system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of an estimated 32,220 to 42,650 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.

GILLIG urges 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 "D Maunus". The signature is fluid and cursive, with a large, stylized "D" and "M".

Derek Maunus
President & CEO, GILLIG

Cc: Scott Haggerty, Alameda County Supervisor
Tess Lengyel, ACTC Executive Director
Michael Tree, Authority Executive Director

This page intentionally left blank



4305 HACIENDA DRIVE, SUITE 330 PLEASANTON, CA 94588
E: info@hacienda.org P: 925.734.6500 F: 925.734.6501
WWW.HACIENDA.ORG

September 9, 2020

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

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

Dear Chair Cutter:

Hacienda is located near the geographic center of the San Francisco Bay Area and, at 875 acres, is the largest development of its kind in Northern California. Over 10 million square feet of existing, mixed-use space is occupied by some 700 companies that locally employ approximately 20,000 people. Key tenants include Kaiser Permanente, Oracle, Roche Molecular Systems and Gap who have all made substantive investments in their presence within Hacienda. In addition, Hacienda features homes to some 5,600 residents and is in the active planning and construction phase for as many more. Our facilities thrive because of the state-of-the-art working and living environments that have been developed which are in large part due to an ongoing commitment to providing comprehensive approaches to commute choices and community development.

Hacienda writes to strongly support approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to amend 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 to advance rail connectivity to Livermore and support our economy by providing our Bay Area work force with a chance to have safe and affordable choices about where they can live and work.

The Tri-Valley is a thriving Bay Area job center with two national labs and headquarters for more than 450 technology companies, many of them located at Hacienda, and regional gross domestic product (GDP) of an estimated \$42 billion. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the Interstate 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 and confronting an average 78-minute commute each way. Critical employment centers, such as Hacienda, need to make sure that all corridors leading into the Tri-Valley provide easy and convenient access for businesses whose labor supply extends into outlying areas. Likewise, residents at Hacienda similarly need the ability to enjoy access to corridors connecting the Tri-Valley with the larger region.

Valley Link will provide an estimated 33,000 daily rides on the 42-mile, 7-station system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of an estimated 32,220 to 42,650 metric tons of greenhouse gas emissions per year. In addition, through the Transit Oriented Development Policy adopted by the Authority's Board, Valley Link will support the advancement of transit-oriented projects, such as Hacienda, 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. Hacienda's existing and proposed development along with the proposed Isabel Neighborhood Plan are examples of how this can happen throughout the system.

Valley Link is a transformational project that will link our most vital Bay Area workforce to affordable housing, provide opportunities for compact transit-oriented development and will have a significant impact on the reduction of greenhouse gas emissions. It will also provide an estimated 22,000 jobs during construction and, when operational, support an estimate 400 jobs per year with labor income of over \$19 million per year and \$69 million in business sales annually. In short, it is vital to our environment and the quality of life in our communities; now more than ever given the recovery needs we are facing.

We urge approval of the Authority's request for the allocation of funding. This action will support the goals and objectives of Hacienda and the economic recovery of our region by ensuring that this important project will move forward.

Sincerely,

A handwritten signature in black ink, appearing to read "James Paxson", with a large, stylized initial "J" and "P".

James Paxson
General Manager, HBPOA

cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director
Michael Tree, Authority Executive Director

fc: Letter_ACTC TEP Amendment_090920.let
dc: BUS/TRI



IBEW Local Union 595

International Brotherhood of Electrical Workers

Established in 1907 - Over 100 Years of Service

GREG BONATO

Business Manager

Financial Secretary

September 10, 2020

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

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

Dear Chair Cutter:

As a Union within the jurisdiction of the Alameda County Transportation Commission (ACTC), supporting a work force of more than 2500 members, I write to strongly support approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to amend 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 to advance rail connectivity to Livermore and support our economy by providing our Bay Area work force with a chance to have safe and affordable choices about where they can live and work.

The Tri-Valley is a thriving Bay Area job center - with two national labs and it is the headquarter location of more than 450 technology companies. It has a regional gross domestic product (GDP) of an estimated \$42 billion. The quality of life it affords its residents is considered to be a large part of its competitive advantage – but growing congestion and skyrocketing Bay Area housing costs put this all at risk. An estimated 93,400 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering essential services to the Bay Area - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs. Pre-pandemic, these commuters faced an average 78-minute commute each way and already there is evidence that this congestion is rapidly returning.

Valley Link will provide an estimated 33,000 daily rides on the 42-mile, 7-station system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of an estimated 32,220 to 42,650 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.

Valley Link will link our Northern California Megaregion's workforce to affordable housing, provide opportunities for compact transit-oriented development and will have a significant impact on the reduction of greenhouse gas emissions. It will also provide an estimated 22,000 jobs during construction and when operational support 400 jobs per year with labor income of over \$19 million per year and \$69 million in business sales annually. In short, it is vital to our environment and the quality of life in our communities – and now even more vital to our economy given the recovery needs we are now facing.

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,



Greg Bonato
Business Manager-Financial Secretary

cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director
Michael Tree, Authority Executive Director

GB:klp
opeiu #29
afl-cio



Rob Stoker

POLITICAL AND PUBLIC RELATIONS DIRECTOR

September 8, 2020

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

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

Dear Chair Cutter:

On behalf of the International Association of Sheet Metal, Air, Rail and Transportation Workers, Sheet Metal Workers' Local Union No. 104, which encompasses approximately two thirds of the state of California, I am writing to express our strong support of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to amend 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 to advance rail connectivity to Livermore and support our economy by providing our Bay Area work force with a chance to have safe and affordable choices about where they can live and work.

The Tri-Valley is a thriving Bay Area job center - with two national labs and it is the headquarter location of more than 450 technology companies. It has a regional gross domestic product (GDP) of an estimated \$42 billion. The quality of life it affords its residents is a large part of its competitive advantage – but growing congestion and skyrocketing Bay Area housing costs put this all at risk. An estimated 93,400 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering essential services to the Bay Area - firefighters, police, nurses, and teachers, many of whom have been priced out of the communities they serve by rising housing costs. Pre-pandemic, these commuters faced an average 78-minute commute each way and already there is evidence that this congestion is rapidly returning.

Valley Link will provide an estimated 33,000 daily rides on the 42-mile, 7-station system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of an estimated 32,220 to 42,650 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.

Valley Link will link our Northern California Megaregion's workforce to affordable housing, provide opportunities for compact transit-oriented development and will have a significant impact on the reduction of greenhouse gas emissions. It will also provide an estimated 22,000 jobs during construction and when operational support 400 jobs per year with labor income of over \$19 million per year and \$69 million in business sales annually. In short, it is vital to our environment and the quality of life in our communities – and now even more vital to our economy given the recovery needs we are now facing.

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.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Rob Stoker". The signature is fluid and cursive, with the first name "Rob" being more prominent than the last name "Stoker".

Rob Stoker
Political & Public Relations Director

cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director
Michael Tree, Authority Executive Director

September 10, 2020

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

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

Dear Chair Cutter:

I have been directly involved in efforts to expand rail connectivity in the Tri-Valley since 1999 in various capacities, including as a federal and state legislative staffer, local elected official, and advocate for business and labor interests. Given my personal history, involvement, and knowledge of the project, I have been following the recent discussion and public comments regarding Valley Link with great interest.

During the past 21 years that I have been working on this effort, one noteworthy highlight that is particularly relevant to this item is when I served on the Measure BB Executive Steering Committee in 2014. One of the key principles as we were crafting the TEP was ensuring that the top transportation priorities of each of the four planning areas were addressed for purposes of equity. In 2014, the leaders of the eastern planning area (i.e. the Tri-Valley) identified BART to Livermore as one of those priorities. Today, the leaders of that same planning area are respectfully requesting that the successor project to BART to Livermore (i.e. Valley Link) be incorporated into the amended plan to fulfill the will of the voters of Alameda County for rail connectivity in the Tri-Valley. By approving this Amendment, the carefully crafted principles of regional equity through the fair distribution of projects and priorities within the four planning areas which comprise the TEP will be preserved. Notwithstanding the numerous benefits of Valley Link, by denying this Amendment it creates an injustice to the residents of eastern Alameda County by subjecting them to worsening congestion and air quality while shattering the foundational principles of the equitable distribution of resources that were the cornerstone of the TEP.

I have both spoken and written about the project's benefits previously, and I am aware that dozens of letters of support from key stakeholders have been written recently that have further articulated all of the reasons the TEP Amendment should be supported. I trust that you will review those carefully. Unfortunately, I believe that there are also mischaracterizations of Valley Link being circulated by opponents of the project. In order that you can make an informed decision. I wish to draw your attention to the attached "Myths vs. Facts" document that I have submitted with this letter. I apologize in advance for the length of this document, but I felt it was critically important for you to have this information.

Thank you in advance for your consideration, and it is my sincere hope that you will fulfill the long-awaited promises to the residents of the Tri-Valley and the vision of MTC Plan Bay Area 2050, the MTC Regional Rail Plan, and the State Rail Plan by voting to support Valley Link.

Sincerely,



Tim Sbranti
Strategic Initiatives Director, Innovation Tri-Valley Leadership Group (2018-present)
Deputy Chief of Staff/District Director, Congressman Eric Swalwell (2015-2018)
Mayor, City of Dublin (2008-2014)
Councilmember, City of Dublin (2002-2008)
District Aide, State Senator Tom Torlakson (1999-2001)

Myth vs. Fact

Tri-Valley – San Joaquin Valley Regional Rail Authority Request Amendment to 2014 Measure BB Transportation Expenditure Plan

Myth: Measure BB Funds will be spent outside of Alameda County

Fact: This is simply not true.

