



Memorandum

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: September 24, 2020

TO: Alameda County Transportation Commission

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 the Commission meeting attached here:

- Building Industry Association
- Cerro Vista Land & Development
- Dasen American Academy
- Doug Mann
- Law Offices of Jason A. Bezis on behalf of Transportation Solutions Defense and Education Fund (TRANSDEF)
- Lawrence Livermore National Laboratory
- Lehman Insurance Agency
- Livermore Valley Joint Unified School District
- Livermore Valley Winegrowers Association
- Sherman Lewis
- Stanford Health Care - ValleyCare
- Steve Lanza, Innovation Tri-Valley Leadership Group and Lam Research and Tri-Valley Advising
- TRANSDEF
- Tri-Valley Chamber of Commerce Alliance
- Visit Tri-Valley
- Wentz Family

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sent via email

Sept. 22, 2020

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

Dear Chairwoman 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 membership organization with more than 400 companies engaged in the business of entitling, designing and building new homes within the jurisdiction of the Alameda County Transportation Commission (ACTC), 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 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 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 such as 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, seven-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 ACT's Transit Oriented Development policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce

VMT and greenhouse emissions. 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 met.

Sincerely,

A handwritten signature in black ink that reads "Lisa Vorderbrueggen". The script is fluid and cursive, with the first name "Lisa" being more prominent and the last name "Vorderbrueggen" following in a similar style.

Lisa A. Vorderbrueggen
BIA|Bay Area, East Bay Executive Director for Governmental Affairs
1350 Treat Blvd., Ste. 140
Walnut Creek, CA 94598
925-348-1956
lvorderbrueggen@biabayarea.org

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

From: [Carolyn Clevenger](#)
To: [Carolyn Clevenger](#)
Subject: FW: SEPTEMBER 24TH ACTC Meeting: TEP Amendment - Support for Valley Link
Date: Tuesday, September 22, 2020 5:31:02 PM
Attachments: [image001.png](#)
[image003.png](#)

From: alan@cerrovista.com <alan@cerrovista.com>
Sent: Tuesday, September 22, 2020 4:41 PM
To: Vanessa Lee <VLee@alamedactc.org>; Tess Lengyel <tlengyel@alamedactc.org>;
shaggert@acgov.org; mtree@valleylinkrail.com
Subject: SEPTEMBER 24TH ACTC Meeting: TEP Amendment - Support for Valley Link

September 22, 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 owner within the jurisdiction of the Alameda County Transportation Commission (ACTC), 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 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.

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.

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,

Alan Cerro

Cerro Vista Land & Development

"Bringing Your Legacy Into Full View"

4758 Cross Road

Livermore, CA 94550

[925-250-4289](tel:925-250-4289) (Mobile)

www.cerrovista.com

Cc: Alameda County Transportation Commission members

Tess Lengyel, ACTC Executive Director

Michael Tree, Authority Executive Director



Dasen American Academy

444 Estudillo Avenue
San Leandro CA 94577

Honorable Pauline Cutter, Mayor of San Leandro
San Leandro City Hall

Dear Mayor Cutter:

As you may know I run a 501c3 Non Profit business in San Leandro. Our mission is to help our mostly young charges gain self-confidence and, through our emphasis on empathy, ethics and etiquette, develop into stronger, more productive and happier adults. Our program is popular with parents and the kids enjoy being at the Academy (currently shut down because of the pandemic)

I am writing to you in your capacity as the Chair of the Alameda County Transportation Commission to ask that you vote to defer a \$400,000,000 allocation of Alameda County sales tax funds to the Valley Link project which is still in its early conceptual engineering stage. The value of this very expensive project to the people of Alameda County is still very much in doubt.

I'm told by people I trust that it is much too early to making so large an allocation, especially in view of the fact that its transportation benefits would devolve mostly to another County. As a long time admirer of your good work as Mayor of San Leandro, I urge you to vote for delay. Your serious consideration of this request would be most appreciated.

Sincerely,

Xiebing
Founder and President
Dasen American Academy

From: [Carolyn Clevenger](#)
To: [Carolyn Clevenger](#)
Subject: FW: Item 7.1 comment
Date: Tuesday, September 22, 2020 5:31:18 PM

From: Doug Mann <doug@dougmann.com>
Sent: Tuesday, September 22, 2020 3:21 PM
To: Vanessa Lee <VLee@alamedactc.org>
Subject: Item 7.1 comment

Public Comment by Doug Mann, Livermore, on Alameda CTC September 24, 2020 Meeting Agenda Item 7.1 Expressing Opposition to 2014 Measure BB TEP Amendment Diverting \$400 million to Valley Link Project.

In 2014 Alameda County voters approved the Measure BB sales tax increase to extend BART to Livermore. Now the Alameda County Transportation Commission, with support from Supervisor Haggerty and Tri-Valley Mayors Marchand, Thorne, and Haubert, is poised to divert \$400 million of Measure BB funds to build the proposed “Valley Link” railroad to San Joaquin County. The Bay Area Transportation Working Group (BATWG), of which I am a member, opposes this action.

1. The \$400 million allocated to Livermore for BART to Isabel Avenue – the largest single cost item in Measure BB – was intended to improve Tri-Valley access to and from BART. Measure BB promised voters, “Under no circumstances may the proceeds of this transportation sales tax be applied to any purpose other than for transportation improvements benefitting Alameda County.” Valley Link violates Measure BB by forcing Alameda County taxpayers to build an expensive new railroad through Altamont Pass and subsidize Central Valley commuters who don’t pay the tax.
2. Greenville Road and Grant Line Road stations could induce sprawl and contravene the County’s urban growth boundary (2000 Measure D).
3. The Metropolitan Transportation Commission ridiculously has diverted \$60 million of “toll bridge seismic retrofit” dollars to Valley Link.
4. Senate Bill 916 (2003), implemented through voter-approved 2004 Regional Measure 2, says that MTC/Bay Area Toll Authority “shall ... fund ... rail or High-Occupancy Vehicle lane direct connector to BART and other improvements on I-580 in Alameda County for use by express buses.” But the sponsors of the Valley Link proposal are disregarding this “express buses” mandate.
5. Bus systems are more flexible and have much lower capital and operating costs. The cheapest, fastest and best way of connecting Livermore with BART would be via an express bus network, patterned after the popular and well-used hi-tech buses. The Valley Link “alternatives analysis” was extremely inadequate in this regard. It studied a single bus line over the hills to San Joaquin County duplicating the proposed railroad, which offers little benefit to Tri-Valley residents. The potential of an efficient network of buses to improve travel in the Tri-Valley and augment access to Dublin/Pleasanton BART station was ignored.

Doug Mann

doug@dougmann.com

925 449 8147

LAW OFFICES OF JASON A. BEZIS
3661-B Mosswood Drive
Lafayette, CA 94549-3509

September 23, 2020

Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607
VIA E-MAIL TO contact@alamedactc.org; vlee@alamedactc.org

Re: September 24, 2020 Meeting: Agenda Item 7.1: Opposition to Measure BB TEP Amendment

Dear Chair Cutter and Commissioners:

This office represents Transportation Solutions Defense and Education Fund (TRANSDEF), which is opposed to a request by the Tri-Valley-San Joaquin Valley Regional Rail Authority (TVSJVRRA) for a 2014 Measure BB Transportation Expenditure Plan (TEP) Amendment. TRANSDEF requests that Alameda CTC postpone further action on this TEP Amendment, for reasons expressed in its separate letter and for the reasons that follow.

TEP Amendments are apparently very rare in Alameda County. Since Measure B's passage in 1986, TRANSDEF is aware of just two amendments to TEPs in this county, in 2005 and 2006. The Valley Link TEP Amendment apparently would be the third and by far the largest (\$400 million). Because of its great financial significance (the largest capital project in Measure BB), the Commission must not allow the amendment process to be marred by procedural flaws.

I. TEP Amendment in Proposed Alameda CTC Resolution 20-007 Violates Public Utilities Code § 180207 and 2014 Measure BB Implementing Guideline No. 4.

First, this \$400 million TEP Amendment cannot be completed at the September 24, 2020 Alameda CTC meeting because this TEP Amendment process is in violation of Public Utilities Code § 180207. This TEP Amendment process also is in violation of 2014 Measure BB Implementing Guideline No. 4, which states in part, "All jurisdictions within the county will be given a minimum of 45 days to comment on any proposed Plan amendment." See also Measure BB ordinance, Section 3(e): "All jurisdictions within the county will be given a minimum of 45 days to comment on any proposed Transportation Expenditure Plan amendment."

