



Alameda CTC Commission Agenda Thursday, September 24, 2020 2:00 p.m.

Due to the statewide stay at home order and the Alameda County Shelter in Place Order, and pursuant to the Executive Order issued by Governor Gavin Newsom (Executive Order N-29-20), the Commission will not be convening at its Commission Room but will instead move to a remote meeting.

Members of the public wishing to submit a public comment may do so by emailing the Clerk of the Commission at vlee@alamedactc.org by 5:00 p.m. the day before the scheduled meeting. Submitted comments will be read aloud to the Commission and those listening telephonically or electronically; if the comments are more than three minutes in length the comments will be summarized. Members of the public may also make comments during the meeting by using Zoom's "Raise Hand" feature on their phone, tablet or other device during the relevant agenda item, and waiting to be recognized by the Chair. If calling into the meeting from a telephone, you can use "Star (*) 9" to raise/ lower your hand. Comments will generally be limited to three minutes in length.

Chair: Pauline Russo Cutter,
Mayor City of San Leandro

Vice Chair: John Bauters,
Councilmember City of Emeryville

Executive Director: Tess Lengyel

Clerk of the Commission: [Vanessa Lee](#)

Location Information:

Virtual Meeting Information: <https://zoom.us/j/96455839265?pwd=Q0ZMZEldTk0cFdIVWhCL2ZxNnUyZz09>
Webinar ID: 964 5583 9265
Password: 256305

For Public Access Dial-in Information: 1 (669) 900 6833
Webinar ID: 964 5583 9265
Password: 256305

To request accommodation or assistance to participate in this meeting, please contact Vanessa Lee, the Clerk of the Commission, at least 48 hours prior to the meeting date at: vlee@alamedactc.org

Meeting Agenda

1. Call to Order

2. Roll Call

3. Public Comment

4. Chair and Vice Chair Report

5. Executive Director Report

6. Consent Calendar Page/Action

Alameda CTC standing committees approved all action items on the consent calendar, except Item 6.1.

6.1.	Approve July 23, 2020 Commission Meeting Minutes	1	A
6.2.	FY2019-20 Third Quarter Report of Claims Acted Upon Under the Government Claims Act	7	I
6.3.	Approve Alameda CTC FY19-20 Year-End Unaudited Investment Report	9	A
6.4.	Award Request for Proposal R20-0008 for the Dublin Boulevard-North Canyons Parkway Extension Project	29	A
6.5.	Approve Contract Amendment for San Pablo Avenue Multimodal Corridor Project and funding agreement with Contra Costa County Transportation Authority and West Contra Costa Transportation Advisory Committee	35	A
6.6.	Approve actions necessary to facilitate project advancement into the construction phase for the I-80 Gilman Interchange Improvement Project and adopt a Resolution in support of right-of-way acquisition for the I-80 Gilman Interchange Improvement Project	49	A
6.7.	Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments	61	I
6.8.	Approve issuance of a Request for Proposals for Paratransit Coordination Services	63	A

7. Planning, Policy and Legislation Committee

The Planning, Policy and Legislation Committee approved the following action item, unless otherwise noted in the recommendations.

7.1.	Approve Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment	65	A
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8. Public Hearing of I-580 Express Lanes Toll Enforcement Ordinance

8.1.	Open Public Hearing		I
8.2.	Presentation of the I-580 Express Lanes Toll Enforcement Ordinance	301	I
8.3.	Public Comment		I
8.4.	Close Public Hearing		I

- | | |
|--|---|
| 8.5. Waive Reading Beyond the Title and Adopt the I-580 Express Lanes Toll Enforcement Ordinance | A |
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9. Planning, Policy and Legislation Committee

The Planning, Policy and Legislation Committee approved the following action item, unless otherwise noted in the recommendations.

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| 9.1. Federal, state, regional, and local legislative activities update | 319 | I/A |
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10. Finance and Administration Committee

The Finance and Administration Committee approved the following action items, unless otherwise noted in the recommendations.

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|---|-----|---|
| 10.1. FY2019-20 Sales Tax Revenues Update | 325 | I |
|---|-----|---|

11. Closed Session

- | | |
|--|------------|
| 11.1. Pursuant to Government Code Section 54957: Public Employee Performance Evaluation: Executive Director | I |
| 11.2. Report on Closed Session | I |
| 11.3. Approve the annual performance evaluation of the Executive Director for 2020, objectives for 2021, and a salary adjustment pursuant to the approved contract | 329 A |

12. Commission Member Reports

13. Adjournment

Next Meeting: October 22, 2020

Notes:

- All items on the agenda are subject to action and/or change by the Commission.
- To comment on an item not on the agenda, submit an email to the clerk or use the Raise Hand feature or if you are calling by telephone press *9 prior to or during the Public Comment section of the agenda. Generally public comments will be limited to 3 minutes.
- Call 510.208.7450 (Voice) or 1.800.855.7100 (TTY) five days in advance to request a sign-language interpreter.
- If information is needed in another language, contact 510.208.7400.
- Call 510.208.7400 48 hours in advance to request accommodation or assistance at this meeting.
- Meeting agendas and staff reports are available on the [website calendar](#).



Alameda CTC Schedule of Upcoming Meetings October through December 2020

Commission Chair

Mayor Pauline Russo Cutter
City of San Leandro

Commission Vice Chair

Councilmember John Bauters
City of Emeryville

AC Transit

Board Vice President Elsa Ortiz

Alameda County

Supervisor Scott Haggerty, District 1
Supervisor Richard Valle, District 2
Supervisor Wilma Chan, District 3
Supervisor Nate Miley, District 4
Supervisor Keith Carson, District 5

BART

Director Rebecca Saltzman

City of Alameda

Mayor Marilyn Ezzy Ashcraft

City of Albany

Mayor Nick Pilch

City of Berkeley

Mayor Jesse Arreguin

City of Dublin

Mayor David Haubert

City of Fremont

Mayor Lily Mei

City of Hayward

Mayor Barbara Halliday

City of Livermore

Mayor John Marchand

City of Newark

Councilmember Luis Freitas

City of Oakland

Councilmember At-Large
Rebecca Kaplan
Councilmember Sheng Thao

City of Piedmont

Mayor Robert McBain

City of Pleasanton

Mayor Jerry Thorne

City of Union City

Mayor Carol Dutra-Vernaci

Executive Director

Tess Lengyel

Commission and Committee Meetings

Time	Description	Date
9:00 a.m.	Multi-Modal Committee (MMC)	October 12, 2020
10:00 a.m.	Programs and Projects Committee (PPC)	
11:30 a.m.	Planning, Policy and Legislation Committee (PPLC)	
1:00 p.m.	Audit Committee	October 22, 2020
2:00 p.m.	Alameda CTC Commission Meeting	October 22, 2020 November 19, 2020 December 3, 2020
9:00 a.m.	I-680 Sunsol Smart Carpool Lane JPA (I-680)	November 9, 2020
9:30 a.m.	Finance and Administration Committee (FAC)	
10:00 a.m.	Programs and Projects Committee (PPC)	
11:30 a.m.	Planning, Policy and Legislation Committee (PPLC)	

Advisory Committee Meetings

1:30 p.m.	Alameda County Technical Advisory Committee (ACTAC)	October 8, 2020
9:30 a.m.	Paratransit Technical Advisory Committee (ParaTAC)	October 13, 2020
1:30 p.m.	Paratransit Advisory and Planning Committee (PAPCO)	October 26, 2020 November 16, 2020

All meetings are held at Alameda CTC offices located at 1111 Broadway, Suite 800, Oakland, CA 94607. Meeting materials, directions and parking information are all available on the [Alameda CTC website](http://www.AlamedaCTC.org). Meetings subject to change.