No expenditure of Measure BB funds will be made outside of Alameda County. The proposed TEP amendment states that funds are for construction only in Alameda County and shall not be used until full funding commitments are identified and approved for an initial operating segment.

Myth: Valley Link primarily benefits non-Alameda County residents

Fact: The economies of the Northern California Megaregion are interconnected and residents and businesses throughout Alameda County will benefit from Valley Link

The project as defined will benefit Alameda County residents and businesses as well as San Joaquin County. Benefits of the project, including data specific to Alameda County residents is noted:

- 57% of the project track mileage is in Alameda County
- 74 round trips in 2040
- 10,137 daily boardings in the Tri-Valley in 2040
- 33,000 daily boardings in the full corridor in 2040
- 99.4 million annual reduction in vehicle miles travelled (VMT)
- 33,880 to 42,650 metric tons per year reduction in greenhouse gas (GHG)

Valley Link is vitally needed to support the interconnected economies of the Northern California Megaregion: both the Bay Area and San Joaquin County. An estimated 93,400 of our Bay Area workers are now living in Northern San Joaquin County, including 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. Valley Link will connect our displaced workforce to housing and jobs, help companies attract and retain employees in Alameda County and cease the tide of companies seeking to move elsewhere.

It is also worth noting that the primary goods movement corridor from products being shipped to and from the Port of Oakland and other businesses in Alameda County to the Central Valley and Southern California are transported over the Altamont Pass. If improvements are not made to this corridor, this critical freight movement will come to a grinding halt, causing immeasurable harm to businesses and customers in Alameda County.

Myth: Valley Link will duplicate ACE service

Fact: They are complimentary and coordinated services

Valley Link will not duplicate ACE service. It will provide fast and frequent rail service to BART – operating 74 daily roundtrips a day with a focus on serving Tri-Valley, Oakland and San Francisco bound commuters. Expansion of the current ACE 4-daily roundtrip service is constrained due to operations on Union Pacific tracks in mixed freight.

Valley Link and ACE are working in partnership towards a long-term Altamont Corridor Vision that, consistent with the California State Rail Plan, will evolve into a coordinated megaregional system – providing connectivity to the future California High Speed Rail service. As plans for this long-term vision

are advanced, Valley Link will continue to plan upon providing fast and frequent service to a BART connection in the Tri-Valley with focus on serving the Oakland and San Francisco commute – while the ACE service will focus on longer-haul service with fewer stations and faster service to the Silicon Valley.

Myth: Valley Link will create sprawl

Fact: Valley Link will support compact development at stations

Valley Link provides a sustainable commute option to the more than 93,400 Bay Area workers who currently travel from their homes in Northern San Joaquin County to jobs in the Bay Area – where they’ve simply been priced-out. The Valley Link Board has adopted a transit-oriented development (TOD) policy, modelled after MTC’s Resolution 3434 TOD requirements, that encourages local jurisdictions to conform to a minimum corridor threshold average of 2,200 units of housing within a half mile radius of stations and complete station area plans. These plans will address, at a minimum, future land use changes, station access needs, circulation improvements, pedestrian-friendly design, and other key features in support of transit-oriented development. Station area planning is currently underway for the Isabel, Downtown Tracy and River Island stations. The Dublin/Pleasanton, Isabel and Southfront stations are in Priority Development Areas (PDAs) established by MTC/ABAG.

Myth: Valley Link does not support the objectives of SB375

Fact: Will achieve significant reductions in greenhouse emissions

The primary focus of SB 375 is the reduction of greenhouse gas (GHG) emissions. Valley Link will reduce GHG by getting commuters out of their cars and onto trains. An estimated 75% of the 93,400 Northern San Joaquin Valley residents commuting to work in the Bay Area are driving alone. Ridership on Valley Link is projected to be an estimated 33,000 riders per day in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of between 33,880 and 42,650 metric tons of greenhouse gas emissions (GHG) per year depending on the vehicle technology. In addition, through a 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.

Another goal of SB 375, as stated in Plan Bay Area 2040, was for the nine-county Bay Area region to provide sufficient housing for all new workers in the area. Not only has the region failed to achieve this goal, with the cost of a new housing unit in the area now estimated at \$700,000, the goal of providing housing that is affordable to such workers may be unattainable. In contrast, the areas to be served by Valley Link provide many options for moderate income and affordable housing. By creating a commute option that allows those workers to reach jobs in the Bay Area region without increasing GHG emissions and congesting the area's roadways, Valley Link creates a win-win for both regions that might otherwise be unattainable.

Myth: A bus alternative would be more cost-effective

Fact: The bus alternatives fall way short

Express bus/BRT and enhanced bus alternatives were studied in the Project Feasibility Report and will be further examined in the EIR that is currently underway. Bus alternatives were also studied extensively in the BART to Livermore EIR that was certified by the BART Board in 2018. This review of bus alternatives have included a review of all possible ways to maximize the effectiveness of bus operations in this corridor - including a “bus on shoulder” alternative. In short, the bus alternatives appear to be less costly than rail but have much longer travel times, dramatically lower ridership and significantly less air quality improvement and environmental benefits.

Myth: Interstate 580 lanes will be lost in the Tri-Valley

Fact: No lane loss and minimal disruption is anticipated

There will be no loss of existing highway lanes or Express Lanes on I-580. Valley Link is currently working in partnership with Caltrans and ACTC (agency that oversees the I-580 Express Lanes) – planning to ensure minimal disruption during construction. It is important to note that the highway right-of-way was preserved (as feasible) for a potential BART extension in the I-580 median. Extensive efforts were made throughout the years to not preclude potential rail expansion when modifications to the

interstate were made and developments were planned in its proximity. When the decision was made to advance the I-580 Express Lanes, these efforts were continued. Although design and environmental review is still underway, it appears that impacts to existing infrastructure and land uses adjacent to I-580 will be minimized as a result of these efforts.

Myth: Insufficient study of alternatives

Fact: The Study of alternatives has been exhaustive and underway for many years

BART conducted extensive alternatives analysis, as both part of the 2010 Program Environmental Impact Report (EIR) and as part of the subsequent Project EIR certified in 2018. The 2010 Program EIR included analysis of 10 alignment alternatives. The Project EIR included extensive analysis of four alternatives plus a no project alternative. The alternatives included an Express Bus/Bus Rapid Transit Alternative and an Enhanced Bus Alternative. The analysis included detailed evaluation of potential benefits and impacts, including but not limited to: ridership, vehicle miles traveled, greenhouse gas emissions, capital and operating costs, travel times, integration with land use, and cost-effectiveness. The BART Project EIR found mixed performance results for the alternatives. While the cost per new rider for the Express Bus/BRT option was lower than for the rail alternatives, the rail alternatives carried significantly more riders and resulted in a higher reduction in vehicle miles traveled.

When the BART Board directed the General Manager to not advance an alternative, it effectively passed over to the Authority the ability to plan for a connection to the Dublin/Pleasanton BART Station in July 2018. In developing the Valley Link Feasibility Report, and continuing in the EIR, the Authority is evaluating alternatives, building off of the work done by BART as well as by ACE as part of the ACE Forward analysis. The Feasibility Report found, consistent with the BART findings, that the potential ridership benefits and greenhouse gas emission reductions were significantly higher for the rail alternative.

Myth: COVID-19: It's better to wait and defer decision

Fact: Valley Link will support economic recovery – inaction is costly

The time to advance this cost-effective solution is now – estimates show each year of delay will escalate cost by approximately \$60 million per year. In developing the region's long-range transportation plan, Plan Bay Area 2050, MTC's direction is to assume that long-term travel and development patterns do not significantly change as a result of COVID-19; rather those impacts are largely concentrated in the early (first 10) years of the Plan. Projects under development within the Bay Area must be consistent with MTC's long-range plan – and Valley Link has been rated as one of the top projects and designated for near-term implementation.

Additionally, a decision now will provide the Valley Link project additional advantage and leverage when seeking competitive funds from State and federal opportunities in the near future. It is also worth noting that as the economy has slowly started opening up, one of the few corridors in the entire Bay Area to begin seeing congestion return is I-580 in the Tri-Valley. This proves that delaying action will actually stifle economic growth when it is needed the most.

Finally, Valley Link will play a significant role in the region's economic recovery. Cost-effectively connecting our region's work force to jobs, particularly among the service sector where telecommuting is not an option. Importantly, it will create an estimated 22,000 jobs during construction with an economic impact estimate of \$3.5 billion, and 400 more per year when operational that will result in labor income of over \$19 million per year and \$69 million in business sales annually.

Myth: San Joaquin County commitment inadequate

Fact: The inter-regional cooperation occurring is unprecedented

The Authority is working closely with the county and cities in San Joaquin County, SJCOG and the state to secure additional funding for the project. Important to note is that SJOG was the first agency to contribute funding for the Valley Link Feasibility Report (\$300,000), the City of Tracy has committed to the donation of a key 200-acre parcel under City ownership to the project to be used for an operation and maintenance facility. The property has an estimated value of \$40 million. In April 2020, the SJCOG

Board approved an amendment to its 2018 Regional Transportation Plan to include the Valley Link project, including identification of \$163.9 million for the project in the plan from future measures and state funds. Additionally, the SJCOG has included the project in their Congested Corridors Plan to access funding from the California Transportation Commission. Finally, SJCOG is preparing for a potential Transportation Sales Tax in 2022 that will provide both capital and operating funds for the Valley Link project.