Public Utilities Code § 180207(b) states, "The authority shall notify the board of supervisors and the city council of each city in the county and provide them with a copy of the proposed amendments." TRANSDEF believes that proposed Alameda CTC Resolution No. 20-007 (pages 87-90 of agenda packet) cannot be finally adopted at the September 24, 2020 Alameda CTC meeting because the "proposed amendments" in proposed Resolution No. 20-007 are substantially different than the "copy of the proposed amendments" that Alameda CTC approved at its May 28, 2020 meeting. The language about the initial operating segment, "defined as from the Dublin/Pleasanton BART station to the proposed Mountain House station," is completely

new in this September 2020 version of the “proposed amendments.” That clause did not exist in the “proposed amendments” adopted by Alameda CTC on May 28, 2020 just before the purported 45-day comment period. That clause also is not found in the “Valley Link: TEP Amendment” presentation at the September 14, 2020 Alameda CTC Planning, Policy and Legislation Committee meeting at page/slide no. 39. If Alameda CTC wishes to propose a TEP Amendment containing the new material, then another 45-day comment period is necessary under P.U.C. § 180207 and 2014 Measure BB Implementing Guideline No. 4.

Before and during the 45-day comment period (May 29 to July 13, 2020), Valley Link was touted as a project that extended to North Lathrop in Phase 1 and to Stockton in Phase 2 and with Greenville Road as a station and Southfront a possible future infill station. However, at some unknown date in September 2020 some unknown person or entity substantially altered the Valley Link project to have an initial operating segment terminating most likely at Mountain House station (or possibly Greenville Road) and with Southfront station most likely replacing Greenville Road station if the initial operating segment were to terminate at Mountain House station. An implication is that San Joaquin County is unwilling and/or unable to support and/or fund its portion of the project. Another implication is that San Joaquin County expects Alameda County and MTC (including MTC/BATA’s diversion of toll bridge seismic retrofit dollars) to fund almost all of this initial operating segment to Mountain House station. The proposed TEP Amendment and the project substantially differ from what was proposed during the May 29 to July 13, 2020 45-day comment period. Therefore, another 45-day comment period is necessary.

Moreover, after a diligent search of city council agenda packets for various Alameda County cities for council meetings during the purported 45-day comment period, TRANSDEF finds no evidence that Alameda CTC actually notified “the city council of each city in the county and provide[d] them with a copy of the proposed amendments.” TRANSDEF emphasizes that “city council” is distinct from the city government or administration. TRANSDEF requests that Alameda CTC staff and commissioners prove that each city council was notified and provided with a copy of the proposed amendments. TRANSDEF requests that Alameda CTC place in the record for the amendment process proof that each city council was notified and a copy of the proposed amendments that were provided to them, in faithful accordance with P.U.C. § 180207.

II. \$400 Million TEP Amendment Should Be Postponed Because TEP Amendment Procedures in the Alameda CTC Administrative Code Are Inconsistent with the 2010 Joint Powers Agreement.

Second, the \$400 million TEP Amendment should be postponed because the Alameda CTC Administrative Code contains TEP amendment procedures that are inconsistent with the TEP amendment procedures in the 2010 Alameda CTC joint powers agreement.

The 2010 Alameda CTC Joint Powers Agreement states in Section 12, “VOTE REQUIRED. A majority of the voting power of those present and voting shall be required for all actions of the ACTC; except that a two-thirds vote of the total voting power shall be required to amend the Alameda County 2000 Transportation Expenditure Plan.” (Emphasis added.). The voting power is set forth in Section 10(b) of the JPA.

The 2014 Measure BB TEP Implementing Guideline No. 4 states in part, “Amendments Require 2/3 Support: To modify and amend this Plan, an amendment must be adopted by a two-thirds vote of the Alameda CTC Commissioners ...”

The Measure BB ordinance, Section 3(e) states, “To improve, construct, maintain, and operate certain transportation projects and facilities contained in the 2014 Transportation Expenditure Plan, which Plan is incorporated here by this reference as though fully set forth herein, and as that Plan may be amended from time to time pursuant to applicable law and as provided in the 2014 Transportation Expenditure Plan. Any amendment must be adopted by a two-thirds vote of the Alameda CTC Governing Body.” (Emphasis added.)

The 2020 Alameda CTC Administrative Code (as revised May 28, 2020) states in Section 3.17: “3.17 “Authorized Vote” means the total number of weighted votes represented by all Commission Members, pursuant to the provisions of the JPA. Weighted voting applies only to actions by the Commission, and is not used for Committee votes.”

Section 4.2.7 of the 2020 Alameda CTC Administrative Code (as revised May 28, 2020) states: “4.2.7 As required by the 2000 Transportation Expenditure Plan and the 2014 Transportation Expenditure Plan, two-thirds of the Authorized Vote of the Commission Members (and/or Alternates eligible to vote) present at the time of the vote is required to approve an amendment to the 2000 Transportation Expenditure Plan or the 2014 Transportation Expenditure Plan.” (Emphasis added.)

TRANSDEF contends that the 2010 JPA, ratified by the County Board of Supervisors and the City Councils of all fourteen cities in the county, controls. Although the JPA has not been amended to account for passage of 2014 Measure BB, the JPA expressly requires a two-thirds vote of the total voting power in order to approve a TEP amendment. TRANSDEF asserts that the phrase “total voting power” is an unambiguous reference to Board Membership, as articulated in JPA Section 10(b).

Because of that, TRANSDEF contends that the “two-thirds of the Authorized Vote ... present at the time of the vote” language in Section 4.2.7 of the Alameda CTC Administrative Code, as revised May 28, 2020, is invalid. It conflicts with “two-thirds vote of the total voting power” in Section 12 of the JPA, and attempts to impermissibly rewrite the JPA.

TRANSDEF requests that the \$400 million TEP Amendment be postponed until after your Commission amends the Alameda CTC Administrative Code to conform to the JPA. For future reference, we note that, as there are 27 total weighted votes, a TEP amendment would require a minimum of 18 weighted votes for approval.

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III. TEP Amendment Should Be Postponed Because Project Sponsor TVSJVRRA Lacks Legal Authority Under Public Utilities Code §§ 132651, et seq. (AB 758) to Construct the Project As Currently Proposed.

Third, the \$400 million TEP Amendment should be postponed because the project sponsor Tri-Valley San Joaquin Valley Regional Rail Authority (TVSJVRRA) does not have the legal authority to construct the Valley Link project as it currently is proposed.

Assembly Bill 758 created TVSJVRRA in 2017. AB 758 is codified at Public Utilities Code §§ 132651, et seq. Section 132652 is effectively the charter or legal mission statement for TVSJVRRA. It states in part, “The authority is hereby established for purposes of planning, developing, and delivering cost-effective and responsive transit connectivity, between BART’s rapid transit system and the Altamont Corridor Express commuter rail service in the Tri-Valley region of California ...” (Emphasis added.)

Proposed Alameda CTC Resolution No. 20-007 admits in its fourth “Whereas” clause, “The goal of TVSJVRRA is to deliver a cost-effective connection from the San Joaquin Valley to the BART system and the ACE system in the Tri-Valley ...” (Emphasis added.)

The “Tri-Valley” clearly is defined by the Legislature in the TVSJVRRA enabling act to exclude any portion of San Joaquin County. Section 132651(e) states, “ ‘Tri-Valley’ means the Cities of Danville, Dublin, Livermore, Pleasanton, and San Ramon.”

For nearly 20 years, BART and Tri-Valley cities have promoted a connection between East Dublin/Pleasanton BART station and ACE, most often at Greenville Road in eastern Livermore, by some form of rail or by express buses. Senate Bill 916 (2003), implemented through voter-approved 2004 Regional Measure 2, says that MTC/Bay Area Toll Authority “shall ... fund ... rail or High-Occupancy Vehicle lane direct connector to BART and other improvements on I-580 in Alameda County for use by express buses.”

In September 2020, well after the 45-day comment period on the \$400 million TEP Amendment, TVSJVRRA began pushing a “Southfront” station in Livermore as a replacement for a Greenville Road station and called for an initial operating segment ending at Mountain House station. However, a “Southfront” station would lack connectivity with ACE, leaving the only planned connection between Valley Link and ACE at the future North Lathrop station. Because the North Lathrop station is not in the “Tri-Valley,” the proposed project would not only fail to achieve the goal identified in the fourth “Whereas” clause, but also it would not comply with P.U.C. § 132652.