Alameda County Transportation Commission Commission Meeting Minutes Thursday, July 23, 2020, 2 p.m.

6.1

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

1. Call to Order

2. Roll Call

A roll call was conducted. All members were present with the exception of Commissioners Carson and Valle.

Commissioner Cox attended as an alternate for Commissioner Chan.

Subsequent to the roll call:

Commissioner Valle arrived during the discussion of item 6.13 on the consent calendar. Commissioners Ezzy Ashcraft and Valle left the meeting after item 9.1.

3. Public Comment

During this time, the Chair allowed a public comment on Item 9.1. James Hodges commented on Caltrans negotiations with James Hodges Trust regarding the State Route 84 Expressway Widening and State Route 84/Interstate 680 Interchange Improvements Project and requested clarification on the process.

A public comment was heard from Christopher Bammer regarding Consent Calendar item 6.9. He requested that the Commission consider allocating funds to a project other than the Marina Boulevard and Davis Street intersection in San Leandro and requested that the Commission address the homeless problem near the I-880 freeway.

4. Chair and Vice Chair Report

Chair Cutter stated that Alameda CTC continues to deliver projects and implement programs despite the pandemic and she noted that the Commission will continue to do its part in the economic recovery by getting projects into construction and keeping a continued focus on project development and program delivery for on-going investments throughout the county. She mentioned that Alameda CTC has been working on the long-range Countywide Transportation Plan (CTP) draft recommendations that set the course for goals and priorities for the Counties transportation system. She concluded by informing the Commission of a COVID-19 Rapid Response Bicycle and Pedestrian Grant Program, which is a new funding opportunity available to local jurisdiction to quickly address pandemic-related transportation challenges.

Vice Chair Bauters provided instructions to the Commission regarding technology procedures including instructions on administering public comments during the meeting.

5. Executive Director Report

Tess Lengyel noted that during this time, where the health of the community, the economy, and transportation system are affected, staff is working on programs to be

responsive to COVID-19. She affirmed that Alameda CTC staff is committed to continuing to support the promise to the voters for high quality planning and project delivery and for helping with economic recovery and access. Ms. Lengyel highlighted progress and key efforts made by staff for projects that are currently in construction and/or moving into the construction phase. She stated that staff is presenting the Commission with the COVID-19 Rapid Response Bicycle and Pedestrian Grant Program that will help with economic recovery. Ms. Lengyel introduced Alameda CTC's new staff member Denise Turner and said that Ms. Turner will lead the Safe Routes to Schools Program.

6. Consent Calendar

- 6.1.** Approve June 25, 2020 Commission Meeting Minutes
- 6.2.** Approve Deferral of the Interstate 580 Express Lane Expenditure Plan Update
- 6.3.** Introduction of the Alameda CTC Express Lanes Toll Enforcement Ordinance
- 6.4.** Approve long-term concept for East 14th St/ Mission Blvd. and Fremont Blvd. Multimodal Corridor
- 6.5.** Approve an Amendment to the Co-op with Caltrans for State Route 84 Expressway and State Route 84/Interstate 680 Interchange Improvements Project
- 6.6.** Approve the Administrative Amendment to Grant Funding Agreement to extend agreement expiration date
- 6.7.** Approve COVID-19 Rapid Response Bicycle and Pedestrian Grant Program
- 6.8.** Approve actions necessary to facilitate project advancement into the Environmental and Design phases for the Rail Safety Enhancement Program
- 6.9.** Award the Construction of Landscaping at Marina Boulevard and Davis Street Interchanges Contract to Bortolussi & Watkin, Inc.
- 6.10.** Approve actions necessary to initiate and complete the preparation of Plans, Specifications, and Estimate (PS&E) and Construction Contract Documents for the I-880 Interchange Improvements (Whipple Road/Industrial Parkway Southwest and Industrial Parkway West) Project
- 6.11.** Approve Amendment No. 2 to Agreement A18-0040 with Oberkamper & Associates for the I-880/Mission Boulevard (Route 262) Interchange Project for Right-of-Way closeout
- 6.12.** Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments
- 6.13.** 2020 Countywide Transportation Plan: Draft Recommendations and COVID-19 Strategies
- 6.14.** Federal, state, regional, and local legislative activities update
- 6.15.** Community Advisory Committee Appointments

Commissioner Halliday pulled item 6.13 for further discussion and expressed her concerns regarding the South Bay Connect Project on the CTP project list. She noted that the project cuts-off 13 minutes of travelling for people going from San Jose to Sacramento and noted that the Commission has not thoroughly discussed this project.

Commissioner Saltzman stated that she chairs the Capitol Corridor JPA and stated that the JPA would be more than willing to present this item to the Alameda CTC Commission for discussion.

Commissioner Dutra-Vernaci confirmed that Union City is submitting a comment letter on the project and she expressed her concern for communities of concern as well as transit-oriented development.

Commission Cutter echoed similar sentiments as others and stated that the Capitol Corridor JPA presented this item to San Leandro City Council.

Ms. Lengyel stated that the Capitol Corridor JPA will present the project to the Commission in October. She provided clarification on partnership decisions that were made as well as details on capital infrastructure needs.

Commissioner Ezzy Ashcraft asked if this project can be pulled out of the CTP draft recommendation list. Ms. Lengyel stated that this is an informational item with the intent to receive feedback from the public. Staff will bring all comments back to the full Commission.

Commissioner Halliday asked for clarification on the amount of the project and noted that it was listed as a \$90 Million project in Regional Measure 3, but has been listed as a \$264 Million in the CTP draft recommendations. She also questioned if leaving the project on the list indicates support by the Commission. Ms. Lengyel stated that the projected cost show what was submitted by partners and needed by the County and having the project on the list is an opportunity to get public feedback.

Commissioner Halliday moved to approve item 6.13. Commissioner Dutra-Vernaci seconded the motion. The motion passed with the following roll call votes:

Yes: Arreguin, Bauters, Cox, Cutter, Dutra-Vernaci, Ezzy Ashcraft, Freitas, Haggerty, Halliday, Haubert, Kaplan, Marchand, McBain, Mei, Miley, Ortiz, Pilch, Saltzman, Thao, Thorne, Valle

No: None

Abstain: None

Absent: Carson

Commissioner Halliday moved to approve all remaining items on the Consent Calendar with the exception of 6.13. Commissioner Commissioner Dutra-Vernaci seconded the motion. Commissioner Bauters abstained on item 6.5. The motion passed with the following roll call votes:

Yes: Arreguin, Bauters, Cox, Cutter, Dutra-Vernaci, Ezzy Ashcraft, Freitas, Haggerty, Halliday, Haubert, Kaplan, Marchand, McBain, Mei, Miley, Ortiz, Pilch, Saltzman, Thao, Thorne

No: None

Abstain: Bauters (Item 6.5)

Absent: Carson, Valle

7. Community Advisory Committee Written Reports

7.1 Independent Watchdog Committee

Tess Lengyel stated the written report was included in the packet.