Myth: Lack of outreach community support in Livermore

Fact: Outreach is a priority and community responsiveness a key goal

To-date there has been extensive public outreach in Livermore, first as part of the BART to Livermore project and subsequently when the Authority developed the Project Feasibility Report. The City of Livermore also conducted significant outreach as part of the Isabel Neighborhood Specific Plan, which is closely tied to rail service in Livermore. The project has received overwhelming support from residents, all of the Tri-Valley jurisdictions, civic groups and chambers of commerce and business groups and interests – each and every time an opportunity to provide advocacy and support has occurred.

A key mandate of AB758 and project goal adopted by the Authority Board is to be, “responsive to the goals and objective of the communities it will serve.” To meet this goal, the Authority conducted an extensive community outreach program in the entire project area throughout the development of the Project Feasibility Report. This included community workshops in each of the station areas, including Livermore, and an online survey (available in English and Spanish) which was distributed widely through social media, employer newsletters, email blasts and the project website. In keeping with Board adopted Sustainability Policy Goals on Equitable Access, this community outreach included a focus on non-traditional, creative, grassroots approaches including pop-up events at public gatherings. In the Tri-Valley, an extensive number of pop-up events were conducted and included booths at the Farmer’s Markets in Pleasanton, two days at the St. Patrick’s Day Parade Event in Dublin, at the Dublin/Pleasanton BART Station, on the BART train, at ACE stations, Las Positas College on Club Day and at Contreras Market in Livermore. In addition, presentations were made to numerous civic and Chamber of Commerce meetings as well as briefings to City Councils upon request.

Myth: An EIR and full funding commitment is needed before decision is made

Fact: This has not been required of other projects

Valley Link should not be unfairly singled out. As with all projects in the 2014 TEP, the project must meet specific environmental deadlines and comply with regional, state and federal requirements. The TEP does not require that a project complete an environmental document before inclusion in the plan, nor does it require that full funding be in place. Every project in the 2014 TEP has a funding shortfall; the sales tax dollars are intended to be leveraged with other local, regional, state and federal funds to deliver the projects. Most of the named capital projects in the 2014 TEP did not have completed EIRs when the TEP was approved by voters. Only 4 of the 21 specifically named capital projects in the TEP had an approved EIR when the TEP was approved by voters.

This page intentionally left blank



September 9, 2020

Via Email

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

Re: Tri-Valley-San Joaquin Valley Regional Rail Authority Request for 2014 Measure BB
Transportation Expenditure Plan Amendment – **SUPPORT**

Dear Chair Cutter and Commissioners:

I am writing on behalf of the Livermore Valley Chamber of Commerce (LVCC), a business membership organization with nearly 500 members from a cross-section of private/public and non-profit industry sectors that employ nearly 20,000 workers. Ensuring that public dollars are wisely spent and that taxpayers receive a good return on their investment, while responsibly and effectively planning, funding, and maintaining and operating our transportation system, is a key policy priority for LVCC.

LVCC supports the above referenced request, advancing the efforts to close the gap in the I-580 corridor for an urgently needed and long-awaited, effective rail connection between Livermore/Eastern Alameda County and the Dublin/Pleasanton East BART station. We reiterate the support formerly expressed by LVCC over many years for planning and funding support for such a project. Advancement of a rail extension project connecting BART in the I-580 corridor has withstood challenges and opposition, oftentimes by those that are not on the ground in the Tri-Valley corridor. We recognize many do so with a view of maintaining the status quo and protecting their own interests, unwilling or unable to consider the utility of a future comprehensive and connected transportation network effectively serving all major corridors of Alameda County.

Over decades, the Tri-Valley I-580 corridor and now this project as well as the former BART extension have been studied ad nauseum. And yet, we continue to experience chronic traffic congestion and the related impacts to air quality, local roadways, the economy and general quality of life by those that travel, live or work along the I-580 corridor. We are satisfied that the TVSJVRRA Valley Link project is warranted. ACTC has invested hundreds of millions of dollars in projects that serve regional travel, beyond Alameda County borders, infrastructure necessary to support a strong regional economy. We understand the collective responsibility and benefits to us all.

Livermore Valley Chamber of Commerce
2157 First Street Livermore CA 94550
925.447.1606
www.livermorechamber.org

Recalling the rigors and pain of developing Measure BB including the \$400 million earmarked for a BART extension project to Livermore, there was little doubt that the intent was to close a crucial rail gap in the Tri-Valley I-580 corridor. Upon the failure of the BART board of directors to meet expectations to implement this project, and to ensure that this opportunity was not lost to the 20th century models of bus and BART, forward thinking leaders in the Tri-Valley acted to meet the challenge, establishing the TVSJVRRA and developing the Valley Link project.

Today as we contend with the impacts of the COVID-19 public health emergency, business leaders are already looking beyond the pandemic, planning to adapt some of the changes, and strengthen their business models for the 21st Century post-COVID economy. Operating outside of our comfort zone has become an acquired skill during COVID, requiring vision and courage to move towards a safe, sustainable and successful future. We expect no less from leaders that have power over our economic transportation future.

LVCC appreciates the wisdom of the Alameda County Transportation Commission in designating \$400 million of funding in Measure BB (which was supported by LVCC) to provide for a future rail connection in this corridor. In light of events that have transpired since the approval of BB, LVCC strongly urges actions necessary to amend the expenditure plan to approve the request by the Tri-Valley-San Joaquin Valley Regional Rail Authority and move \$400 million towards delivering Valley Link.

Respectfully,

Dawn P. Argula

Dawn P. Argula
CEO & President

C: ACTC Planning, Policy and Legislation Committee
 Scott Haggerty, Alameda County Board of Supervisors
 Tess Lengyel, ACTC
 John Marchand, City of Livermore
 Michael Tree, Valley Link



September 9, 2020

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

Dear Chair Cutter:

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

As a business within the jurisdiction of the Alameda County Transportation Commission (ACTC), supporting a work force of winery and hospitality employees, I write to strongly support approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to amend 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 to advance rail connectivity to Livermore and support our economy by providing our Bay Area work force with a chance to have safe and affordable choices about where they can live and work.

The Tri-Valley is a thriving Bay Area job center - with two national labs and it is the headquarter location of more than 450 technology companies. It has a regional gross domestic product (GDP) of an estimated \$42 billion. The quality of life it affords its residents is considered to be a large part of its competitive advantage – but growing congestion and skyrocketing Bay Area housing costs put this all at risk. An estimated 93,400 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering essential services to the Bay Area - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs. Pre-pandemic, these commuters faced an average 78-minute commute each way and already there is evidence that this congestion is rapidly returning.

Valley Link will provide an estimated 33,000 daily rides on the 42-mile, 7-station system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of an estimated 32,220 to 42,650 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.

Valley Link will link our Northern California Megaregion's workforce to affordable housing, provide opportunities for compact transit-oriented development and will have a significant impact on the reduction of greenhouse gas emissions. It will also provide an estimated 22,000 jobs during construction and when operational support 400 jobs per year with labor income of over \$19 million per year and \$69 million in business sales annually. In short, it is vital to our environment and the quality of life in our communities – and now even more vital to our economy given the recovery needs we are now facing.

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,

Chris Chandler

Executive Director
Livermore Valley Winegrowers Association

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

MAG TRUCKING, INC

3500 ENTERPRISE AVE
HAYWARD CA 94545

DIR 1000014378 O. 510-782-8801

LBE CERTIFIED ALAMEDA COUNTY/PORT OF OAKLAND
Hazardous certified

9/11/20

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

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

Dear Chair Cutter:

Obtaining more safe and effective mass transit is critical to the Bay Area. Although it has temporarily lightened to some degree, it is well known that traffic conditions have become intolerable. These long commutes affect quality of life deeply in a negative way. The exhaustion that it causes among our citizens literally can affect their health as well.

Citizens like to feel productive and they need to be to accomplish their goals. Spending hours in their car has a very negative impact to these goals. They can work while commuting with mass transit. This allows them more time for family. They can catch a nap when needed to feel more refreshed.

We are talking about less pollution, more productivity, better quality of life, more rest, less chance of automobile accidents, this is a win-win in every sense for our community.

As a business within the jurisdiction of the Alameda County Transportation Commission (ACTC), supporting a work force of more than 35 employees and more than 150 subcontractors, I write to strongly support approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to amend 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 to advance rail connectivity to Livermore and support our economy by providing our Bay Area work force with a chance to have safe and affordable choices about where they can live and work.

Valley Link will provide an estimated 33,000 daily rides on the 42-mile, 7-station system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of an estimated 32,220 to 42,650 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.

Valley Link will link our Northern California Megaregion's workforce to affordable housing, provide opportunities for compact transit-oriented development and will have a significant impact on the reduction of greenhouse gas emissions. It will also provide an estimated 22,000 jobs during construction and when operational support 400 jobs per year with labor income of over \$19 million per year and \$69 million in business sales annually. In short, it is vital to our environment and the quality of life in our communities – and now even more vital to our economy given the recovery needs we are now facing.

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,

Debbie Ferrari

Debbie Ferrari
Operations Manager

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



September 9, 2020

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

Dear Chair Cutter:

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

As a business within the jurisdiction of the Alameda County Transportation Commission (ACTC), supporting a work force of more than 65 employees, I write to strongly support approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to amend 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 to advance rail connectivity to Livermore and support our economy by providing our Bay Area work force with a chance to have safe and affordable choices about where they can live and work.