If your Commission were to adopt the TEP “proposed amendments” as in proposed Resolution No. 20-007, then project sponsor TVSJVRRA would be operating in violation of P.U.C. § 132652. TVSJVRRA appears to be engaging in *ultra vires* actions. A reasonable Alameda CTC Commissioner, exercising due care, would not aid and abet such illegal activity.

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IV. TEP Amendment Should Be Postponed Because the “Altamont Pass” Proposed Amendment Would Not “Benefit” Alameda County.

Fourth, expenditure of \$400 million to construct a new rail line through Altamont Pass would not “benefit” Alameda County.

The “Introduction” to the 2014 Measure BB TEP promised voters in large print on page 1, “This Plan benefits people who live in Alameda County.” Page 35 promised voters, “Under no circumstances may the proceeds of this transportation sales tax be applied to any purpose other than for transportation improvements benefitting Alameda County.”

TEP Implementing Guideline No. 14, under the “RESTRICTIONS ON FUNDS” category, states in part, “Under no circumstances may the proceeds of this transportation sales tax be applied to any purpose other than for transportation improvements benefitting Alameda County.”

TEP Implementing Guideline No. 19 states in part, “Fiduciary Duty: By augmenting and extending the transportation sales tax, Alameda CTC is given the fiduciary duty of administering the proceeds of this tax for the benefit of the residents and businesses of Alameda County.” (Emphasis added.)

MTC admits that the Altamont Pass component of the Valley Link project is “interregional” for the purported benefit of the “megaregion.” That component of the project does not benefit Alameda County. No rail station is planned within Alameda County east of Greenville Road (aside from the Grant Line Road infill station proposed for an environmentally sensitive site within the Altamont Habitat Management Unit, which also raises 2000 County Measure D compliance issues). Very few people reside in Alameda County between Greenville Road and the proposed Mountain House station. Almost no Alameda County residents would access the Valley Link system through Mountain House station. Very few Alameda County residents likely would be “reverse commuters” from Alameda County into San Joaquin County. In short, the Altamont Pass Valley Link segment provides effectively no benefit to Alameda County.

Given that, TRANSDEF believes it is improper for Alameda CTC to proceed with funding an interregional project using Alameda County's funds, until there is a full funding package, in which Alameda County will play its proportional part. Until such a funding package is agreed upon, TRANSDEF contends that adopting a TEP amendment to fund a project that includes anything east of Greenville Road would be in violation of TEP Implementing Guideline No. 19.

V. TEP Amendment Should Be Postponed Until Geographic Equity is Protected by a Renegotiation of the Local Street and Road Formula.

Fifth, Alameda CTC incessantly advances a myth that Valley Link is a local “Tri-Valley” project and therefore the Measure BB Local Street and Road funding formula, the Capital Improvement Program, and other “geographic equity” matters do not require revisiting. Numerous Alameda CTC Commissioners (including but not limited to Berkeley Mayor Jesse Arreguin) attest that their communities would benefit from Valley Link (implying that Valley Link is something other

than a Tri-Valley project), yet they refuse to revise the Measure BB funding formulas to reflect these ostensible benefits.

Page 22 of the 2014 TEP concerning the \$1.55 billion Local Streets funding states, “The formula will be revisited within the first five years of the plan to ensure overall geographic equity in the Plan.” TEP Implementing Guideline No. 12 states in part that the Alameda CTC Capital Improvement Program “will be updated every two years and will provide for geographic equity in overall funding allocations.” TRANSDEF is not aware of any actions taken to fulfill these commitments. TRANSDEF believes that “geographic equity” needs to be resolved now, during the TEP Amendment process.

VI. TEP Amendment Should Be Postponed Because the *Hayward Area Planning Association* Precedent in Defense of Voter-Adopted Alameda County TEP Provisions Should Be Carefully Considered.

Sixth, the First Appellate District has a history of striking down this agency’s projects that violate a voter-adopted Transportation Expenditure Plan. In 1999, the Court ruled that Alameda County Transportation Authority (Alameda CTC’s predecessor agency) violated the 1986 Measure B TEP in attempting to alter the alignment of the proposed Hayward Bypass freeway through a process inconsistent with the law.

If the tax revenues generated by Measure B may now be taken and applied to an entirely new highway alignment for which no tax was authorized, the many protections the Act provides--full disclosure of the expenditure plan, strict limitations on the use of voter-generated tax revenues, and voter involvement in expenditure plan amendments--are thus evaded, affording no protection whatsoever to taxpayers. *Hayward Area Planning Assn. (HAPA) v. Alameda County Transportation Authority* (1999) 72 Cal.App.4th 95, 106.

Although Alameda CTC is organized today under a different statute and has different governance, *HAPA* has strong precedential value. It is interesting to note that, despite *HAPA*, the current Amendment process has not sought voter involvement.

Voters approved Measure BB with the understanding that BART would be extended to Isabel Avenue in western Livermore. Voter surveys as Measure BB was developed and promoted showed that BART improvements were among the features of the Measure BB TEP that were most appealing to voters. See attachments to this letter, including a Yes on BB campaign mailer (“BETTER BART,” “Expand BART,” “Measure BB ... Expands BART”), an Alameda CTC “Consider the Future of BART” handcard distributed at BART stations during the Measure BB campaign period (“In November 2014, Measure BB will be on the ballot to: Expand BART throughout Alameda County”), and BART’s “bartable this month” September 2014 passenger newsletter (distributed at BART stations) that touts “Measure BB on November ballot ... Measure BB will provide more than \$860 million towards projects to modernize and expand the BART system.” Alameda CTC staff insisted that BART place this promotion of Measure BB in this passenger newsletter.

Note that the Yes on BB campaign was managed out of Zack Wasserman's (Alameda CTC's general counsel) law office, in the same office building as Alameda CTC headquarters. The proposed TEP Amendment upsets voter expectations by "revising" (not merely "amending") the TEP, deleting the largest single capital project in the TEP, "BART to Isabel Avenue" and replacing it with an ambiguous "rail project through Altamont Pass."

If Alameda CTC adopts the Valley Link TEP amendment, the tax revenues generated by Measure BB would be taken and applied to an entirely new project for which no tax was authorized by voters. TRANSDEF has outlined in a separate letter the further steps needed to protect the taxpayers.

VII. TEP Amendment Should Be Postponed Until 2000 County Measure D Compliance Issues Are Addressed.

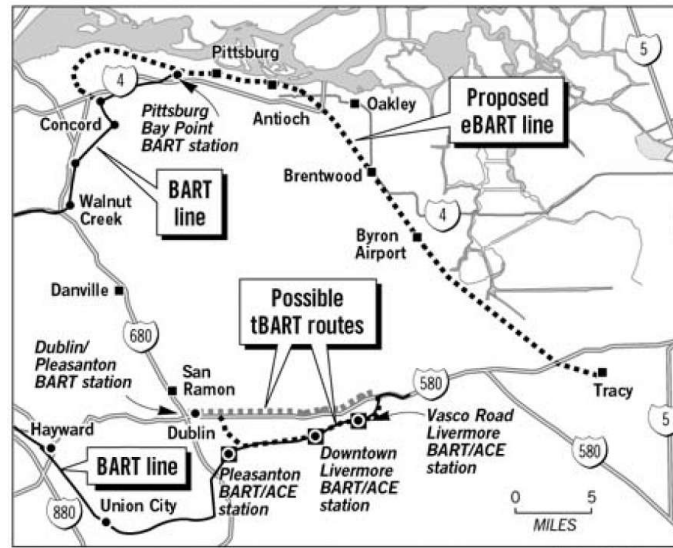
Seventh, TRANSDEF requests that the \$400 million TEP Amendment be postponed until any 2000 County Measure D compliance issues are addressed. The Greenville Road and Grant Line Road stations, in particular, could directly or have related effects that would violate 2000 County Measure D.

VIII. TEP Amendment Should Be Postponed Until "tBART via SP Radum Line" and "eBART to Tracy" Alternatives From 2001 Are Considered Using Existing Rails as Much as Possible.

Eighth, TRANSDEF requests that the \$400 million TEP Amendment be postponed until the 2002 and 2004 "tBART" reports¹ are given full consideration. These reports evaluated multiple DMU (tBART) and Rapid Bus Alternatives for the Tri-Valley (including the San Ramon Valley).