7.2. Paratransit Advisory and Planning Committee

Tess Lengyel stated the written report was included in the packet.

8. Closed Session

8.1. Pursuant to California Government Code section 54956.9 (d)(4) Conference with General Counsel regarding anticipated litigation related to proposed acquisition of real property interests necessary for the State Route 84 Expressway Widening and State Route 84/Interstate 680 Interchange Improvements Project – Two (2) Items

8.2. Pursuant to California Government Code sections 54956.9(d)(2); Conference with General Counsel regarding potential exposure to litigation - One (1) Item

The Commission went into Closed Session pursuant to California Government Code section 54956.9 (d)(4) and California Government Code sections 54956.9(d)(2).

8.3 Report on Closed Session

Zack Wasserman, General Counsel at Wendel Rosen, reported that there was no action taken in closed session.

9. Resolution of Necessity Hearing

9.1. Consideration of Adoption of two Resolutions of Necessity Authorizing Filing of Eminent Domain Actions to Acquire Real Property Interests for the State Route 84 Expressway Widening and State Route 84/Interstate 680 Interchange Improvements Project (A minimum of 18 affirmative Commissioners' (not weighted) votes required)

Amara Morrison, legal counsel of Wendel Rosen, stated that the Commission is taking public comment on the SR 84 Expressway Widening and SR 84/I-680 Interchange Improvements project resolutions of necessity hearing. She noted that there are two resolutions of necessity to be considered by the Commission.

Gary Huisinigh provided a brief overview of the project and recommended that the Commission conduct hearings on Resolutions of Necessity and consider all the evidence presented for the acquisition of the real property interests necessary for the State Route 84 (SR 84) Expressway Widening and State Route 84/Interstate 680 (SR 84/I-680) Interchange Improvements Project (Project) as outlined in the report; and adopt, by at least a four-fifths vote of the membership of the Commission Resolutions of Necessity making the findings that the public interest and necessity require the Project; that the Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury; that the property interests sought to be acquired are necessary for the Project; and that the offers required by Section 7267.2 of the Government Code have been made to the owners of record, and authorizing the commencement of eminent domain proceedings.

Chair Cutter opened the public hearing for this item. The following public comments were heard:

- Eileen Earhart commented on affordable housing, Measure D and land management.
- Liz Ames, BART Director, District 6, commented on the Environmental Impact Report and impacts on the I-680 expressway.

- Byron Fleck, attorney for Hodges Trust, commented on negotiations between his client, the Authority, staff and subcontractors.

Chair Cutter closed the public hearing for this item.

Commissioner Haggerty moved to approve Resolution 20-008. Commissioner Marchand seconded the motion. The motion passed with the following roll call vote:

Yes: Arreguin, Cox, Cutter, Dutra-Vernaci, Ezzy Ashcraft, Freitas, Haggerty, Halliday, Haubert, Kaplan, Marchand, McBain, Mei, Miley, Ortiz, Pilch, Saltzman, Thao, Thorne, Valle

No: Bauters

Abstain: None

Absent: Carson

Commissioner Dutra-Vernaci moved to approve Resolution 20-009. Commissioner Haggerty seconded the motion. The motion passed with the following roll call vote:

Yes: Arreguin, Cox, Cutter, Dutra-Vernaci, Ezzy Ashcraft, Freitas, Haggerty, Halliday, Haubert, Kaplan, Marchand, McBain, Mei, Miley, Ortiz, Pilch, Saltzman, Thao, Thorne, Valle

No: Bauters

Abstain: None

Absent: Carson

10. Planning, Policy and Legislation Committee

10.1 Approve Updated Plan Bay Area 2050 Project List and Performance Strategies for Alameda County for Submittal to the Metropolitan Transportation Commission

Carolyn Clevenger recommended that the Commission approve Plan Bay Area (PBA) 2500 revised project list and performance strategies for submittal to MTC. Ms. Clevenger stated that PBA 2050 is MTC's long-range RTP/Sustainable Community Strategy, which is updated every four years. She highlighted the projects and express lanes commitments that Alameda CTC will submit, noted project issues and concerns that MTC has made and stated that staff is working with partner agencies and MTC to address the issues.

A public comment was heard from Liz Ames, BART Director, District 6, regarding the South Bay Connect project and the bottleneck from I-880.

Commissioner Halliday asked if the performance analysis was done for the South Bay Connect project. Ms. Lengyel stated the project is in the early phases and needs to go through analysis. Ms. Clevenger noted that since Capitol Corridor is the project sponsor, the project is not required to be on Alameda CTC's list; however, it shows that the agency is communicating with their partners and are aware of the project.

Commissioner Mei stated that for the SR 262 Widening and Interchange Improvements project, Fremont had to make modifications for greenhouse gas emissions and the project is on the submittal. She stated that it would be great if it was in period 1 versus period 2 of the RTP.

Commissioner Pilch asked for clarification on changes to the project list from the last approval in March. Ms. Clevenger stated that the changes were made in conjunction with MTC and project sponsors and were primarily adjustments made to project scopes and budget amounts.

Commissioner Pilch asked if there are projects that are not moving forward. Ms. Clevenger stated that the Altamont Corridor vision phase one project is not moving forward in the RTP and no projects were added to the list since the list was approved in March 2020.

Commissioner Pilch asked is it appropriate for Valley Link to be on the list given that Alameda CTC has not approved the amendment. Ms. Clevenger stated that the Plan Bay Area list is not a programming document and the vast majority of projects on the list do not have full funding plans but the projects are being considered for regional and state funds.

Commissioner Arreguin moved to approve this item. Commissioner Saltzman seconded the motion. The motion passed with the following roll call votes:

Yes: Arreguin, Bauters, Cox, Cutter, Dutra-Vernaci, Freitas, Haggerty, Halliday, Haubert, Kaplan, Marchand, McBain, Mei, Miley, Ortiz, Pilch, Saltzman, Thao, Thorne
No: None
Abstain: None
Absent: Carson, Ezzy Ashcraft, Valle

11. Commission Member Reports

- Commissioner Ortiz stated that the AC Transit Board voted to participate in MTC's means based fare program. The effort was led by Joe Wallace, President of AC Transit Board.
- Commissioner Dutra-Vernaci said that Michael Hursh, AC Transit General Manager, spoke at the MTC Board meeting on July 22nd. She noted that MTC had a good conversation about the safety on transit for the operators and passengers.
- Commissioner Haggerty stated that MTC will ask for resolutions from all transit agencies stating their commitment for proper Personal Protective Equipment and the frequency of sanitizing the buses. Also, MTC will require transit agencies to provide them with a monthly report on how they are doing with the buses and frequency of the cleaning.
- Commissioner Cutter thanked Vanessa Lee, the Clerk of the Commission, for her great ability to multi-task and she stated that she will remind the Commissioners of their commitment to Alameda CTC to attend the meetings or send their alternates.
- Commissioner Haggerty mentioned the passing of Supervisor Gail Steele and requested that the Commission adjourn in her honor.
- Commissioner Cutter mentioned that the long-term San Leandro councilmember Julian Ferroso passed as well and adjourned the meeting in the honor of both Gail Steele and Julian Ferroso.