The Tri-Valley is a thriving Bay Area job center - with two national labs and it is the headquarter location of more than 450 technology companies. It has a regional gross domestic product (GDP) of an estimated \$42 billion. The quality of life it affords its residents is considered to be a large part of its competitive advantage – but growing congestion and skyrocketing Bay Area housing costs put this all at risk. An estimated 93,400 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering essential services to the Bay Area - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs. Pre-pandemic, these commuters faced an average 78-minute commute each way and already there is evidence that this congestion is rapidly returning.

Valley Link will provide an estimated 33,000 daily rides on the 42-mile, 7-station system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of an estimated 32,220 to 42,650 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.

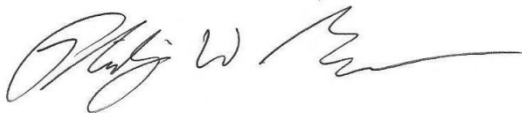
Valley Link will link our Northern California Megaregion's workforce to affordable housing, provide opportunities for compact transit-oriented development and will have a significant impact on the reduction of greenhouse gas emissions. It will also provide an estimated 22,000 jobs during construction

and when operational support 400 jobs per year with labor income of over \$19 million per year and \$69 million in business sales annually. In short, it is vital to our environment and the quality of life in our communities – and now even more vital to our economy given the recovery needs we are now facing.

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,

MARSHALL BROTHERS ENTERPRISES, INC.

A handwritten signature in black ink, appearing to read "Phillip W. Marshall", with a long horizontal flourish extending to the right.

Phillip W. Marshall
Sr. VP of Operations

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

September 10, 2020

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

Dear Chair Cutter:

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

As a labor union within the jurisdiction of the Alameda County Transportation Commission (ACTC), supporting a work force of more than 35,000 members, I write to strongly support approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to amend 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 to advance rail connectivity to Livermore and support our economy by providing our Bay Area work force with a chance to have safe and affordable choices about where they can live and work.

The Tri-Valley is a thriving Bay Area job center - with two national labs and it is the headquarter location of more than 450 technology companies. It has a regional gross domestic product (GDP) of an estimated \$42 billion. The quality of life it affords its residents is considered to be a large part of its competitive advantage – but growing congestion and skyrocketing Bay Area housing costs put this all at risk. An estimated 93,400 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering essential services to the Bay Area - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs. Pre-pandemic, these commuters faced an average 78-minute commute each way and already there is evidence that this congestion is rapidly returning.

Valley Link will provide an estimated 33,000 daily rides on the 42-mile, 7-station system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of an estimated 32,220 to 42,650 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.

Valley Link will link our Northern California Megaregion's workforce to affordable housing, provide opportunities for compact transit-oriented development and will have a significant impact on the reduction of greenhouse gas emissions. It will also provide an estimated 22,000 jobs during construction and when operational support 400 jobs per year with labor income of over \$19 million per year and \$69 million in business sales annually. In short, it is vital to our environment and the quality of life in our communities – and now even more vital to our economy given the recovery needs we are now facing.

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,



Oscar De La Torre
Business Manager

ODLT:dle
liuna67

cc: Alameda County Transportation Commission Members
Tess Lengyel, ACTC Executive Director
Michael Tree, Authority Executive Director

From: [Vanessa Lee](#)
To: [Tess Lengyel](#); [Carolyn Clevenger](#)
Subject: Fwd: SEPTEMBER 14TH PPLC MEETING, AGENDA ITEM 5.1
Date: Sunday, September 6, 2020 2:09:36 PM
Attachments: [Myth vs Fact - ACTC TEP Amendment MT.doc](#)
[ATT00001.htm](#)

FYI

Sent from my iPhone

Begin forwarded message:

From: Robert Panas <robp212@gmail.com>
Date: September 6, 2020 at 1:45:53 PM PDT
To: Vanessa Lee <VLee@alamedactc.org>
Subject: **SEPTEMBER 14TH PPLC MEETING, AGENDA ITEM 5.1**

September 6, 2020

Ms. Vanessa Lee

Alameda County Transportation Commission

1111 Broadway, Suite 800
Oakland, CA 94607

Dear Ms Lee:

Subject: Regarding Support for ACTC Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan (TEP) Amendment

My husband and I are writing to you today regarding our support for the Tri-Valley-San Joaquin Valley Regional Rail Authority request to amend the 2014 Measure BB TEP. We think this is an important and valuable step as it serves many purposes. First, it will directly benefit the taxpaying residents of the Tri-

Valley, second it will connect our Alameda County service work force, and third, it will create new jobs to stimulate our faltering economy. It will advance TOD plans currently underway at proposed stations – adding new and affordable housing units where they are needed most. It will also reduce congestion and improve safety on Interstate 580. 580 has gotten busier every year since we moved in, and while this is a good sign of growth it is also an indicator of the growing need for public transit to scale with the times. It should be possible to get to work and home without routinely sitting in 20+mile traffic jams that fill the Tri-Valley with smog.

We think that this is the right moment to take action as it will position this vital project for federal and state stimulus funds. Decades of studies have been carried out to decide how to extend transportation, these exhaustive analyses have covered nearly every imaginable alternative. The public has all the information we need to proceed, and any further studies are simply raising cost without raising value. Not only is all the information gathered, but the critical juncture of economic and public health disasters begs for a proactive stimulus to the local economy. This is exactly the time to invest in infrastructure to position our County for economic recovery and support the needs of our vital, taxpaying work force.

I urge you to carefully consider the facts when considering arguments being made in favor of other projects and interests. It is important to let the Valley Link Project and TEP Amendment decision stand on the merit of the facts. Please review the attached fact sheet and go to valleylinkrail.com for further information.

Sincerely,

Robert and Cynthia Panas

Attachment: Myth vs. Fact: Tri-Valley - San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

Website: valleylinkrail.com

Myth vs. Fact

Tri-Valley – San Joaquin Valley Regional Rail Authority Request Amendment to 2014 Measure BB Transportation Expenditure Plan

Myth: Measure BB Funds will be spent outside of Alameda County

Fact: This is simply not true.

No expenditure of Measure BB funds will be made outside of Alameda County. The proposed TEP amendment states that funds are for construction only in Alameda County and shall not be used until full funding commitments are identified and approved for an initial operating segment.

Myth: Valley Link primarily benefits non-Alameda County residents

Fact: The economies of the Northern California Megaregion are interconnected.

The project as defined will benefit Alameda County residents and businesses as well as San Joaquin County. Benefits of the project, including data specific to Alameda County residents is noted:

- 57% of the project track mileage is in Alameda County
- 74 round trips in 2040
- 10,137 daily boardings in the Tri-Valley in 2040
- 33,000 daily boardings in the full corridor in 2040
- 99.4 million annual reduction in vehicle miles travelled (VMT)
- 33,880 to 42,650 metric tons per year reduction in greenhouse gas (GHG)

Valley Link is vitally needed to support the interconnected economies of the Northern California Megaregion: both the Bay Area and San Joaquin County. An estimated 93,400 of our Bay Area workers are now living in Northern San Joaquin County, including 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. Valley Link will connect our workforce to housing and jobs, help companies attract and retain employees on both sides of the Altamont Pass, and cease the tide of companies seeking to move elsewhere.

Myth: Valley Link will duplicate ACE service

Fact: They are complimentary and coordinated services

Valley Link will not duplicate ACE service. It will provide fast and frequent rail service to BART – operating 74 daily roundtrips a day with a focus on serving Tri-Valley, Oakland and San Francisco bound commuters. Expansion of the current ACE 4-daily roundtrip service is constrained due to operations on Union Pacific tracks in mixed freight.

Valley Link and ACE are working in partnership towards a long-term Altamont Corridor Vision that, consistent with the California State Rail Plan, will evolve into a coordinated megaregional system – providing connectivity to the future California High Speed Rail service. As plans for this long-term vision are advanced, Valley Link will continue to plan upon providing fast and frequent service to a BART connection in the Tri-Valley with focus on serving the Oakland and San Francisco commute – while the ACE service will focus on longer-haul service with fewer stations and faster service to the Silicon Valley.

Myth: Valley Link will create sprawl

Fact: Valley Link will support compact development at stations

Valley Link provides a sustainable commute option to the more than 93,400 Bay Area workers who currently travel from their homes in Northern San Joaquin County to jobs in the Bay Area – where they’ve simply been priced-out. The Valley Link Board has adopted a transit-oriented development (TOD) policy, modelled after MTC’s Resolution 3434 TOD requirements, that encourages local jurisdictions to conform to a minimum corridor threshold average of 2,200 units of housing within a half mile radius of stations and complete station area plans. These plans will address, at a minimum, future land use changes, station access needs, circulation improvements, pedestrian-friendly design, and other key features in support of transit-oriented development. Station area planning is currently underway for the Isabel, Downtown Tracy and River Island stations. The Dublin/Pleasanton, Isabel and Southfront stations are in Priority Development Areas (PDAs) established by MTC/ABAG.

Myth: Valley Link does not support the objectives of SB375

Fact: Will achieve significant reductions in greenhouse emissions

The primary focus of SB 375 is the reduction of greenhouse gas (GHG) emissions. Valley Link will reduce GHG by getting commuters out of their cars and onto trains. An estimated 75% of the 93,400 Northern San Joaquin Valley residents commuting to work in the Bay Area are driving alone. Ridership on Valley Link is projected to be an estimated 33,000 riders per day in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of between 33,880 and 42,650 metric tons of greenhouse gas emissions (GHG) per year depending on the vehicle technology. In addition, through a 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.