There is good reason why Southern Pacific Railroad finally abandoned its original transcontinental line through Altamont Pass and sold it to Alameda County by the mid-1980s – the Carquinez Strait route that opened in the late 1870s is almost entirely near sea level and avoids hills. For this reason, BART in 2001 proposed to reach Tracy via an "eBART" line by way of Brentwood and Antioch instead of via the Altamont Pass, Livermore and Dublin/Pleasanton. See the graphic from the April 5, 2001 *San Francisco Chronicle* below.

¹ Available at the following web addresses, respectively: Phase 1: <https://transdef.org/media/BART-I-580-Phase-1-Final-Report.pdf> Phase 2: <https://transdef.org/media/BART-I-580-Phase-2-Final-Report.pdf>



Chronicle Graphic

<https://www.sfgate.com/bayarea/article/Tri-Valley-BART-Line-Proposed-BART-Plan-Calls-2934911.php#item-95844-tbla-1>

TRANSDEF's sister organization, the Train Riders Association of California, submitted a project alternative in response to the Valley Link Notice of Preparation (see attachment) that is nearly an exact copy of one of the tBART alternatives: A DMU that would have used [what are now] the ACE tracks to connect to the former Southern Pacific Radum right-of-way [now the Iron Horse Trail] which runs below the Dublin/Pleasanton BART station.

TVSJVRRA documents, including the 2019 Valley Link Feasibility Report, curiously ignore the existence of the BART tBART and eBART studies from circa 2001. It appears their alternatives analysis has not been conducted in good faith. As the Supreme Court held in *Save Tara v. City of West Hollywood* (2008) 45 Cal.4th 116, project alternatives should be fully explored prior to the commitment of funds and other indicia of project approval. “Approval” should not be defined so early that the burden of environmental review impedes the exploration of potentially meritorious projects, nor so late that environmental review loses its power to influence key public decisions about those projects. *Save Tara*, 45 Cal.4th at 128. “[B]efore conducting CEQA review, agencies must not “take any action” that significantly furthers a project “in a manner that forecloses alternatives or mitigation measures that would ordinarily be part of CEQA review of that public project.” *Save Tara*, 45 Cal.4th at 138.

Alameda CTC should postpone approval of the \$400 million TEP Amendment unless and until these alternatives (including but not limited to DMU route alternatives and express bus alternatives, including lifecycle costs per rider) are considered in the Valley Link EIR (which has yet to be released, let alone approved).

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IX. TEP Amendment Should Be Postponed Until After New Commissioners Are Seated after November 2020: “Lame Duck” Commissioners (Especially in Tri-Valley) Should Not Make Decision.

Finally, this \$400 million TEP Amendment should be postponed because four of the five Alameda CTC commissioners who represent the Tri-Valley are “lame duck” members. Supervisor Haggerty, Livermore Mayor Marchand, Pleasanton Mayor Thorne, and Dublin Mayor Haubert all are retiring from their positions by the end of 2020. Voting is already underway on their replacements. In the same way that many people believe the current U.S. Supreme Court vacancy should be filled after the January inauguration, this major TEP Amendment should be decided after the new Alameda CTC Commissioners are seated.

TRANSDEF suggests that Alameda CTC Commissioners carefully and deliberately consider these concerns. A reasonable Commissioner, exercising due care, would not act rashly. Your Commission should postpone further action on this \$400 million TEP Amendment.

Sincerely,

A handwritten signature in cursive script that reads "Jason A. Bezis".

JASON A. BEZIS

Attachments

VOTE YES! BB campaign mailer

Alameda CTC BART station handcard “Measure BB ... Consider the Future of BART”

BART “bartable this month” newsletter, September 2014, page 2

TRAC's Letter in response to Valley Link Notice of Preparation

VOTE YES! BB

BETTER BART | BETTER BUS | BETTER ROADS



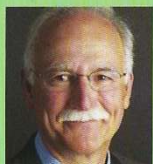
"We need Measure BB to protect seniors, young people and the disabled—those who depend on transit. Vote YES on BB."

— **Wilma Chan**, *Alameda Co. Supervisor*



"We have to fight for our seniors and students. Measure BB will get them where they need to go. Let's all vote YES on BB."

— **Barbara Halliday**, *Mayor of Hayward*



"Measure BB will increase our transportation options and create 150,000 good jobs. Vote YES on BB."

— **Richard Valle**, *Alameda Co. Supervisor*

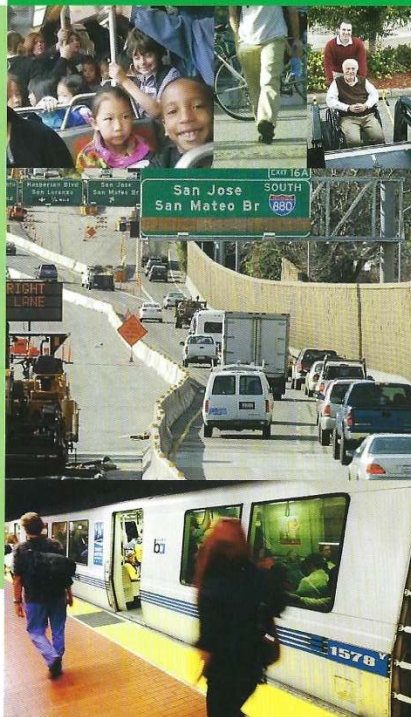
MEASURE BB is also endorsed by: The League of Women Voters, The Sierra Club, The League of Conservation Voters, The California Alliance for Jobs, United Seniors of Oakland and Alameda County, The Alameda County Taxpayers Association, and many more. See the full list at: www.YesonBB.org



Keep transit affordable for seniors, youth and people with disabilities.



Expand BART and other transit services.



MEASURE BB

- ▶ Keeps senior, student, and disabled transit affordable.
- ▶ Expands BART.
- ▶ Improves air quality.
- ▶ Fills potholes.
- ▶ Reduces local traffic.

For more information call
(510) 210-5280 or visit:

www.YESonBB.org



BETTER BART | BETTER BUS | BETTER ROADS

Yes on Measure BB

1111 Broadway, 24th Floor
Oakland, CA 94607



PRSRT STD
US POSTAGE
PAID
Pacific Print
Resources

Paid for by Better Transportation for Alameda County, 1111 Broadway, 24th Floor, Oakland, CA 94607. FPPC ID # 1362240

Measure BB: a Transportation Plan for Our Future!



Measure BB will help seniors and people with disabilities get where they need to go affordably and independently by improving the reliability of BART, local bus systems and other transit.



Measure BB will expand BART service and modernize BART stations across Alameda County.



Measure BB will fill potholes, repair local streets and roads and reduce traffic congestion.



Measure BB will improve bike and pedestrian pathways, making them safe and accessible for local residents.



Measure BB will create 150,000 high quality jobs.



Measure BB will provide the youth transit pass program, helping kids get to school affordably and reducing costs for working families.

What is Measure BB and who will benefit from it?

Measure BB is a detailed plan defining the next generation of transportation in the County of Alameda. It authorizes the extension and augmentation of an existing sales tax measure to provide \$7.8 billion in transportation projects over the coming years to directly benefit the people of Alameda County.

Why do we NEED Measure BB?

Measure BB will fund critical BART and transit extension and repair projects, keep transit affordable for seniors, youth and people with disabilities, fix local streets and roads, reduce traffic and provide infrastructure for transportation alternatives like biking and walking.

How does Measure BB affect the economy?

Measure BB will create \$20 billion in total economic activity and create 150,000 new jobs. Well-functioning transportation systems are critical to economic competitiveness at the national and regional level.



We've studied Measure BB and we approve!

ALAMEDA
COUNTY
TAXPAYERS
ASSOCIATION

LEAGUE OF
WOMEN VOTERS

USOAC
UNITED SENIORS
OF ALAMEDA COUNTY

Accountability Measures:

1 MEASURE BB funds can only be spent on local transportation improvements according to a specific detailed plan.

Visit: www.alamedactc.org

2 ALL FUNDS raised by Measure BB must be spent to improve transportation for local Alameda County residents.

3 MEASURE BB requires an independent watchdog committee audit all expenditures and report their findings to the public.



For more information call
(510) 210-5280 or visit:

www.YESonBB.org

Measure BB
on the November 2014 Ballot

Consider
the **Future**
of **BART**



- Improve and expand BART throughout Alameda County
- Modernize and improve access to all BART stations

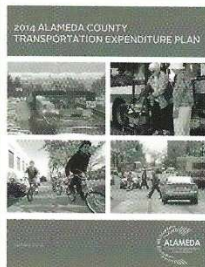


learn more →

**In November 2014,
Measure BB will be
on the ballot to:**

- Expand BART throughout Alameda County
- Increase BART capacity and accessibility
- Upgrade technology to keep the system moving
- Keep transportation affordable for students, seniors and people with disabilities
- Improve access to jobs and schools

This detailed plan includes
taxpayer safeguards:



- ✓ Independent Audits
- ✓ Compliance Reports
- ✓ Independent Watchdog Committee Review and Annual Reports to the Public
- ✓ All funds spent locally to benefit Alameda County

The Choice Is Yours

Learn more at
www.AlamedaCTC.org



bartable calendar

AURORA THEATRE COMPANY PRESENTS

"RAPTURE, BLISTER, BURN"

Through Sept. 28

Aurora Theatre Company, 2081 Addison St., Berkeley
auroratheatre.org

> BART: Downtown Berkeley, walk 1 block

See the Bay Area premiere of Becky Shaw's new comedy about three generations of women grappling with feminism's foibles. A finalist for the 2013 Pulitzer Prize.