12. Adjournment

The next meeting is Thursday, September 24, 2020 at 2:00 p.m.



Memorandum

6.2

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: September 17, 2020

TO: Alameda County Transportation Commission

FROM: Patricia Reavey, Deputy Executive Director of Finance and Administration

SUBJECT: FY2019-20 Fourth Quarter Report of Claims Acted Upon Under the Government Claims Act

Recommendation

This item is to provide the Commission with an update on the FY2019-20 Fourth Quarter Report of Claims Acted upon under the Government Claims Act. This item is for information only.

Summary

There were no actions taken by staff under the Government Claims Act during the fourth quarter of FY2019-20.

Background

Tort claims against Alameda CTC and other California government entities are governed by the Government Claims Act (Act). The Act allows the Commission to delegate authority to an agency employee to review, reject, allow, settle, or compromise tort claims pursuant to a resolution adopted by the Commission. If the authority is delegated to an employee, that employee can only reject claims or allow, settle, or compromise claims \$50,000 or less. The decision to allow, settle, or compromise claims over \$50,000 must go before the Commission for review and approval.

California Government Code section 935.4 states:

“A charter provision, or a local public entity by ordinance or resolution, may authorize an employee of the local public entity to perform those functions of the governing body of the public entity under this part that are prescribed by the local public entity, but only a charter provision may authorize that employee to allow, compromise, or settle a claim against the local public entity if the amount to be paid pursuant to the allowance, compromise or

settlement exceeds fifty thousand dollars (\$50,000). A Charter provision, ordinance, or resolution may provide that, upon the written order of that employee, the auditor or other fiscal officer of the local public entity shall cause a warrant to be issued upon the treasury of the local public entity in the amount for which a claim has been allowed, compromised, or settled."

On June 30, 2016, the Commission adopted a resolution which authorized the Executive Director to reject claims or allow, settle, or compromise claims up to and including \$50,000.

There have only been a handful of small claims filed against Alameda CTC and its predecessors over the years, and many of these claims were erroneously filed, and should have been filed with other agencies (such as Alameda County, AC Transit, and Caltrans). As staff moves forward with the implementation of Measure BB, Alameda CTC may experience an increase in claims against the agency as Alameda CTC puts more projects on the streets and highways of Alameda County and as Alameda CTC's name is recognized as a funding agency on these projects. Staff works directly with the agency's insurance provider, the Special District Risk Management Authority (SDRMA), when claims are received so that responsibility may be determined promptly and they might be resolved expediently or referred to the appropriate agency. This saves Alameda CTC money because when working with the SDRMA directly, much of the legal costs to address these claims are covered by insurance.

Fiscal Impact: There is no fiscal impact. This is an information item only.



Memorandum

6.3

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: September 17, 2020

TO: Alameda County Transportation Commission

FROM: Patricia Reavey, Deputy Executive Director of Finance/Administration
Lily Balinton, Principal Financial Analyst

SUBJECT: Approve Alameda CTC FY2019-20 Year-End Unaudited Investment Report

Recommendation

It is recommended that the Commission approve the Alameda CTC FY2019-20 Unaudited Investment Report.

Summary

Alameda CTC's investment portfolio includes one security (American Honda Finance Corp) that fell outside of the Agency's investment policy due to a downgrade in rating, subsequent to purchase, stemming from the COVID-19 pandemic. After consultation with the agency's investment advisors considering the continued quality of the security, its short remaining lifespan, and the security's continued compliance with California Government Code, staff elected to hold the investment through to its maturity in September. Other than the one security rating discussed, the portfolio remains in compliance with the Agency's adopted investment policy. The Agency has sufficient cash flow to meet expenditure requirements over the next six months.

Since Public Trust Advisors (PTA) became the agency's investment advisor in July 2018, Alameda CTC staff has worked with PTA to phase in a different long-term investment strategy based on cash flow needs. The strategy was designed to enhance the safety, liquidity, and yield of the investment portfolio by matching investments and maturities with cash flow needs. Over the last quarter, PTA took the final steps to complete the alignment of the portfolio to the new investment strategy which will be compared to the updated benchmarks to provide a more meaningful comparison of the portfolios' performance.

The Consolidated Investment Report as of June 30, 2020 (Attachment A) provides balance and average return on investment information for all investments held by Alameda CTC at the end of the fiscal year. The report also shows balances as of

June 30, 2019 for comparison purposes. The *Portfolio Review for the Quarter Ending June 30, 2020* (Attachment B), prepared by PTA, provides a review and outlook of market conditions and information regarding investment strategy, portfolio allocation, compliance, and returns by portfolio compared to the benchmarks.

Background

The following are highlights of key investment balance information as of June 30, 2020 compared to prior year-end balances:

- The 1986 Measure B investment balance increased by \$6.1 million or 4.4 percent mostly related to investment earnings and required GASB 31 adjustments at year-end.
- The 2000 Measure B investment balance increased \$5.6 million or 3.0 percent due to 2000 Measure B sales tax collections outpacing 2000 Measure B expenditures during the fiscal year.
- The 2014 Measure BB investment balance decreased \$16.1 million or 9.1 percent due to Measure BB capital project expenditures outpacing sales tax revenues throughout the fiscal year.
- The Non-Sales Tax investment balance increased \$11.9 million or 11.1 percent primarily due to deferred expenditures.

Investment yields have decreased from last fiscal year with an approximate average return on investments of 2.1 percent through June 30, 2020 compared to the prior year's average return of 2.8 percent. Return on investments for most funds were projected for the FY2019-20 budget year at approximately 2.0 percent.

Fiscal Impact: There is no fiscal impact associated with the requested action.

Attachments:

- A. Consolidated Investment Report as of June 30, 2020
- B. Portfolio Review for Quarter Ending June 30, 2020 (provided by Public Trust Advisors)
- C. Holdings by Security Type as of June 30, 2020