Another goal of SB 375, as stated in Plan Bay Area 2040, was for the nine-county Bay Area region to provide sufficient housing for all new workers in the area. Not only has the region failed to achieve this goal, with the cost of a new housing unit in the area now estimated at \$700,000, the goal of providing housing that is affordable to such workers may be unattainable. In contrast, the areas to be served by Valley Link provide many options for moderate income and affordable housing. By creating a commute option that allows those workers to reach jobs in the Bay Area region without increasing GHG emissions and congesting the area's roadways, Valley Link creates a win-win for both regions that might otherwise be unattainable.

Myth: A bus alternative would be more cost-effective

Fact: The bus alternatives fall short

Express bus/BRT and enhanced bus alternatives were studied in the Project Feasibility Report and will be further examined in the EIR that is currently underway. This has included a review of all possible ways to maximize the effectiveness of bus operations in this corridor - including a “bus on shoulder” alternative. In all of the alternatives the buses must operate within mixed traffic to varying degrees. In short, the bus alternatives appear to be less costly than rail but have longer travel times, lower ridership and less air quality improvement.

Myth: Interstate 580 lanes will be lost in the Tri-Valley

Fact: No lane loss and minimal disruption is anticipated

There will be no loss of existing highway lanes or Express Lanes on I-580. Valley Link is currently working in partnership with Caltrans and ACTC (agency that oversees the I-580 Express Lanes) – planning to ensure minimal disruption during construction. It is important to note that the highway right-of-way was preserved (as feasible) for a potential BART extension in the I-580 median. Extensive efforts were made throughout the years to not preclude potential rail expansion when modifications to the interstate were made and developments were planned in its proximity. When the decision was made to advance the I-580 Express Lanes, these efforts were continued. Although design and environmental review is still underway, it appears that impacts to existing infrastructure and land uses adjacent to I-580 will be minimized as a result of these efforts.

Myth: Insufficient study of alternatives

Fact: The Study of alternatives has been exhaustive and underway for many years

BART conducted extensive alternatives analysis, as both part of the 2010 Program Environmental Impact Report (EIR) and as part of the subsequent Project EIR certified in 2018. The 2010 Program EIR included analysis of 10 alignment alternatives. The Project EIR included extensive analysis of four alternatives plus a no project alternative. The alternatives included an Express Bus/Bus Rapid Transit Alternative and an Enhanced Bus Alternative. The analysis included detailed evaluation of potential benefits and impacts, including but not limited to: ridership, vehicle miles traveled, greenhouse gas emissions, capital and operating costs, travel times, integration with land use, and cost-effectiveness. The BART Project EIR found mixed performance results for the alternatives. While the cost per new rider for the Express Bus/BRT option was lower than for the rail alternatives, the rail alternatives carried significantly more riders and resulted in a higher reduction in vehicle miles traveled.

When the BART Board directed the General Manager to not advance an alternative, it effectively passed over to the Authority the ability to plan for a connection to the Dublin/Pleasanton BART Station in July 2018. In developing the Valley Link Feasibility Report, and continuing in the EIR, the Authority is evaluating alternatives, building off of the work done by BART as well as by ACE as part of the ACE Forward analysis. The Feasibility Report found, consistent with the BART findings, that the potential ridership benefits and greenhouse gas emission reductions were significantly higher for the rail alternative.

Myth: COVID-19: It's better to wait and defer decision

Fact: Valley Link will support economic recovery – inaction is costly

The time to advance this cost-effective solution is now – estimates show each year of delay will escalate cost by approximately \$60 million per year. In developing the region's long-range transportation plan, Plan Bay Area 2050, MTC's direction is to assume that long-term travel and development patterns do not significantly change as a result of COVID-19; rather those impacts are largely concentrated in the early (first 10) years of the Plan. Projects under development within the Bay Area must be consistent with MTC's long-range plan – and Valley Link has been rated as one of the top projects and designated for near-term implementation.

Additionally, a decision now will provide the Valley Link project additional advantage and leverage when seeking competitive funds from State and federal opportunities in the near future.

Finally, Valley Link will play a significant role in the region's economic recovery. Cost-effectively connecting our region's work force to jobs, particularly among the service sector where telecommuting is not an option. Importantly, it will create an estimated 22,000 jobs during construction with an economic impact estimate of \$3.5 billion, and 400 more per year when operational that will result in labor income of over \$19 million per year and \$69 million in business sales annually.

Myth: San Joaquin County commitment inadequate

Fact: The inter-regional cooperation occurring is unprecedented

The Authority is working closely with the county and cities in San Joaquin County, SJCOG and the state to secure additional funding for the project. Important to note is that SJOG was the first agency to contribute funding for the Valley Link Feasibility Report (\$300,000), the City of Tracy has committed to the donation of a key 200-acre parcel under City ownership to the project to be used for an operation and maintenance facility. The property has an estimated value of \$40 million. In April 2020, the SJCOG Board approved an amendment to its 2018 Regional Transportation Plan to include the Valley Link project, including identification of \$163.9 million for the project in the plan from future measures and state funds. Additionally, the SJCOG has included the project in their Congested Corridors Plan to access funding from the California Transportation Commission. Finally, SJCOG is preparing for a potential Transportation Sales Tax in 2022 that will provide both capital and operating funds for the Valley Link project.

Myth: Lack of outreach community support in Livermore

Fact: Outreach is a priority and community responsiveness a key goal

To-date there has been extensive public outreach in Livermore, first as part of the BART to Livermore project and subsequently when the Authority developed the Project Feasibility Report. The City of Livermore also conducted significant outreach as part of the Isabel Neighborhood Specific Plan, which is closely tied to rail service in Livermore. The project has received overwhelming support from residents, all of the Tri-Valley jurisdictions, civic groups and chambers of commerce and business groups and interests – each and every time an opportunity to provide advocacy and support has occurred.

A key mandate of AB758 and project goal adopted by the Authority Board is to be, “responsive to the goals and objective of the communities it will serve.” To meet this goal, the Authority conducted an extensive community outreach program in the entire project area throughout the development of the Project Feasibility Report. This included community workshops in each of the station areas, including Livermore, and an online survey (available in English and Spanish) which was distributed widely through social media, employer newsletters, email blasts and the project website. In keeping with Board adopted Sustainability Policy Goals on Equitable Access, this community outreach included a focus on non-traditional, creative, grassroots approaches including pop-up events at public gatherings. In the Tri-Valley, an extensive number of pop-up events were conducted and included booths at the Farmer's Markets in Pleasanton, two days at the St. Patrick's Day Parade Event in Dublin, at the Dublin/Pleasanton BART Station, on the BART train, at ACE stations, Las Positas College on Club Day and at Contreras Market in Livermore. In addition, presentations were made to numerous civic and Chamber of Commerce meetings as well as briefings to City Councils upon request.

Myth: An EIR and full funding commitment is needed before decision is made

Fact: This has not been required of other projects

Valley Link should not be unfairly singled out. As with all projects in the 2014 TEP, the project must meet specific environmental deadlines and comply with regional, state and federal requirements. The TEP does not require that a project complete an environmental document before inclusion in the plan, nor does it require that full funding be in place. Every project in the 2014 TEP has a funding shortfall; the sales tax dollars are intended to be leveraged with other local, regional, state and federal funds to deliver the projects. Most of the named capital projects in the 2014 TEP did not have completed EIRs when the TEP was approved by voters. Only four of the 21 specifically named capital projects in the TEP had an approved EIR when the TEP was approved by voters. The Draft EIR is anticipated to be released in Fall 2020.

This page intentionally left blank



September 9, 2020

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

Dear Chair Cutter:

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

The Pleasanton Chamber of Commerce represents over 750 business organizations many of which fall within the jurisdiction of the Alameda County Transportation Commission (ACTC), supporting a total work force of more than 25,000 employees. Our members strongly support approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to amend 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 to advance rail connectivity to Livermore and support our economy by providing our Bay Area work force with a chance to have safe and affordable choices about where they can live and work.

The Tri-Valley is a thriving Bay Area job center - with two national labs and it is the headquarter location of more than 450 technology companies. It has a regional gross domestic product (GDP) of an estimated \$42 billion. The quality of life it affords its residents is considered to be a large part of its competitive advantage – but growing congestion and skyrocketing Bay Area housing costs put this all at risk. An estimated 93,400 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering essential services to the Bay Area - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs. Pre-pandemic, these commuters faced an average 78-minute commute each way and already there is evidence that this congestion is rapidly returning.

Valley Link will provide an estimated 33,000 daily rides on the 42-mile, 7-station system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of an estimated 32,220 to 42,650 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.

www.pleasanton.org

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

Valley Link will link our Northern California Megaregion's workforce to affordable housing, provide opportunities for compact transit-oriented development and will have a significant impact on the reduction of greenhouse gas emissions. It will also provide an estimated 22,000 jobs during construction and when operational support 400 jobs per year with labor income of over \$19 million per year and \$69 million in business sales annually. In short, it is vital to our environment and the quality of life in our communities – and now even more vital to our economy given the recovery needs we are now facing.

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,



Steve Van Dorn
President & CEO

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



September 11, 2020

The Honorable Elsa Ortiz, Chair
Planning, Policy and Legislation Committee
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Via Email: vlee@alamedactc.org

Subject: Support for 2014 Measure BB Transportation Expenditure Plan Amendment – Valley Link

Dear Chair Ortiz:

As a member of the Pleasanton City Council, I am providing my support for the approval of the Tri-Valley San Joaquin Valley Regional Rail Authority's (TVSJRAA) request to amend the 2014 Measure BB transportation Expenditure Plan. The amendment proposes to complete several actions: 1) recognize the TVSJVRRA as a new agency that is eligible to receive Measure BB funds; 2) Replace the BART to Livermore project with the Valley Link project and retain the \$400 million in Measure BB funding for the Valley Link project.