CAL SHAKES PRESENTS

"A MIDSUMMER NIGHT'S DREAM"

Sept. 3 to 28

Bruns Amphitheatre, Orinda

calshakes.org

> BART: Orinda + Free Shuttle

Shana Cooper returns to direct another of Shakespeare's iconic works. \$41-\$72.

SOLANO STROLL

Sept. 14, 10am to 6pm

Solano Avenue

solanoavenueassn.org

> BART: North Berkeley + Free Shuttle; or El Cerrito Plaza, walk 15 minutes

Check out the East Bay's largest street festival, now celebrating its 40th year. Featuring more than 500 vendors, including entertainers, food booths, artisans, non-profits and government agencies. Be on the lookout for the BARTmobile during the parade!

SUNDAY STREETS, EXCELSIOR

Sept. 28, 11am to 4pm

Mission Street, San Francisco

sundaystreetsf.com

> BART: Balboa Park or Glen Park, walk 15 minutes

Bring your bike, roller blades, skateboards or walking shoes for a day of fun along Mission Street. Route includes Mission Street between Theresa/Valalon and Geneva Avenue.

EXCELSIOR FESTIVAL

Sept. 28, 11am to 4pm

Ocean and San Juan Avenues, San Francisco

excelsiorfestival.org

> BART: Balboa Park, walk 15 minutes

A free, family-friendly art and music festival featuring live music, multi-cultural food and an array of entertainment for all ages.

KAISER CENTER 2014 ROOF GARDEN CONCERTS

Sept. 5 and 12, noon to 1pm

Kaiser Center Roof Garden, 300 Lakeside Dr., Oakland

kaisercenterroofgarden.com

> BART: 19th St/Oakland

Free, and open to the public. Take any elevator located in the Kaiser garage to "RG" level to access the Roof Garden.

Let's be social!



@SFBARTable

Follow us on Facebook and Twitter to win free event tickets and discover fun things to do around the Bay Area — all bartable!



fb.com/bartable

BARTable This Month is the official passenger publication of the San Francisco Bay Area Rapid Transit District and is produced monthly. To contact us, write BARTable This Month, 300 Lakeside Drive, Oakland, CA 94612 or email bartable@bart.gov.

Measure BB on November ballot

Funds would support transit in Alameda County

Transportation ballot Measure BB will go before Alameda County voters this November. Measure BB will extend the existing $\frac{1}{2}$ cent transportation sales tax, which was approved by 81.5 percent of voters in 2000, and generate almost \$8 billion for transportation improvements throughout Alameda County.

Measure BB was developed by the Alameda County Transportation Commission and outlines a 30-year plan that will generate \$20 billion in

economic activity for the Bay Area and nearly 150,000 jobs.

Measure BB will provide more than \$860 million towards projects to modernize and expand the BART system.

It will also repair streets and reduce traffic, increase bus service, and expand safe walking and biking paths.

Visit AlamedaCTC.org/2014Plan to learn more about the projects that will be funded by Measure BB, as well as its accountability and performance measures.

Start Friday nights off right at UN Plaza

Start your weekend off at the Friday Night Market at the UN Plaza in San Francisco. With more than 45 vendors, food trucks and live music, there is something for everyone.

The Friday Night Market takes place from 4 to 9pm every Friday in September

and October at UN Plaza, steps away from Civic Center BART.

For details, visit its Facebook page at fb.com/FridayNightMarketSF.

Follow us on Twitter @SFBARTable for a chance to win a \$20 gift certificate to the market.



Be the A's BART Rider of the Game!

This is your last chance in 2014 to be the A's BART Rider of the Game! For this month's contest, send us a photo of you in your best game gear.

There are three ways to enter:

- 1) Tweet a photo of yourself to @SFBARTable and use the hashtag #BARTableRider
- 2) Email a photo of yourself to

bartable@bart.gov with the subject "BART Rider of the Game"

3) Mail us a photo to A's BART RIDER OF THE GAME" Attn: BART Marketing Department, 300 Lakeside Dr., Oakland, CA 94612".

Enter by Sept. 10, 2014 to win tickets to the Sept. 17 game. For more information, visit bart.gov/fan.

BARToon grimescartoons.com

Dad, did you know that BART can be 12 times more efficient than driving, and saves over 4.5 million pounds of CO2 each weekday?

That's why I commute by BART and why we'll take BART to watch Cal whoop Stanford in the Big Game.

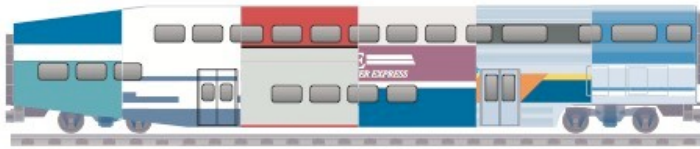
You know Mom will be rooting for the Cardinal.

And how 'bout you, my precocious future Golden Bear?

Source:
www.bart.gov/guide/bluesky

Officially neutral, but my future's riding on BART and Mother Earth.

©DAVE GRIMES



Officers

Ronald Jones
President
Fresno County

David Schonbrunn
Vice President-Policy
Marin County

Gordon Osmundson
Treasurer
Alameda County

Greg Thompson
Secretary
Sacramento County

Board Members

Art Brown
Orange County

Derek Casady
San Diego County

John Deeter
Sacramento County

Susan MacAdams
Los Angeles County

William F. McGeehan III
Contra Contra County

October 15, 2018

By Email to:
info@valleylinkrail.com

Tri-Valley - San Joaquin Valley Regional Rail Authority
Attn: Valley Link Rail Project
1362 Rutan Court, Suite 100
Livermore, CA 94551

Re: Scoping comments in response to Valley Link NOP

Dear Sirs:

These comments are being submitted jointly by the Train Riders Association of California, TRAC, and the Transportation Solutions Defense and Education Fund, TRANSDEF.

Areas to Study--Policy Consistency

Evaluate whether the Proposed Project is consistent with the language of AB 758. This is especially important, because this law was tailor-made to support a project in this corridor. We have concerns as to whether a \$1.8 billion project can ever qualify as "cost-effective." For this reason, we propose a Build Alternative that is unquestionably cost-effective.

In the absence of even a preliminary agreement or MOU with the SJRRC, it cannot be stated that the Proposed Project will connect to ACE. Because this connection is fundamental to AB 758, environmental review should not commence until an agreement is in place for there to be a BART to ACE connection. This is currently a fatal flaw in the scoping process: the project can't have a stable description until these issues are at least preliminarily resolved.

Areas to Study--ROW Suitability

The quality of the ROW needs to be assessed before environmental review commences. As part of the original Transcontinental Railroad, the ROW was not engineered for modern speeds. Without modern speeds, a rail line will not provide enough of a travel time advantage to draw significant ridership. A determination needs to be made that the ROW

can provide adequate speeds before there is a full-blown EIR of a \$1.8 billion project. If the many curves in the ROW can't be straightened adequately, that huge expenditure would not be worth pursuing, as it would produce only minor benefits. The EIR funds would be wasted.

Areas to Study--Growth Inducement

Providing new transportation infrastructure is the classic trigger for growth inducement. The key measures to be evaluated are growth in households, VMT growth and growth in GHG emissions. We suggest that one threshold of significance should be "Does the Proposed Project impede the State's attainment of SB 32's GHG 2030 targets?" If growth inducement is found to be significant, we propose the following mitigation: to reduce the growth in VMT and GHGs resulting from the induced growth, require cities to adopt enforceable walkable community plans, as a condition for receiving a station. These plans would break with the standard pattern of suburban subdivisions, and instead be shaped for access to the train by walking, cycling, or taking a community shuttle. Because work trips only make up about 25% of all trips, the walkable pattern is needed to reduce the other 75% of trips.