Alameda CTC Consolidated Investment Report As of June 30, 2020							
1986 Measure B	Un-Audited	Interest Earned				FY 2018-2019	
		As of June 30, 2020				Investment Balance	Interest earned
	Investment Balance	Interest earned	Approx. ROI	Budget	Difference	June 30, 2019	FY 2018-2019
Bank Accounts	\$ 711,039	\$ 633	0.09%			\$ 638,726	1,151
State Treasurer Pool (LAIF) ⁽¹⁾	13,373,791	186,619	1.40%			8,180,294	224,358
Investment Advisor ^{(1) (2)}	131,089,921	3,236,530	2.47%			130,237,131	4,581,249
1986 Measure B Total	\$ 145,174,751	\$ 3,423,782	2.36%	\$ 2,750,000	\$ 673,782	\$ 139,056,151	\$ 4,806,758
						Approx. ROI	3.46%
2000 Measure B	Un-Audited	Interest Earned				FY 2018-2019	Interest earned
		As of June 30, 2020				Investment Balance	Interest earned
	Investment Balance	Interest earned	Approx. ROI	Budget	Difference	June 30, 2019	FY 2018-2019
Bank Accounts	\$ 2,130,653	\$ 16,495	0.77%			\$ 12,046,053	\$ 23,914
State Treasurer Pool (LAIF) ⁽¹⁾	48,567,212	628,781	1.29%			22,805,786	577,411
Investment Advisor ^{(1) (2)}	130,351,933	3,370,317	2.59%			140,542,211	4,531,976
2014 Series A Bond Revenue Fund ⁽¹⁾	838	10	1.14%			827	17
2014 Series A Bond Interest Fund ^{(1) (2)}	1,083,059	16,614	1.57%			1,451,600	28,444
2014 Series A Bond Principal Fund ^{(1) (2)}	8,708,557	212,053	1.81%			8,079,175	260,015
Project Deferred Revenue ^{(1) (3)}	404,249	9,764	2.11%			739,696	21,232
2000 Measure B Total	\$ 191,246,501	\$ 4,254,034	2.22%	\$ 3,250,000	\$ 1,004,034	\$ 185,665,348	\$ 5,443,009
						Approx. ROI	2.93%
2014 Measure BB	Un-Audited	Interest Earned				FY 2018-2019	
		As of June 30, 2020				Investment Balance	Interest earned
	Investment Balance	Interest earned	Approx. ROI	Budget	Difference	June 30, 2019	FY 2018-2019
Bank Accounts	\$ 4,653,766	\$ 15,538	0.33%			\$ 5,022,877	\$ 21,050
State Treasurer Pool (LAIF) ⁽¹⁾	61,213,154	1,212,667	1.98%			54,727,422	1,376,292
Investment Advisor ^{(1) (2)}	94,832,302	2,163,805	2.28%			113,092,288	2,761,645
Project Deferred Revenue ^{(1) (3)}	269,675	28,103	2.34%			4,222,598	214,584
2014 Measure BB Total	\$ 160,968,897	\$ 3,420,113	2.12%	\$ 3,250,000	\$ 170,113	\$ 177,065,185	\$ 4,373,571
						Approx. ROI	2.47%
Non-Sales Tax	Un-Audited	Interest Earned				FY 2018-2019	
		As of June 30, 2020				Investment Balance	Interest earned
	Investment Balance	Interest earned	Approx. ROI	Budget	Difference	June 30, 2019	FY 2018-2019
Bank Accounts	\$ 3,934,443	\$ 16,668	0.42%			\$ 7,075,789	\$ 24,824
State Treasurer Pool (LAIF) ⁽¹⁾	45,906,497	764,931	1.67%			31,703,495	864,620
California Asset Management Program (CAMP)	57,578,002	975,153	1.69%			58,402,849	1,287,855
Project Deferred Revenue ^{(1) (3)}	11,421,015	207,639	1.82%			9,780,064	228,226
Non-Sales Tax Total	\$ 118,839,957	\$ 1,964,391	1.65%	\$ 1,800,000	\$ 164,391	\$ 106,962,197	\$ 2,405,525
						Approx. ROI	2.25%
Alameda CTC TOTAL	\$ 616,230,106	\$ 13,062,320	2.12%	\$ 11,050,000	\$ 2,012,320	\$ 608,748,881	\$ 17,028,863

Notes:

- (1) All investments are marked to market on the financial statements at the end of the fiscal year per GASB 31 requirements.
- (2) See attachments for detail of investment holdings managed by Investment Advisor.
- (3) Project funds in deferred revenue are invested in LAIF with interest accruing back to the respective projects, as required per individual funding contracts.

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**Alameda County Transportation Commission
Portfolio Review for the Quarter Ending June 30, 2020**

Fixed Income Market Review and Outlook

As the remarkable second quarter of 2020 comes to a close, we pause to look at how the COVID-19 pandemic has altered economic conditions and influenced the financial markets. The impact of the COVID-19 pandemic has been greater in the U.S. than in any other country with over 3 million confirmed cases and 130k fatalities to date. In addition to this tragic loss of life, the pandemic has brought global economic activity to a stand-still, resulting in record U.S. job losses and plunging the U.S. economy into a deep recession. To mitigate the economic damage caused by the COVID-19 pandemic, the Federal Reserve has reduced short-term interest rates to effectively zero, committed to unlimited large-scale asset purchases, and created a multitude of credit and liquidity facilities designed to stabilize economic and financial market activities. To date, these efforts have helped to steady economic and financial market conditions though the economic outlook remains highly uncertain and heavily dependent upon the effective and sustained containment of the virus.

Complicating matters for policy makers is the unfortunate reality that many efforts to control the spread of the virus, including mandatory work-from-home orders, the closure of certain non-essential businesses, and other social distancing efforts, come at the expense of the economy. U.S. labor markets lost a shocking 20.8 million jobs in April following losses of 1.4 million in March. While labor markets stabilized in May and June, adding back 2.7 million and 4.8 million jobs, respectively, much more healing is required to recoup the over 22 million jobs that have been lost since the start of the pandemic. More recently, a resurgence in virus cases at the close of the quarter suggests the pace of healing in the labor markets may slow as reopening efforts are paused or reversed.

Given the rapidly evolving nature of the pandemic, many traditional economic data points have become less representative of current conditions as they are often released with a lag of weeks or months. This fluid situation has called for the analysis of less-traditional data points to gauge the degree and success of reopenings at resuscitating the economy. For example, high-frequency data tracking of credit card spending trends, restaurant reservations, public transportation utilization and airline passenger traffic currently provide useful insight and show gradual improvement in consumer behavior but remain well below their pre-pandemic levels.

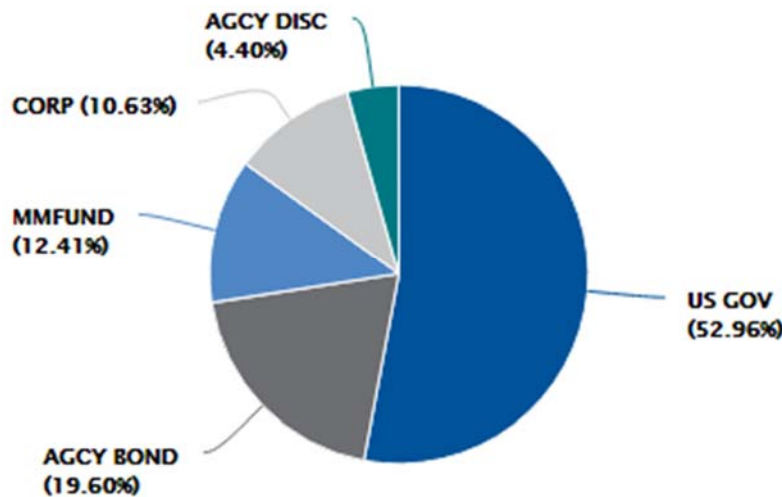
Against this uncertain economic backdrop, short-term interest rates were generally unchanged over the quarter and remained well anchored by the Fed's effectively zero short-term interest rate policy. Intermediate term rates (e.g., 2-5 years to maturity) declined further over the period reflecting expectations for muted economic growth, benign inflation, and persistently accommodative Fed policy into the foreseeable future. Two-year Treasury yields reached an all time record low of low of 0.13% in May, and five-year Treasury yields set a new record low of 0.27% in June. While longer-term interest rates (e.g., 20-30 years) rose modestly over the period, the Fed's ongoing consideration of outright yield curve control measures to limit increases in longer-term interest rates could serve to restrain any sustained upward rate movement in such longer-term yields.