The Valley Link Project will benefit the entire Tri-Valley by improving rail mobility from San Joaquin County to the Tri-Valley region. At the gateway to Silicon Valley and the greater Bay Area, the City of Pleasanton bears the brunt of traffic congestion through the 580 and 680 corridors. Valley Link will service approximately 28,000 riders per day which will reduce traffic congestion, vehicle miles traveled, and travel time through the Altamont and 580 corridor. Valley Link will also reduce GHG by 33,000 metric tons of CO2 in 2040 by operating a self-sufficient renewable energy system.

Valley Link will also support the advancement of Transit Oriented Development by supporting MTC's Plan Bay Area; having four PDA's located along the Valley Link alignment will support more than 2,200 homes, all located within ½ mile of the stations. These transit-oriented developments will be within walking distance to regular Valley Link service providing access throughout the day in both directions and connecting with the Bay Area's BART system which further contributes to the reduction of traffic congestion and GHG emissions in the Tri-Valley region.

The Valley Link Project is a critical regional project and will complete the regional rail concept initially envisioned for the Tri-Valley decades ago. It will expand regional rail, provide traffic relief, and will improve air quality by providing clean transportation. I urge the Planning, Policy and Legislation Committee approve the Measure BB amendment request by TVSJVRRA.

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
(925) 931-5038
Fax: 931-5485

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

The Honorable Elsa Ortiz, Chair
September 11, 2020
Page 2

Sincerely,

A handwritten signature in black ink, appearing to read "Jerry Pentin", with a stylized, flowing script.

Jerry Pentin
City of Pleasanton, City Councilmember

Electronic cc: Planning, Policy and Legislation Committee members
Michael Tree, Executive Director of Tri-Valley – San Joaquin Valley Regional Rail
Authority
Nelson Fialho, City Manager
Honorable Pauline Cutter, Commission Chair- Alameda County Transportation
Commission
Tess Lengyel, Executive Director - Alameda County Transportation Commission

PONDEROSA

HOMES

September 8, 2020

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

Dear Chair Cutter:

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

As a business within the jurisdiction of the Alameda County Transportation Commission (ACTC), supporting a work force of more than 30 employees, I write to strongly support approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to amend 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 to advance rail connectivity to Livermore and support our economy by providing our Bay Area work force with a chance to have safe and affordable choices about where they can live and work.

The Tri-Valley is a thriving Bay Area job center - with two national labs and it is the headquarter location of more than 450 technology companies. It has a regional gross domestic product (GDP) of an estimated \$42 billion. The quality of life it affords its residents is considered to be a large part of its competitive advantage – but growing congestion and skyrocketing Bay Area housing costs put this all at risk. An estimated 93,400 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering essential services to the Bay Area - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs. Pre-pandemic, these commuters faced an average 78-minute commute each way and already there is evidence that this congestion is rapidly returning.

An estimated 28,000 are projected to ride the 42-mile, 7-station 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.

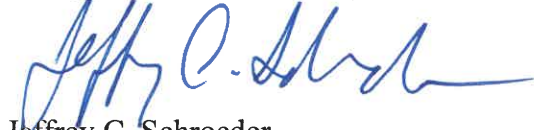
Valley Link will link our Northern California Megaregion's workforce to affordable housing, provide opportunities for compact transit-oriented development and will have a significant impact on the reduction of greenhouse gas emissions. It will also provide an estimated 22,000 jobs during construction and when operational support 400 jobs per year with labor income of over \$19 million per year and \$69

million in business sales annually. In short, it is vital to our environment and the quality of life in our communities – and now even more vital to our economy given the recovery needs we are now facing.

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,

PONDEROSA HOMES II, INC.



Jeffrey C. Schroeder
Senior Vice President, Land Acquisition & Planning

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

Congress of the United States
Washington, DC 20515

September 10, 2020

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

Dear Chair Cutter:

I write to support approval of the Tri-Valley – San Joaquin Valley Regional Rail Authority (Authority) request to amend the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County and an eligible recipient of Measure BB funds. The amendment would also 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 to advance rail connectivity to Livermore. It will also support an intermodal connection between Altamont Corridor Express (ACE) and the Bay Area Rapid Transit (BART) system in the Tri-Valley and support the advancement of the Altamont Vision.

The Authority was created in 2017 for the purpose of planning, developing, and delivering cost-effective and responsive transit connectivity between BART and ACE rail service that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link is poised to fill the need for a rail alternative across the Altamont and is slated to be a robust and sustainable passenger rail system that has widespread support from constituencies and local leaders throughout the Northern California Megaregion. The 42-mile, seven-station system would link the Dublin/Pleasanton BART station in the Tri-Valley with communities and households in northern San Joaquin Valley. With 25 daily round trips, Valley Link staff estimates the service will provide 28,000 daily rides in 2040. Further, the Authority has also committed to making Valley Link an accessible and equitable public transit option, with four of the proposed stations in San Joaquin County within disadvantaged community geographic areas or areas designated as low-income communities.

As low-wage workers and others are displaced from the Bay Area to find more affordable housing, they are forced to make lengthier and more expensive daily commutes, making a rail connection a social justice issue. Given the potential this project has to improve the lives of commuters and help protect our environment, and given the motivation of its team to see the project completed and service begin, I want to make clear my strong support for approving the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that the Valley Link project moves forward and supports the Altamont Vision that regional agencies are diligently working jointly to advance.

Sincerely,



Eric Swalwell
Member of Congress

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director
Stacey Mortensen, SJRRRC Executive Director
Michael Tree, Authority Executive Director

This page intentionally left blank

STATE CAPITOL
ROOM 5108
SACRAMENTO, CA 95814
TEL (916) 651-4007

DISTRICT OFFICE
51 MORAGA WAY, SUITE 2
ORINDA, CA 94563
TEL (925) 258-1176

SENATOR.GLAZER@SENATE.CA.GOV

California State Senate

SENATOR
STEVEN M. GLAZER
SEVENTH SENATE DISTRICT

CHAIR
BUSINESS, PROFESSIONS &
ECONOMIC DEVELOPMENT
SELECT COMMITTEE ON
STUDENT SUCCESS

COMMITTEES
AGRICULTURE
EDUCATION
GOVERNMENTAL ORGANIZATION
INSURANCE

September 10, 2020

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

Dear Chair Cutter:

I am writing to encourage you to support the Tri-Valley-San Joaquin Valley Regional Authority's (Authority) request to amend the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as an agency eligible for Measure BB funds and move the \$400 million of Measure BB funding identified for the BART to Livermore project to Valley Link. To achieve our region's goals for the economy, the environment, housing and transportation, we need a robust and sustainable passenger rail system. I believe that Valley Link is important for the future of our region.

In 2017, the California State Legislature created the Tri-Valley - San Joaquin Valley Regional Rail Authority to plan, develop and deliver cost-effective transit connectivity between the Bay Area Rapid Transit District's (BART) rapid transit system and the Altamont Corridor Express' (ACE) commuter rail service. In 2018, they adopted the Valley Link project as the prepared alternative.

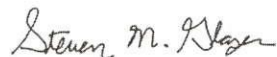
Valley Link is an opportunity to deliver a fast and efficient inter-regional rail service, connecting people, housing and jobs in the Northern California region and providing much needed congestion relief in one of the Bay Area's most congested corridors. Currently, there are over 98,500 daily commuters, traveling an estimated 78 minutes each way. By 2040, overall traffic is estimated to increase by 75% on I-580.

Valley Link will expand Bay Area rail access from the Dublin/Pleasanton BART Station to additional destinations in the Tri-Valley, including stations at Isabel Ave/I-580 in Livermore and Greenville Road/I-580 in Livermore. In addition, it will connect the Tri-Valley and Bay Area with communities in Northern San Joaquin Valley, with stations in Mountain House, Tracy and River Islands.

Valley Link has widespread support throughout the community. In addition, their environmental clearance is nearly complete and their targeted revenue service date is set for 2027.

I appreciate your consideration and look forward to the advancement of this important project.

Respectfully,



Steven M. Glazer
CA State Senator
District 7

CC: Tess Lengyel, Alameda County Transportation Commission (ACTC), Executive Director

This page intentionally left blank

August 31, 2020

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

Dear Chair Cutter:

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

As a business within the jurisdiction of the Alameda County Transportation Commission (ACTC), supporting a work force of more than 100 employees, I write to strongly support approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to amend 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 to advance rail connectivity to Livermore and support our economy by providing our Bay Area work force with a chance to have safe and affordable choices about where they can live and work.

The Tri-Valley is a thriving Bay Area job center - with two national labs and it is the headquarter location of more than 450 technology companies. It has a regional gross domestic product (GDP) of an estimated \$42 billion. The quality of life it affords its residents is considered to be a large part of its competitive advantage – but growing congestion and skyrocketing Bay Area housing costs put this all at risk. An estimated 93,400 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering essential services to the Bay Area - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs. Pre-pandemic, these commuters faced an average 78-minute commute each way and already there is evidence that this congestion is rapidly returning.