Alternative to Study--Cost-Effective Alternative

The ACE tracks already run within 3 miles of the Dublin-Pleasanton BART station. That station location had historically been connected to what is now the ACE mainline by a rail spur, which had been preserved in public ownership initially for that specific purpose. The spur is now in use as a segment of the Iron Horse Trail. It would be far more cost-effective to replace that segment of the trail, and put the tracks back on the spur, than to spend a billion dollars reengineering the freeway to put the tracks there.

It has been said that local residents would oppose this alternative. Objectors to reclaiming the trail for rail use should be offered the opportunity to raise the billion dollars needed for the highway project, to avoid the inconvenience of a train running 3 miles through their community. This opposition is purely a local issue--as long as BART is connected to ACE, there is no benefit to the region of spending an extra \$1.7 billion. In addition, the opportunity costs of spending that money on the Proposed Project result in the inability to fund all kinds of transit projects that offer widespread benefits.

Sincerely,

/s/ DAVID SCHONBRUNN

David Schonbrunn,
Vice-President for Policy



Sept. 23, 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 major employer in the Tri-Valley for more than 65 years, Lawrence Livermore National Laboratory has witnessed first-hand the massive growth this region has experienced over the past several decades. From the East Bay hills to the Central Valley, the region's expansion has supported thriving, desirable communities, made it a jobs center, and contributed significantly to the industrial ecosystem of the greater San Francisco Bay Area.

As you well know, this growth has placed a significant burden on the transportation corridors serving the region. The I-580 corridor, in particular, is expected to become only more congested in the future with personal and commercial vehicle traffic. Along with its Tri-Valley community partners, Lawrence Livermore has been encouraged by the progress of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) and its forward-thinking goal of establishing Valley Link through the I-580 corridor. This new service would be a tremendous addition to the transportation options of the region, reducing vehicle traffic, lowering greenhouse gas emissions, and saving resources, among other benefits.

Livermore Laboratory understands that the Commission will be considering approval of an Authority request to amend the 2014 Measure BB Transportation Expenditure Plan (TEP), which will acknowledge the Authority as a new agency in Alameda



County that can be an eligible recipient of Measure BB funds. More importantly, it will update the TEP by adding Valley Link for the \$400 million Measure BB funding identified for the BART to Livermore project.

Lawrence Livermore National Laboratory joins its Tri-Valley community partners in urging the Commission's approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment.

Sincerely,

A handwritten signature in black ink, appearing to read 'Lynda Seaver', with a stylized, cursive script.

Lynda Seaver
Director, Public Affairs
Lawrence Livermore National Laboratory
Seaver1@llnl.gov

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



Lehman Insurance Agency
11740 Dublin Blvd, Suite 102
Dublin, CA 94568
925-829-2689
925-337-1638 Cell
925-605-1725 Fax
steve@lehmaninsurance.com
Lic #0E08362

September 22, 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 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.

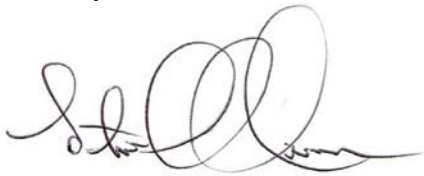
Valley Link will provide an estimated 33,000 daily rides on the 42-mile, 7-station system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled

(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,

A handwritten signature in dark ink, appearing to read 'S. Lehman', with a stylized, flowing script.

Steven A Lehman

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



LIVERMORE
SCHOOL DISTRICT

Livermore Valley Joint Unified School District

685 East Jack London Boulevard, Livermore, CA 94551

Tel (925) 606-3200 Fax (925) 606-3329

September 21, 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 1450 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.

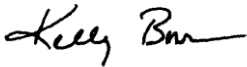
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Valley Link will link our Northern California Megaregion's workforce to affordable housing, provide opportunities for compact transit-oriented development and will have a significant impact on the reduction of greenhouse gas emissions. It will also 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 "Kelly Bowers". The signature is fluid and cursive, with the first name "Kelly" and last name "Bowers" clearly distinguishable.

Kelly Bowers, Ed.D.
Superintendent of Schools
Livermore Valley Joint Unified School District
685 E. Jack London Blvd.
Livermore, CA 94551

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

From: [Tess Lengyel](#)
To: [Carolyn Clevenger](#)
Subject: Fwd: ValleyLink Support
Date: Wednesday, September 23, 2020 6:44:39 AM

Sent from my iPad

Begin forwarded message:

From: Chris Chandler <cchandler@lvwine.org>
Date: September 23, 2020 at 5:24:19 AM PDT
To: Vanessa Lee <VLee@alamedactc.org>, Tess Lengyel
<tlengyel@alamedactc.org>, "shaggert@acgov.org" <shaggert@acgov.org>,
"mtree@valleylinkrail.com" <mtree@valleylinkrail.com>
Subject: ValleyLink Support

Directors:

On behalf of the vintners and vineyards of Livermore Valley, we support, and ask
for your support of, ValleyLink.

Chris Chandler, Executive Director
Livermore Valley Winegrowers Association

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From: [Carolyn Clevenger](#)
To: [Carolyn Clevenger](#)
Subject: FW: VALLEYLINK RAIL PROJECT
Date: Wednesday, September 23, 2020 6:20:21 AM

From: Sherman Lewis <sherman@csu Hayward.us>

Date: September 22, 2020 at 9:39:24 PM PDT

To: Vanessa Lee <VLee@alamedactc.org>

Subject: VALLEYLINK RAIL PROJECT

To: Alameda County Transportation Commission

Valley Link has got to be one of the worst wastes of taxpayers money in the history of transportation.

No San Joaquin contribution to serve San Joaquin riders? You're kidding.

Duplicate Ace service?

Divert funds from Dumbarton Rail?

Build a white elephant to flatter a retiring politician?

It would not be that hard to spend the funds to benefit Alameda County.

Sherman Lewis
Professor Emeritus, Cal State Hayward
President, Hayward Area Planning Association
510-538-3692, sherman@csu Hayward.us

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September 23, 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 1400 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.

Continued on back

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 'Rick Shumway', with a stylized flourish at the end.

Rick Shumway, MHA
President & CEO
Stanford Health Care – ValleyCare

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



Stephen Lanza, Principal
Livermore Ca 94550
tvadvising@comcast.net

September 23, 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 an organization within the jurisdiction of the Alameda County Transportation Commission (ACTC), supporting a work force across the region of more than 100,000 employees and as an advisor to Lam Research with over 3,000 employees in Fremont and Livermore, 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) 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.

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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,

Stephen Lanza
Chairman, Innovation Tri-Valley Leadership Group
Senior Advisor, Lam Research
Principal, Tri-Valley Advising

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

Transportation Solutions Defense and Education Fund

P.O. Box 151439 San Rafael, CA 94915 415-331-1982

September 22, 2020
By E-Mail to:
vlee@
AlamedaCTC.org

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

Re: Valley Link TEP Amendment

Dear Chair Cutter,

TRANSDEF, the Transportation Solutions Defense and Education Fund, has been advocating for an environmental approach to Bay Area transportation for 26 years. For what we believe to be the region's highest transportation priority, a special focus of our work has been on building a speedy new rail system in the Altamont Corridor. MTC has been blocking those efforts since at least 2008, and most recently left the Altamont Corridor Vision project out of the upcoming RTP, presumably because it would compete with Valley Link. What a coincidence that Supervisor Scott Haggerty is calling the shots at MTC as its current chair!

We strongly object to Alameda County's very own Mitch McConnell shamelessly pushing his pet project forward, prior to any reasoned analysis of alternatives, and prior to any analysis of the impact of the pandemic on ACTC revenues. We believe it is not prudent to commit to a major new project at this time.

Attached please find a letter from our sister organization, the Train Riders Association of California, describing the project's lack of merit. This letter will instead focus on the chaotic and unprofessional manner in which the proposed Amendment has been presented to Commissioners. Page citations are to the Board packet.

1. Not since the Oakland Airport Connector has such a worthless and poorly thought-out project come up for public funding. While we suspect that the political culture at ACTC will produce a similar outcome, we feel compelled to add our voices to the many others that object to the hurry-up push for this Amendment. It is deeply unseemly.
2. The project is in a state of flux, without a stable project description, so that Valley Link documents are not consistent with ACTC documents. The project definition has changed since this matter was considered by the Commission in May, but that is not

reflected in documents on the Valley Link website. The Amendment should not go forward without a stable project description.