Investment Strategy Update

Alameda CTC completed its transition of the investment strategy over the quarter. Working in conjunction with Public Trust Advisors (PTA), Alameda CTC's new customized investment strategy is tailored to the specific cashflow and liquidity needs of the 1986 Measure B portfolio, the 2000 Measure B portfolio, and the 2014 Measure BB portfolio (collectively, the portfolio). This approach separately considers each fund's unique cashflow requirements and separates the portfolio into that portion requiring cashflow matching for anticipated capital projects and that portion that is available for longer term investment (core). This customized approach is expected to improve the safety, liquidity, and yield of the portfolio due to the improved asset-liability matching and longer maturity profile.

Portfolio Allocation

Provided below is a summary of the Alameda CTC consolidated portfolio as of the quarter ended June 30, 2020.



Money Market Fund:	12.41%
U.S. Treasury Notes/Bonds:	52.96%
U.S. Agency Bonds:	19.60%
U.S. Agency Discount Notes:	4.40%
U.S. Corporate Bonds:	10.63%

Compliance with Investment Policy Statement

For the quarter ending June 30, 2020, there was one compliance exception that arose in the Alameda CTC portfolio. The credit rating on Alameda CTC's \$4,815,000 position in American Honda Finance Corporation (Honda) that is scheduled to mature on September 24, 2020 was downgraded by S&P to A- from A. Alameda CTC's investment policy requires that corporate bonds be rated a minimum of "A" or its equivalent by a Nationally Recognized Statistical Ratings Organization (NRSRO) at the time of purchase. The ratings downgrade of Honda reflects the deterioration in macroeconomic conditions and the anticipated pressure on Honda's operating profits stemming from the COVID-19 pandemic-related slowdown in global auto sales. After consultation with PTA and with consideration to the short remaining term to maturity and Honda's still-investment grade credit ratings, Alameda CTC has elected to hold the Honda position until maturity. PTA will continue to monitor Honda's financial performance and credit outlook and will inform Alameda CTC of any meaningful and relevant updates.

Budget Impact

The portfolios' performance is reported on a total return basis. This method includes the coupon interest, amortization of discounts and premiums, capital gains and losses and price changes (i.e., unrealized gains and losses), but does not include the deduction of management fees. Portfolio performance for the quarter ending June 30, 2020 is summarized in the table below. Now that the transition of the investment strategy is complete, portfolio performance is expected to align better with the established core portfolio benchmarks providing for more appropriate and meaningful performance comparisons. Provided below is total return performance for the core 1986 and 2000 Measure B Portfolios (the Portfolios). The Portfolios outperformed their respective benchmarks over the quarter as Portfolio durations were extended to be effectively neutral, while benefiting from higher yields and tightened credit spreads from the Portfolio's greater allocation to high quality corporate bonds.

Core Portfolio & Benchmark Total Return ¹

1986 Measure B Portfolio

Portfolio Return: 0.49 %

Benchmark Return: 0.29%

2000 Measure B Portfolio

Portfolio Return: 0.40 %

Benchmark Return: 0.29 %

¹ Note: Past performance is not an indication of future results. Performance is presented prior to the deduction of investment management fees.

1986 Measure B benchmark is the BofAML 1-3 Year AAA-AA US Corporate & Government Index.

2000 Measure B benchmark is the BofAML 1-3 Year AAA-AA US Corporate & Government Index.

Over the quarter, duration was extended to 1.79 in the core 1986 Measure B portfolio and 1.78 in the 2000 Measure B portfolio, compared to the benchmark duration of 1.81 as of June 30, 2020.

The Portfolios' yield to maturity, representing the return the portfolio will earn in the future if all securities are held to maturity, is also reported. This calculation is based on the current market value of the portfolio

including unrealized gains and losses. Portfolio yield to maturity for the quarter ending June 30, 2020 is summarized below:

<i>Core Portfolio & Benchmark Yield to Maturity</i>	
1986 Measure B Portfolio	2000 Measure B Portfolio
Portfolio YTM: 0.24%	Portfolio YTM: 0.23%
Benchmark YTM: 0.21%	Benchmark YTM: 0.21%

Liquidity and Bond Portfolios

The liquidity portions of the 1986 and 2000 Measure B portfolios (Liquidity portfolios), as well as the 2014 Measure BB and the Bond Interest and Principal Fund portfolios, remain invested in either short-term cash equivalents or permitted high grade fixed income securities with maturity dates matched to appropriate anticipated expenditure needs and debt service payment dates.

One way to measure the anticipated return of the Liquidity and Bond portfolios is their yield to maturity. This is the return the portfolio will earn in the future if all securities are held to maturity. This calculation is based on the current market value of the portfolio. The yield to maturity and weighted average maturity (WAM) for the Liquidity and Bond portfolios and comparable maturity U.S. Treasury securities as of the quarter ending June 30, 2020 are summarized below:

<i>Liquidity Portfolio & Comparable Maturity U.S. Treasury Security Yield to Maturity</i>		
1986 Measure B Portfolio	2000 Measure B Portfolio	2014 Measure BB Portfolio
Portfolio YTM: 0.22%	Portfolio YTM: 0.21%	Portfolio YTM: 0.16%
Comparable TSY YTM: 0.15%	Comparable TSY YTM: 0.15%	Comparable TSY YTM: 0.13%
Portfolio WAM: 1.4 Years	Portfolio WAM: 0.8 Years	Portfolio WAM: 0.2 Years

¹ Note: The WAM is the weighted average amount of time until the securities in the portfolio mature.

<i>Bond Portfolio & Comparable Maturity U.S. Treasury Security Yield to Maturity</i>	
Interest Fund Portfolio	Principal Fund Portfolio
Portfolio YTM: 0.05%	Portfolio YTM: 0.05%
Comparable TSY YTM: 0.04%	Comparable TSY YTM: 0.04%
Portfolio WAM: 0.0 Years	Portfolio WAM: 0.0 Years

¹ Note: The WAM is the weighted average amount of time until the securities in the portfolio mature.

For the quarter ending June 30, 2020, the Alameda CTC Series 2014 Bonds Interest Fund and Principal Fund portfolios were invested in compliance with Section 5.11 of the Bond Indenture dated February 1, 2014.