My daughter is an ACSO deputy and my son is an EMT. Both of them serve our community and neither can afford to live in the communities they serve. We have 1,300 plus employees at our local hospital, many of whom cannot afford to live in the community and must commute to their jobs over the Altamont Pass. Reducing congestion on our freeways for goods movement, allowing essential workers and others to have a more efficient and predictable commute and reducing greenhouse gas emissions make Valley Link a win for the entire Bay Area.

An estimated 28,000 are projected to ride the 42-mile, 7-station system daily 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

SENSIBA SAN FILIPPO LLP

CERTIFIED PUBLIC ACCOUNTANTS AND BUSINESS ADVISORS

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.

Valley Link will link our Northern California Megaregion's workforce to affordable housing, provide opportunities for compact transit-oriented development and will have a significant impact on the reduction of greenhouse gas emissions. It will also provide an estimated 22,000 jobs during construction and when operational support 400 jobs per year with labor income of over \$19 million per year and \$69 million in business sales annually. In short, it is vital to our environment and the quality of life in our communities – and now even more vital to our economy given the recovery needs we are now facing.

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,



John D. Sensiba, CPA
Managing Partner

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



SAN JOAQUIN COUNCIL OF GOVERNMENTS

555 E. Weber Avenue • Stockton, California 95202 • P 209.235.0600 • F 209.235.0438 • www.sjcog.org

September 11, 2020

Sol Jobrack

CHAIR

Leo Zuber

VICE CHAIR

Andrew T. Chesley

EXECUTIVE DIRECTOR

Member Agencies

CITIES OF

ESCALON,

LATHROP,

LODI,

MANTECA,

RIPON,

STOCKTON,

TRACY,

AND

THE COUNTY OF SAN

JOAQUIN

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

Dear Chair Cutter:

I am writing to help address the question of what the San Joaquin Council of Governments and our member jurisdictions are doing to support the development and eventual operation of a future Valley Link commuter rail program from the San Joaquin Valley to Alameda County. We have worked with the Tri-Valley, San Joaquin Valley Regional Rail Authority over the past three-plus years to help advance the cause of a continuously growing number of commuters from the northern San Joaquin Valley to various locations in the Bay Area. I am sure we will continue to work with the Authority to make this program a success.

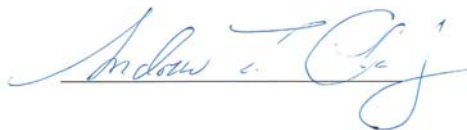
The following are a list of positive steps we and our member jurisdictions and agencies have taken to advance Valley Link and passenger rail service across the Altamont:

- The 2018 adopted San Joaquin County Regional Transportation Plan included a Valley Link description promoting the advancement of an environmental document and related engineering studies. I believe we were the first Metropolitan Planning Organization (MPO) to do so.
- The San Joaquin Regional Rail Commission (SJRRRC) conducted an environmental document with AECOM called ACE Forward that programmatically looked at passenger rail service across the Altamont. The effort involved a combination of state and San Joaquin County sources of funding. This substantial effort gave Valley Link a head start on its environmental document. I believe it has been described as equivalent to about a \$3 million effort in advancing the Valley Link environmental work.
- The San Joaquin Council of Governments board of directors has discussed the potential for a future sales tax measure for transportation purposes on a countywide basis. Funding for passenger rail service across the Altamont (ACE and Valley Link) would be a component. The SJCOG Board has not taken affirmative action on a potential measure but has directed the exploration of a possible 2022 measure. For context, the 2006 Measure K Renewal included almost 13% of its measure for the San Joaquin Regional Rail Commission for ACE. Also, the 2006 measure was passed with 78% of the vote.

- In 1990, the voters of San Joaquin County passed the original Measure K half-cent transportation sales tax. This included funding to begin the Altamont Corridor Express service (ACE). Later Alameda County and Santa Clara County joined in providing funding for the service; a cooperative effort that has been a great success.
- The City of Tracy has scheduled Measure Y on the November ballot to promote Transit Oriented Development primarily to pave the way for Valley Link.
- The City of Tracy is also in the process of preparing for Council consideration a transfer of land to Valley Link for a maintenance facility on the San Joaquin side of the Altamont.
- San Joaquin COG and the San Joaquin Regional Rail Commission continue to work cooperatively with MTC, ACTC, BART, LAVTA, and Caltrans District 4 on the Executive Steering Committee for Valley Link
- San Joaquin COG is just beginning our update to the 2018 Regional Transportation Plan. Three months ago we amended the Plan to include a portion of the capital construction of Valley Link in the Tracy area. We have been in discussion with MTC over coordinating our approaches in our Plans for both the Altamont Corridor Express and Valley Link.

I hope this information proves helpful to you and your board in your deliberations. SJCOG looks forward to continued coordination with ACTC, LAVTA, MTC, BART, SJRRC, and the State of California in improving the plight of the long-distance commuters through enhanced passenger rail service across the Altamont Pass with ACE and Valley Link.

Sincerely yours,

A handwritten signature in blue ink, reading "Andrew T. Chesley". The signature is fluid and cursive, with a small mark above the final "y".

Andrew T. Chesley
Executive Director



SAN JOAQUIN
REGIONAL
RAIL COMMISSION

Chair, **Christina Fugazi**, City of Stockton
Vice Chair, **Leo Zuber**, City of Ripon
Commissioner, **Debby Moorhead**, City of Manteca
Commissioner, **Bob Elliott**, San Joaquin County

Commissioner, **Scott Haggerty**, Alameda County
Commissioner, **John Marchand**, City of Livermore
Commissioner, **Nancy Young**, City of Tracy
Commissioner, **Doug Kuehne**, City of Lodi

Executive Director, **Stacey Mortensen**

September 10, 2020

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

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

Dear Chair Cutter:

As a project partner and member of the Tri-Valley – San Joaquin Valley Regional Rail Authority (Authority), SJRRC writes to support the approval of the Authority's request to amend 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 to advance rail connectivity to Livermore. It will also support an intermodal connection between ACE and the BART system and support the advancement of the Altamont Corridor Vision.

As the owner/operator of the ACE commuter rail service, SJRRC would like to highlight that ACE and Valley Link are complementary services. The two biggest markets served by ACE are between the Central Valley and Santa Clara County and Alameda County (Tri-Valley/Tri-City areas) to Santa Clara County. ACE trains run primarily on UPRR freight track which greatly limits the frequency of ACE. ACE's funded expansion program will extend ACE in the Central Valley to Sacramento, Stanislaus, and Merced counties. Valley Link offers a direct connection with BART at Dublin/Pleasanton which will greatly improve connectivity between Livermore/San Joaquin County to Oakland and San Francisco. Valley Link will also improve connectivity to BART for ACE passengers (with one or more Valley Link/ACE joint stations). Valley Link will provide a very frequent all-day rail link between the Tri-Valley and San Joaquin County whereas ACE service will continue to focus on serving the peak-periods traffic flows and serve longer-distance markets. SJRRC has also been working with the Authority to plan for shared infrastructure for Valley Link and ACE between North Lathrop and Livermore. It is important to highlight that SJRRC did the initial planning for what has become the Valley Link project – because it would complement ACE service and would have great potential benefits for the Altamont Corridor.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that the Valley Link project moves forward and supports the Altamont Corridor Vision that our agencies are diligently working jointly to advance.

Sincerely,

Christina Fugazi
Chair, San Joaquin Regional Rail Commission

Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director
Stacey Mortensen, SJRRC Executive Director
Michael Tree, Authority Executive Director

This page intentionally left blank



September 11, 2020

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

Dear Chair Cutter:

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

As a business within the jurisdiction of the Alameda County Transportation Commission (ACTC), supporting a work force of more than 420 employees, I write to strongly support approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to amend 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 to advance rail connectivity to Livermore and support our economy by providing our Bay Area work force with a chance to have safe and affordable choices about where they can live and work.

The Tri-Valley is a thriving Bay Area job center - with two national labs and it is the headquarter location of more than 450 technology companies. It has a regional gross domestic product (GDP) of an estimated \$42 billion. The quality of life it affords its residents is considered to be a large part of its competitive advantage – but growing congestion and skyrocketing Bay Area housing costs put this all at risk. An estimated 93,400 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering essential services to the Bay Area - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs. Pre-pandemic, these commuters faced an average 78-minute commute each way and already there is evidence that this congestion is rapidly returning.


Valley Link will provide an estimated 33,000 daily rides on the 42-mile, 7-station system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of an estimated 32,220 to 42,650 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.

Valley Link will link our Northern California Megaregion's workforce to affordable housing, provide opportunities for compact transit-oriented development and will have a significant impact on the reduction of greenhouse gas emissions. It will also provide an estimated 22,000 jobs during construction and when operational support 400 jobs per year with labor income of over \$19 million per year and \$69 million in business sales annually. In short, it is vital to our environment and the quality of life in our communities – and now even more vital to our economy given the recovery needs we are now facing.

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:

E4D259954140483...

Ray Vallejo, Chief Operations Officer

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

From: [Carolyn Clevenger](#)
To: [Carolyn Clevenger](#)
Subject: FW: Support for ACTC Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment
Date: Sunday, September 13, 2020 12:53:37 PM

From: Patricia (Trish) Munro <pkmunro@cityoflivermore.net>
Sent: Friday, September 11, 2020 5:01 PM
To: Contact <contact@alamedactc.org>
Subject: Support for ACTC Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

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

Dear Chair Cutter:

As a resident of and councilmember for Livermore, I strongly support the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to amend the 2014 Measure BB Transportation Expenditure Plan (TEP). I write this on a Friday afternoon. Were I to travel the 20 miles from my home to Tracy, it would take 40 minutes and I would be routed through backroads. Were I to drive the 28 miles from the Dublin-Pleasanton BART station—where Valley Link is proposed to connect—that would take me almost an hour, again cutting through town because the freeway is so impacted. The Tri-Valley is a thriving region with a traffic problem caused by inadequate housing throughout the Bay Area and inadequate public transportation linking San Joaquin County to the Tri-Valley. The result is less time for people to spend with families and engaging in their communities, poorer air quality for all, and poorer health for those sitting behind their steering wheels. The people who are most affected? Those who cannot afford to live closer to their jobs. Providing adequate public transportation is a social justice and environmental issue.