- a. "[T]he TVSJVRRA Board will consider potential IOSs in order to more quickly deliver service in the corridor. Options under consideration include service from Dublin-Pleasanton to Greenville, or from Dublin/Pleasanton to Mountain House. In addition, the TVSJVRRA is considering a Southfront Station in Livermore." (p. 74.)
 - b. The project scope has changed from "The proposed Phase 1 project will provide passenger rail service between the existing Dublin/Pleasanton BART Station and the North Lathrop ACE intermodal station" (p. 78) to an "initial operating segment, defined as from the Dublin/Pleasanton BART station to the proposed Mountain House station." (p. 67.)
3. Replacing a Greenville Road Station with a Southfront Station would mean that the initial segment of Valley Link would not meet the requirement of AB 758 to connect BART and ACE "in the Tri-Valley." With compliance with AB 758 uncertain, enacting the Amendment would appear to exceed the authority granted by that law.
4. AB 758 called for connecting ACE to BART, not replacing ACE. This project has suffered severe mission creep.
5. Claims made in support of the Amendment are unconvincing:
 - a. "• reduction of over 99.4 million Vehicle Miles Traveled" (p. 70) sounds impressive until seen in the context of being only 0.2% of total 2015 VMT in the region. This number is mere model noise. More to the point, this miniscule benefit would cost multiple billions of dollars, thereby preventing projects that would offer far greater benefits at lower costs from being funded.
 - b. "• reduction of over 33,000 metric tons of greenhouse gas emissions per year" (p. 70) sounds impressive until seen in the context of being only 0.04% of total 2011 GHG emissions in the region. This number is entirely insignificant. More to the point, this miniscule benefit would cost multiple billions of dollars, thereby preventing projects that would offer far greater benefits at lower costs from being funded.
 - c. "• supports advancement of transit-oriented development" (p. 70) is unconvincing. See 6(g) below.
 - d. "• protects open space" (p. 70) appears to be totally unsupported by evidence. Transportation projects typically don't have such features. If mitigation is needed for what the Project Feasibility Report describes as a station that would be built in the Altamont Habitat Management Unit (p. 5-13), that would not be a "project benefit." It would be a project requirement.

- e. "• provides an estimated 22,000 jobs during construction and between \$2.6 billion and \$3.5 billion in revenues." (p. 70.) The vastly more expensive California High-Speed Rail project "invested more than \$5.7 billion in planning and building high-speed rail infrastructure between July 2006 and June 2019, ... creating 44,700 to 50,500 job-years of employment ... while generating \$8.3 to \$9.2 billion in total economic output." (2020 Draft Business Plan, CHSRA, p. 25, emphasis added.) Compared to that, the Valley Link numbers appear to be wildly inflated. Note that proper analyses use job-years, rather than jobs. The term seems to have been used incorrectly here.
6. Arguments put forward in response to opposing comments are unconvincing:
- a. "By being able to show a commitment of local funding, the project will be more competitive for regional, state and federal funding." (p. 70.) While true, that does not justify accelerating the approval of local funding before there is public confidence the project should go forward.
 - b. "Only four of the 21 specifically named capital projects in the TEP had an approved EIR when the TEP was approved by voters." (p. 71.) While that may be true, Valley Link was not approved by voters. The voters' ACTC representatives need the best information available--a certified EIR--to decide whether to substitute this project into the TEP. An especially important part of the EIR which is not now available to Commissioners is the alternatives analysis. Because of the discretion given to the Commission by Guideline #22, the Commission needs to know more about alternatives before proceeding.
 - c. "Alameda CTC has not developed a 5-year sales tax revenue projection at this point given the large uncertainties regarding the depth and breadth of the recession and the lack of sales tax receipt data received to date." (p. 71.) Given that statement, prudence would suggest not committing to a major new project until that uncertainty is resolved. "MTC's direction is to assume that long-term travel and development patterns do not significantly change as a result of COVID-19..." (p. 71.) MTC has a long and inglorious history of being wrong in its financial predictions. Far better to be prudent than to listen to MTC.
 - d. "The comment period, per the TEP Implementing Guidelines for a proposed TEP Amendment, is a comment period for jurisdictions." (p. 71.) Given that the TEP was approved by the public, who are funding ACTC, this statement is nothing short of insulting.
 - e. "An additional evaluation of alternatives will be released as part of the Valley Link Draft EIR." (p. 72.) Our point, precisely, for not proceeding with the Amendment at this time. ACTC has not conducted a public process to determine its highest priorities for use of transit-designated funds under Guideline #22.

- f. The data presented on p. 73 to supposedly demonstrate that the project would benefit Alameda County residents has two problems that make it irrelevant: 1.) "Data is based on an extension from Dublin/Pleasanton BART to North Lathrop." That is not the project being considered by the Amendment. 2.) "A number of commenters raised concerns that Alameda County residents would not benefit from the project, but instead the project will primarily benefit San Joaquin County residents." (p. 73.) Even if taken at face value, the data indicate two San Joaquin passengers for every Alameda resident. That clearly demonstrates that the project will primarily benefit San Joaquin County residents. "Approximately 57% of the project track mileage is in Alameda County." (p. 73.) This is a cost to Alameda County, not a benefit.
- g. We do not believe the fact that "The TVSJVRRRA has adopted a Transit Oriented Development (TOD) Policy" (p. 75) eliminates concerns about sprawl inducement by Valley Link. Such policies typically lack any kind of enforcement mechanism. Sprawl would be far less of a concern if there were a policy in place that "Valley Link will not build stations in jurisdictions that have not adopted Station Area plans meeting the agency's minimum density standards."
- h. "The \$400 million was identified in the TEP for a rail extension in the Tri-Valley. The proposed amendment does not change the geographic distribution of the benefits of the overall TEP." (p. 75.) We disagree. While the BART extension was intended to benefit Tri-Valley residents, there is no showing that the same is true of Valley Link. The staff's argument expressed in section (f) above only referred to generic benefits spread over all Alameda County residents: "The project as defined will benefit Alameda County residents and businesses as well as San Joaquin County." Note the absence of a claim that the project will specifically benefit Tri-Valley residents. The Myth vs. Fact document by Valley Link stated, "Valley Link is vitally needed to support the interconnected economies of the Northern California Megaregion: Both the Bay Area and San Joaquin County." (p. 1.) "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." (p. 2.) Given the clearly non-local benefits of the project, the entire fiscal structure of the TEP will need to be renegotiated to provide geographic equity in the distribution of the local streets and roads funding.

Given all the reasons stated above, TRANSDEF urges the Commission to defer consideration of the Amendment until 1). there is a stable project description; 2). there is a certified EIR; 3). there is confidence in sales tax revenue projections; 4). a public process has been convened to determine Alameda County's highest transit priorities; 5). sprawl inducement has been definitively addressed by Valley Link; 6). ACTC provides public notice of the potential Amendment and 7). a renegotiated local streets and roads funding formula is adopted.

Sincerely,

/s/ DAVID SCHONBRUNN

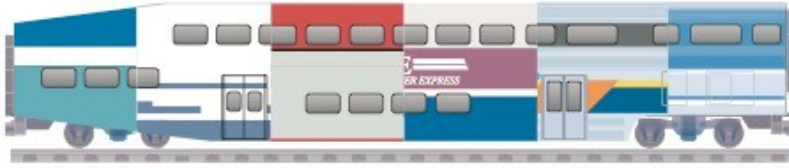
David Schonbrunn,
President

Attachment

TRAC Comment Letter on Valley Link Feasibility Report

TRAC

Train Riders
Association
of California



1025 Ninth Street Suite 223
Sacramento CA 95814-3516

(916) 557-1667
www.calrailnews.com
trainriders2100@gmail.com

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President
Fresno County

David Schonbrunn
Vice President-Policy
Marin County

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San Diego County

John Deeter
Sacramento County

Susan MacAdams
Los Angeles County

William F. McGeehan III
Contra Contra County

July 28, 2019

By Email to:
[comments@](mailto:comments@valleylinkrail.com)
valleylinkrail.com

Scott Haggerty, Chair
Tri-Valley - San Joaquin Valley Regional Rail Authority
1362 Rutan Court, Suite 100
Livermore, CA 94551

RE: Draft Feasibility Report

Dear Chair Haggerty:

The Train Riders Association of California, TRAC, has been actively promoting improved passenger rail transport for more than two decades. We offer the following comments on the Valley Link Feasibility Report ("Report"), from that informed context.