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Holdings by Security Type ACTC

ACTC 1986 Measure B (159781)

Base Currency: USD As of 06/30/2020

Dated: 07/20/2020

AGCY BOND

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
FEDERAL NATIONAL MORTGAGE ASSOCIATION	3135G0S38	01/05/2022	5,800,000.00	102.7403	5,958,934.56	5,705,283.80	5,751,680.76	2.575	4.546%	AA+	Aaa
FEDERAL NATIONAL MORTGAGE ASSOCIATION	3135G0H55	12/28/2020	1,000,000.00	100.8250	1,008,249.78	995,700.00	999,298.28	2.022	0.769%	AA+	Aaa
FEDERAL NATIONAL MORTGAGE ASSOCIATION	3135G04Q3	05/22/2023	2,480,000.00	99.8950	2,477,395.60	2,474,544.00	2,474,645.51	0.325	1.890%	AA+	Aaa
FEDERAL HOME LOAN MORTGAGE CORP	3137EAEJ4	09/29/2020	2,000,000.00	100.3557	2,007,114.38	1,993,156.00	1,999,428.08	1.745	1.531%	AA+	Aaa
FEDERAL HOME LOAN MORTGAGE CORP	3137EAER6	05/05/2023	2,500,000.00	100.2598	2,506,494.00	2,503,150.00	2,503,030.31	0.332	1.912%	AA+	Aaa
FEDERAL HOME LOAN BANKS	3130AFFN2	12/10/2021	3,300,000.00	103.9381	3,429,958.75	3,335,475.00	3,317,670.44	2.611	2.616%	AA+	Aaa
FEDERAL HOME LOAN BANKS	3130AFE78	12/09/2022	5,300,000.00	106.5939	5,649,475.75	5,367,787.00	5,342,474.13	2.651	4.310%	AA+	Aaa
FEDERAL HOME LOAN BANKS	3130ADRG9	03/10/2023	4,600,000.00	106.2546	4,887,713.58	4,613,018.00	4,608,449.23	2.677	3.729%	AA+	Aaa
FEDERAL HOME LOAN BANKS	3130ACE26	09/28/2020	1,400,000.00	100.2931	1,404,103.16	1,364,860.00	1,396,589.47	2.413	1.071%	AA+	Aaa
FEDERAL HOME LOAN BANKS	313376C94	12/10/2021	2,285,000.00	103.4359	2,363,509.42	2,333,053.55	2,322,241.50	1.475	1.803%	AA+	Aaa
FEDERAL HOME LOAN BANKS	313381BR5	12/09/2022	2,285,000.00	103.8748	2,373,539.23	2,313,242.60	2,309,103.60	1.432	1.811%	AA+	Aaa
FEDERAL HOME LOAN BANKS	3133834G3	06/09/2023	2,480,000.00	105.3770	2,613,350.02	2,612,010.40	2,609,594.84	0.337	1.994%	AA+	Aaa
FEDERAL FARM CREDIT BANKS FUNDING CORP	3133ELGN8	10/13/2022	2,285,000.00	103.0206	2,354,021.28	2,294,962.60	2,293,418.25	1.435	1.796%	AA+	Aaa
FEDERAL FARM CREDIT BANKS FUNDING CORP	3133ELWD2	04/08/2022	2,500,000.00	100.2688	2,506,719.92	2,505,500.00	2,505,171.76	0.258	1.912%	AA+	Aaa
---	---	07/02/2022	40,215,000.00	103.3516	41,540,579.44	40,411,742.95	40,432,796.14	1.784	31.689%	AA+	Aaa

CASH

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
Receivable	CCYUSD	06/30/2020	95.02	1.0000	95.02	95.02	95.02	0.000	0.000%	AAA	Aaa
Receivable	CCYUSD	06/30/2020	95.02	1.0000	95.02	95.02	95.02	0.000	0.000%	AAA	Aaa

CORP

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
TOYOTA MOTOR CREDIT CORP	89233P5T9	01/12/2022	1,300,000.00	104.1648	1,354,141.78	1,316,588.00	1,308,846.93	2.834	1.033%	A+	A1
STATE STREET CORP	857477AS2	08/18/2020	1,000,000.00	100.2841	1,002,840.73	1,008,800.00	1,000,435.46	2.206	0.765%	A	A1
STATE STREET CORP	857477AS2	08/18/2020	1,000,000.00	100.2841	1,002,840.73	994,500.00	999,707.96	2.781	0.765%	A	A1
PFIZER INC	717081DZ3	12/15/2021	1,300,000.00	102.4768	1,332,198.88	1,301,768.00	1,301,024.59	2.144	1.016%	AA-	A1
PEPSICO INC	713448BW7	08/25/2021	1,300,000.00	102.8711	1,337,324.36	1,323,959.00	1,312,484.84	2.139	1.020%	A+	A1
PEPSICO INC	713448DC9	10/14/2020	2,000,000.00	100.4039	2,008,078.52	1,997,540.00	1,999,748.49	2.195	1.532%	A+	A1
ORACLE CORP	68389XA2	07/08/2021	1,300,000.00	102.5334	1,332,934.04	1,300,949.00	1,300,409.55	2.767	1.017%	A	A3
MICROSOFT CORP	594918BG8	11/03/2020	1,000,000.00	100.4074	1,004,074.02	996,730.00	999,609.60	2.118	0.766%	AAA	Aaa
MICROSOFT CORP	594918BH6	11/03/2022	1,000,000.00	105.1524	1,051,523.94	1,023,660.00	1,019,548.43	1.726	0.802%	AAA	Aaa
CISCO SYSTEMS INC	17275RBD3	02/28/2021	1,000,000.00	101.2203	1,012,202.58	1,009,630.00	1,006,473.50	1.209	0.772%	AA-	A1
BERKSHIRE HATHAWAY FINANCE CORP	084664BZ3	10/15/2020	1,000,000.00	100.7686	1,007,685.65	1,006,310.00	1,000,695.28	2.650	0.769%	AA	Aa2
APPLE INC	037833DC1	09/12/2022	2,000,000.00	103.7876	2,075,752.88	2,028,106.00	2,023,791.48	1.525	1.583%	AA+	Aa1
AMERICAN HONDA FINANCE CORP	02665WAZ4	09/24/2020	1,500,000.00	100.4289	1,506,433.03	1,490,505.00	1,498,629.75	2.853	1.149%	A-	A3
---	---	06/19/2021	16,700,000.00	101.9910	17,028,031.15	16,799,045.00	16,771,405.87	2.230	12.990%	A+	A1

MMFUND

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
MORG STAN I LQ:GV I	61747C707	06/30/2020	4,773,913.40	1.0000	4,773,913.40	4,773,913.40	4,773,913.40	0.050	3.642%	AAAm	Aaa
MORG STAN I LQ:GV I	61747C707	06/30/2020	4,773,913.40	1.0000	4,773,913.40	4,773,913.40	4,773,913.40	0.050	3.642%	AAAm	Aaa

Holdings by Security Type ACTC

ACTC 1986 Measure B (159781)