Valley Link will be a key part of solving these transportation problems. A TEP amendment would acknowledge the Authority as a new agency in Alameda County, make it an eligible recipient of Measure BB funds, and add Valley Link for the \$400 million Measure BB funding identified for the BART to Livermore project. The Tri-Valley desperately needs rail connectivity to give our Bay Area work force the ability to thrive where they live.

I implore you to approve the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment, so that this critical project can move forward and that long-standing commitments to the Tri-Valley are finally honored.

Sincerely,
Trish Munro

Livermore City Council Member
1052 S. Livermore Ave.
Livermore, CA 94550
925-960-4016

It is always more complicated, takes longer, and costs more than you imagine. Do it anyway.

Together we can be the heroes we've been searching for.



PRESERVE LAND. CONNECT COMMUNITIES. ENRICH LIFE.



Board of Directors

David Kent, Chair
David Doyle, Vice-Chair
Lori Souza, Secretary
Robert Gilham, Treasurer
Scott Akin
Arthur Jeannet
Tamara Reus
Cynthia Ross
Sblend Sblendorio
Mark Triska
Jennifer Yeamans

Executive Director

Laura Mercier

September 10, 2020

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

Dear Chair Cutter:

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

As a business within the jurisdiction of the Alameda County Transportation Commission (ACTC), supporting a work force of 3 employees, I write to strongly support approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to amend 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 to advance rail connectivity to Livermore and support our economy by providing our Bay Area work force with a chance to have safe and affordable choices about where they can live and work.

The Tri-Valley is a thriving Bay Area job center - with two national labs and it is the headquarter location of more than 450 technology companies. It has a regional gross domestic product (GDP) of an estimated \$42 billion. The quality of life it affords its residents is considered to be a large part of its competitive advantage – but growing congestion and skyrocketing Bay Area housing costs put this all at risk. An estimated 93,400 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering essential services to the Bay Area - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs. Pre-pandemic, these commuters faced an average 78-minute commute each way and already there is evidence that this congestion is rapidly returning.

Valley Link will provide an estimated 33,000 daily rides on the 42-mile, 7-station system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of an estimated 32,220 to 42,650 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.

Valley Link will link our Northern California Megaregion's workforce to affordable housing, provide opportunities for compact transit-oriented development and will have a significant impact on the reduction of greenhouse gas emissions. It will also provide an estimated 22,000 jobs during construction and when operational support 400 jobs per year with labor income of over \$19 million per year and \$69 million in business sales annually. In short, it is vital to our environment and the quality of life in our communities – and now even more vital to our economy given the recovery needs we are now facing.

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,



Laura Mercier
Executive Director

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



Tri-Valley & San Joaquin Valley
REGIONAL RAIL AUTHORITY

BOARD OF DIRECTORS

Scott Haggerty (Chair)

Supervisor, County of Alameda

Veronica Vargas (Vice Chair)

Councilmember, City of Tracy

Boardmember Paul Akinjo

Councilmember, City of Lathrop

Boardmember Benjamin Cantu

Mayor, City of Manteca

Boardmember Bob Elliott

Supervisor, County of San Joaquin

Boardmember Melissa Hernandez

Councilmember, City of Dublin

Boardmember Sol Jobrack

Councilmember, City of Stockton

Boardmember John Marchand

Mayor, City of Livermore

Boardmember John McPartland

Director, BART

Boardmember Kathy Narum

Vice Mayor, City of Pleasanton

Boardmember Philip G. O'Loane

Councilmember, City of San Ramon

Boardmember Karen Stepper

Mayor, Town of Danville

Boardmember Bernice Tingle

President, Mountain House

Boardmember Bob Woerner

LAVTA Boardmember

Boardmember Leo Zuber

Vice Chair, ACE

Michael Tree

Executive Director

September 10, 2020

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

Dear Chair Cutter:

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


On behalf of the Tri-Valley – San Joaquin County Regional Rail Authority, I write to underscore strong support for approval of our agency's request to amend the 2014 Measure BB 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 directly benefit the taxpaying residents of the Tri-Valley.

Valley Link will link our Alameda County workforce to affordable housing, provide opportunities for compact transit-oriented development and will have a significant impact on the reduction of greenhouse gas emissions. An estimated 33,000 are projected to ride the 42-mile, 7-station system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,880 to 42,650 metric tons of greenhouse gas emissions per year. It will also provide an estimated 22,000 jobs during construction and when operational support 400 jobs per year with labor income of over \$19 million per year and \$69 million in business sales annually. It will also reduce congestion and improve safety on Interstate 580 – ranked as one of the Bay Area's most congested goods movement corridors and a vital link to the Port of Oakland. In short, it is vital to our environment and the quality of life in our communities – and now even more vital to our economy given the recovery needs we are now facing.



The time to take action on this request is now as it will help position this vital project for potential federal and state stimulus funds. The compelling facts have all been clearly identified and, after decades of studies that have exhaustively reviewed bus alternatives and virtually every imaginable alignment and mode option, there is simply no need for additional studies and delay with further consequential and wasteful cost escalation.

We urge the 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,
Scott Haggerty
Board Chair

Cc: Tess Lengyel, Executive Director, Alameda County Transportation Commission
Michael Tree, Executive Director, Tri-Valley - San Joaquin Regional Rail Authority



Tri-Valley ★ San Joaquin Valley
REGIONAL RAIL AUTHORITY



TRI-VALLEY TRANSPORTATION COUNCIL

September 9, 2020

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

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

Dear Chair Cutter:

Representing the Tri-Valley Transportation Council (TVTC), I write to strongly support approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to amend 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 to advance rail connectivity to Livermore and support our economy by providing our Bay Area work force with a chance to have safe and affordable choices about where they can live and work.

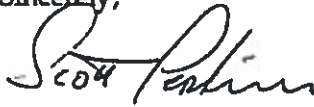
The Tri-Valley is a thriving Bay Area job center - with two national labs and it is the headquarter location of more than 450 technology companies. It has a regional gross domestic product (GDP) of an estimated \$42 billion. The quality of life it affords its residents is considered to be a large part of its competitive advantage - but growing congestion and skyrocketing Bay Area housing costs put this all at risk. An estimated 93,400 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering essential services to the Bay Area - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs. Pre-pandemic, these commuters faced an average 78-minute commute each way and already there is evidence that this congestion is rapidly returning.

Valley Link will provide an estimated 33,000 daily rides on the 42-mile, 7-station system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of an estimated 32,220 to 42,650 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.

Valley Link will link our Northern California Megaregion's workforce to affordable housing, provide opportunities for compact transit-oriented development and will have a significant impact on the reduction of greenhouse gas emissions. It will also provide an estimated 22,000 jobs during construction and when operational support 400 jobs per year with labor income of over \$19 million per year and \$69 million in business sales annually. In short, it is vital to our environment and the quality of life in our communities - and now even more vital to our economy given the recovery needs we are now facing.

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. If you have any questions, please contact Lisa Bobadilla, TVTC administrator at (925) 973-2651 or email at lbobadilla@sanramon.ca.gov.

Sincerely,

A handwritten signature in black ink that reads "Scott Perkins". The signature is fluid and cursive, with the first name "Scott" and last name "Perkins" clearly legible.

Scott Perkins
TVTC Chair

Cc: Scott Haggerty, Alameda County Supervisor
Tess Lengyel, ACTC Executive Director
Michael Tree, Authority Executive Director



August 8, 2020

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

Dear Chair Cutter:

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

As a business within the jurisdiction of the Alameda County Transportation Commission (ACTC), supporting a work force of more than 250 employees, I write to strongly support approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to amend 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 to advance rail connectivity to Livermore and support our economy by providing our Bay Area work force with a chance to have safe and affordable choices about where they can live and work.

The Tri-Valley is a thriving Bay Area job center - with two national labs and it is the headquarter location of more than 450 technology companies. It has a regional gross domestic product (GDP) of an estimated \$42 billion. The quality of life it affords its residents is considered to be a large part of its competitive advantage - but growing congestion and skyrocketing Bay Area housing costs put this all at risk. An estimated 93,400 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering essential services to the Bay Area - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs. Pre-pandemic, these commuters faced an average 78-minute commute each way and already there is evidence that this congestion is rapidly returning.

An estimated 28,000 are projected to ride the 42-mile, 7-station 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.

Valley Link will link our Northern California Megaregion's workforce to affordable housing, provide opportunities for compact transit-oriented development and will have a significant impact on the reduction of greenhouse gas emissions. It will also provide an estimated 22,000 jobs during construction and when operational support 400 jobs per year with labor income of over \$19 million per year and \$69 million in business sales annually. In short, it is vital to our environment and the quality of life in our communities - and now even more vital to our economy given the recovery needs we are now facing.

5565 TESLA ROAD, LIVERMORE, CA 94550

WENTE

FAMILY ESTATES

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 'Karl D. Wente', with a horizontal line underneath.

Karl D. Wente & The Wente Family

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