First, we wholeheartedly agree that there is a crying need for excellent rail transport in this Corridor. We are disappointed to have to conclude that the Valley Link project, as defined here, is not what the Corridor needs.

1. The proposed project fails any reasonable test of cost-effectiveness. In a world of unlimited resources, this project could succeed. In the current fiscal climate, however, this project cannot compete on its merits. The major problem is that moving the freeway is essentially a utility relocation, adding an extraordinary amount of cost while providing no direct transportation benefit.
2. The project's fundamental goal of connecting ACE to BART is deeply flawed:
 - First, BART has no surplus capacity. It is currently overcrowded, with no relief on the horizon. BART sent an August 16, 2013 scoping letter on ACEforward, stating "Also, as the backbone of the regional rail system, BART is anticipating capacity constraints in certain locations. While such constraints exist without the ACE-forward Program, the Program could contribute to the cumulative worsening of capacity issues."

- It is well-known that passengers resist transit transfers, which results in sub-optimal ridership for projects that require them. This project inherently requires a transfer, making it less desirable as a travel mode.
 - BART is slower and noisier than modern conventional-gauge rail vehicles. BART is unable to provide express service--it is limited by its design to stopping at every station.
 - A higher percentage of Central Valley residents have destinations currently served by ACE than are served by BART
3. The current plans for this project include no land use component. As a result, it will have tremendous growth-inducing negative impacts. This project would facilitate sprawl in the Central Valley, in precisely the same way BART resulted in the suburbanization of the East Bay. Auto-dependent communities drive much more, resulting in increased GHG emissions and VMT from the 75% of trips that are not work-related. While the project offers superficial sustainability elements, these are completely overwhelmed by the sprawl inducement.
 4. The housing price comparison on PDF page 96 ignores the peculiar American practice of externalizing the costs of providing transportation to job centers, treating it separately from the price of seemingly affordable housing. If the cost of this project were built into the cost of all new homes in the region through Mello-Roos financing, housing in the Valley would not seem so inexpensive.
 5. The table on PDF page 151 shows that the rail alternative costs 2.4 times more than the bus alternative on a per-passenger basis. Contrary to the equivocal statement on PDF page 175, "... high capacity rail alternative appears to be the better mode to meet that demand", (emphasis added), it would be economically preferable to use as many articulated buses as needed, since that would cost only a tiny fraction of the rail alternative: "... the scale of investment required for this alternative pales in comparison to rail." (*Id.*)
 6. The claimed VMT reductions in Table 7 on PDF page 164 are insignificant. They are only 0.1% and 0.2% of total VMT. Any honest modeler will admit these numbers are far below the noise level in the model. That means the project's claimed GHG reductions are equally insignificant.
 7. There is no institutional need for yet another rail agency. The project's new stations east of Livermore were initially proposed by ACEforward. Nothing in the Report provides a compelling reason why ACE should not be the implementer of those new stations. Additionally, nothing in the Report establishes a need for both the existing ACE stations and the proposed new stations.
 8. The low-cost Alternative TRAC proposed in our scoping letter was not considered in the Alternatives Analysis. Putting track back on the segment of the Iron Horse Trail

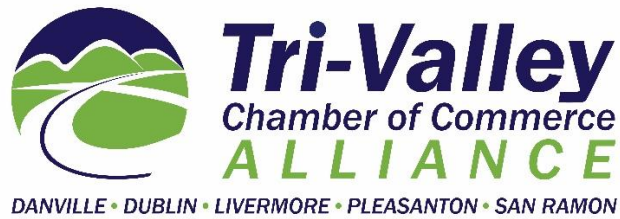
that connects the ACE mainline to the Dublin-Pleasanton BART station is undoubtedly the most cost-effective method of linking ACE to BART. The cost of replacing the trail's right-of-way is miniscule in comparison to moving a freeway.

Thank you for this opportunity to comment on Valley Link.

Sincerely,

/s/ DAVID SCHONBRUNN

David Schonbrunn,
Vice-President for Policy



September 21, 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 & Commissioners:

As members of the Tri-Valley Chamber of Commerce Alliance (TVCCA), we are writing to express our support for the Tri-Valley-San Joaquin Valley Regional Rail Authority request for an amendment to the 2014 Measure BB Transportation Plan. TVCCA is a collaboration of the Danville, Dublin, Livermore Valley, Pleasanton and San Ramon Chambers of Commerce representing over 3,000 member businesses and organizations employing nearly 90,000 workers.

Efficiently moving people and goods throughout the region is a major factor affecting Tri-Valley communities and beyond. We support and appreciate, ongoing investments in the Tri-Valley segments of I-580, I-680 and SR 84 highway corridors that are highly utilized by workers, residents and visitors. TVCCA members support local, regional, state and federal initiatives that plan, fund and deliver transportation projects and programs needed to sustain a strong economy, including TVSJVRRA and its Valley Link project.

The failure of the BART board of directors to implement an extension of service to Livermore which voters approved in Measure BB in the amount of \$400 million was deeply disappointing. Closing the gap to effectively link passenger rail to the SF Bay Area's rail and transit network is the last major transportation improvement that remains to be deployed in the I-580 corridor. Fortunately, Tri-Valley leaders had the foresight to lay the legislative groundwork in preparation for this future rail connection, establishing the Tri-Valley-San Joaquin Valley Regional Rail Authority (TVSJVRRA). The TVSJVRRA has worked diligently to develop and advance the Valley Link rail project to the Livermore Valley, and queuing up a future rail connection to the neighboring San Joaquin Valley.

TVCCA considers Valley Link a “game-changing” project, the realization of which will create a legacy supporting economic strength and resiliency within this region and within the Northern California Mega Region, today and for generations to come. Never more so than now, as we endure the profound impacts of the COVID-19 pandemic, we look to our leaders to summon the courage to prepare to execute a new vision for the future. TVCCA stands with leaders at TVSJVRRRA and at ACTC in this effort.

The TVCCA strongly supports and urges the Commission to approve the TVSJVRRRA request and designate \$400 million to the Valley Link rail project.

Respectfully,



Dawn P. Argula, CEO



Shelby McNamara, Interim President



Inge Houston, CEO



Steve Van Dorn, CEO



Stewart Bambino, CEO

From: [Carolyn Clevenger](#)
To: [Carolyn Clevenger](#)
Subject: FW: SEPTEMBER 24TH ACTC Meeting: TEP Amendment - Support for Valley Link
Date: Wednesday, September 23, 2020 7:19:04 PM
Attachments: [image004.png](#)
[image005.png](#)
[image006.png](#)

From: Tracy Farhad <tracy@visitrivalley.com>
Date: September 23, 2020 at 4:39:46 PM PDT
To: Tess Lengyel <tlengyel@alamedactc.org>
Cc: "tsbranti@innovationtrivalley.org" <tsbranti@innovationtrivalley.org>
Subject: SEPTEMBER 24TH ACTC Meeting: TEP Amendment - Support for Valley Link

September 23, 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 **6,900 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.

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pandemic, these commuters faced an average 78-minute commute each way and already there is evidence that this congestion is rapidly returning.

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

Sincerely,

Tracy Farhad

Cc: Alameda County Transportation Commission members

Tess Lengyel, ACTC Executive Director

Michael Tree, Authority Executive Director

Jim McDonnell, Chair, VTV Board of Directors

TRACY FARHAD

Visit Tri-Valley

PRESIDENT & CEO

5075 Hopyard Road | Suite 240 | Pleasanton, CA 94588

Direct & Fax: 925.417.6688

Email: Tracy@VisitTriValley.com



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From: [Carolyn Clevenger](#)
To: [Carolyn Clevenger](#)
Subject: FW: Valley Link
Date: Wednesday, September 23, 2020 8:59:51 AM

From: Karl Wente <Karl.Wente@wentevineyards.com>
Sent: Wednesday, September 23, 2020 8:40 AM
To: Vanessa Lee <VLee@alamedactc.org>; Tess Lengyel <tlengyel@alamedactc.org>;
shaggert@acgov.org; mtree@valleylinkrail.com
Subject: Valley Link

Directors,

On behalf of the Wente Family, we strongly support Valley Link.

Regards,
Karl

Karl D. Wente | COO, Chief Winemaker
c: 925 525 1057
karlwente@wentevineyards.com
5565 Tesla Road Livermore, CA 94550

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