Base Currency: USD As of 06/30/2020

Dated: 07/20/2020

US GOV

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
UNITED STATES TREASURY	912828XW5	06/30/2022	5,700,000.00	103.1484	5,879,458.80	5,557,500.00	5,617,553.57	2.510	4.485%	AA+	Aaa
UNITED STATES TREASURY	9128285A4	09/15/2021	3,900,000.00	103.1016	4,020,962.40	3,923,765.63	3,910,782.56	2.511	3.067%	AA+	Aaa
UNITED STATES TREASURY	912828L57	09/30/2022	5,300,000.00	103.5430	5,487,779.00	5,156,734.38	5,213,002.17	2.519	4.186%	AA+	Aaa
UNITED STATES TREASURY	9128285R7	12/15/2021	2,650,000.00	103.5625	2,744,406.25	2,665,320.31	2,658,142.26	2.405	2.094%	AA+	Aaa
UNITED STATES TREASURY	912828G87	12/31/2021	2,650,000.00	102.9102	2,727,120.30	2,629,814.45	2,639,123.22	2.409	2.080%	AA+	Aaa
UNITED STATES TREASURY	9128286C9	02/15/2022	2,900,000.00	103.7578	3,008,976.20	2,916,992.20	2,909,612.73	2.288	2.295%	AA+	Aaa
UNITED STATES TREASURY	912828F21	09/30/2021	2,500,000.00	102.4219	2,560,547.50	2,488,769.53	2,494,384.77	2.311	1.953%	AA+	Aaa
UNITED STATES TREASURY	912828F96	10/31/2021	2,075,000.00	102.4375	2,125,578.13	2,056,438.48	2,065,269.69	2.365	1.621%	AA+	Aaa
UNITED STATES TREASURY	912828XD7	05/31/2022	1,725,000.00	103.2578	1,781,197.05	1,727,425.78	1,726,561.34	1.826	1.359%	AA+	Aaa
UNITED STATES TREASURY	9128286Y1	06/15/2022	2,200,000.00	103.0938	2,268,063.60	2,197,765.61	2,198,509.01	1.786	1.730%	AA+	Aaa
UNITED STATES TREASURY	912828XW5	06/30/2022	2,200,000.00	103.1484	2,269,264.80	2,196,992.18	2,197,979.08	1.797	1.731%	AA+	Aaa
UNITED STATES TREASURY	912828RC6	08/15/2021	2,600,000.00	102.1719	2,656,469.40	2,629,046.89	2,616,403.89	1.552	2.026%	AA+	Aaa
UNITED STATES TREASURY	9128287F1	07/31/2021	2,600,000.00	101.7031	2,644,280.60	2,610,460.94	2,605,811.63	1.539	2.017%	AA+	Aaa
UNITED STATES TREASURY	9128287C8	07/15/2022	2,100,000.00	103.2148	2,167,510.80	2,105,906.25	2,104,295.45	1.647	1.653%	AA+	Aaa
UNITED STATES TREASURY	9128282S8	08/31/2022	2,100,000.00	103.1406	2,165,952.60	2,099,015.63	2,099,272.30	1.641	1.652%	AA+	Aaa
UNITED STATES TREASURY	912828VZ0	09/30/2020	1,000,000.00	100.4521	1,004,521.00	990,820.31	999,120.68	2.366	0.766%	AA+	Aaa
UNITED STATES TREASURY	912828YK0	10/15/2022	2,600,000.00	102.7422	2,671,297.20	2,581,414.06	2,584,958.52	1.634	2.038%	AA+	Aaa
UNITED STATES TREASURY	912828J76	03/31/2022	2,000,000.00	102.7500	2,055,000.00	2,006,015.62	2,004,596.37	1.615	1.568%	AA+	Aaa
UNITED STATES TREASURY	912828J43	02/28/2022	2,000,000.00	102.6055	2,052,110.00	2,005,390.62	2,004,069.78	1.625	1.565%	AA+	Aaa
UNITED STATES TREASURY	912828TY6	11/15/2022	2,600,000.00	103.4375	2,689,375.00	2,599,492.19	2,599,586.21	1.632	2.052%	AA+	Aaa
UNITED STATES TREASURY	9128285S5	12/31/2020	1,000,000.00	101.1406	1,011,406.00	1,008,593.75	1,004,392.89	1.611	0.772%	AA+	Aaa
UNITED STATES TREASURY	912828N48	12/31/2020	2,000,000.00	100.7734	2,015,468.00	2,003,906.26	2,002,114.93	1.536	1.537%	AA+	Aaa
UNITED STATES TREASURY	9128284P2	05/15/2021	4,000,000.00	102.1250	4,085,000.00	3,997,031.24	3,999,126.67	2.651	3.116%	AA+	Aaa
UNITED STATES TREASURY	912828ZD5	03/15/2023	1,840,000.00	100.8711	1,856,028.24	1,854,878.13	1,854,284.74	0.212	1.416%	AA+	Aaa
UNITED STATES TREASURY	912828Z86	02/15/2023	1,840,000.00	103.1445	1,897,858.80	1,898,937.50	1,896,521.06	0.201	1.448%	AA+	Aaa
UNITED STATES TREASURY	912828Z29	01/15/2023	1,840,000.00	103.3516	1,901,669.44	1,903,034.37	1,900,367.28	0.204	1.451%	AA+	Aaa
UNITED STATES TREASURY	---	03/12/2022	65,920,000.00	102.7784	67,747,301.11	65,811,462.31	65,905,842.82	1.925	51.680%	AA+	Aaa

Summary

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
---	---	02/19/2022	127,609,008.42	99.1656	131,089,920.11	127,796,258.68	127,884,053.26	1.851	100.000%	AA	Aa1

* Grouped by: Security Type. * Groups Sorted by: Security Type. * Weighted by: Market Value + Accrued, except Book Yield by Base Book Value + Accrued. * Holdings Displayed by: Lot.

Holdings by Security Type ACTC

Base Currency: USD As of 06/30/2020

ACTC 2000 Measure B (159783)

Dated: 07/20/2020

AGCY BOND

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
FEDERAL NATIONAL MORTGAGE ASSOCIATION	3135G04Q3	05/22/2023	1,370,000.00	99.8950	1,368,561.28	1,366,986.00	1,367,042.07	0.325	1.050%	AA+	Aaa
FEDERAL HOME LOAN MORTGAGE CORP	3137EAER6	05/05/2023	2,300,000.00	100.2598	2,305,974.48	2,302,898.00	2,302,787.88	0.332	1.769%	AA+	Aaa
FEDERAL HOME LOAN BANKS	313381BR5	12/09/2022	2,200,000.00	103.8748	2,285,245.64	2,227,192.00	2,223,206.97	1.432	1.753%	AA+	Aaa
FEDERAL HOME LOAN BANKS	313379Q69	06/10/2022	2,225,000.00	103.5928	2,304,940.76	2,310,818.25	2,306,126.85	0.240	1.768%	AA+	Aaa
FEDERAL HOME LOAN BANKS	3133834G3	06/09/2023	1,370,000.00	105.3770	1,443,665.13	1,442,925.10	1,441,590.70	0.337	1.108%	AA+	Aaa
FEDERAL HOME LOAN BANKS	3130AFE78	12/09/2022	3,500,000.00	106.5939	3,730,785.87	3,544,765.00	3,528,048.95	2.651	2.862%	AA+	Aaa
FEDERAL HOME LOAN BANKS	3130AFFN2	12/10/2021	6,500,000.00	103.9381	6,755,979.36	6,569,875.00	6,534,805.41	2.611	5.183%	AA+	Aaa
FEDERAL FARM CREDIT BANKS FUNDING CORP	3133ELGN8	10/13/2022	2,200,000.00	103.0206	2,266,453.75	2,209,592.00	2,208,105.09	1.435	1.739%	AA+	Aaa
FEDERAL FARM CREDIT BANKS FUNDING CORP	3133ELWD2	04/08/2022	2,300,000.00	100.2688	2,306,182.33	2,305,060.00	2,304,758.02	0.258	1.769%	AA+	Aaa
---	---	08/20/2022	23,965,000.00	103.3933	24,767,788.61	24,280,111.35	24,216,471.95	1.471	19.001%	AA+	Aaa

AGCY DISC

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
FEDERAL HOME LOAN BANKS	313385AX4	01/22/2021	1,130,000.00	99.8975	1,128,841.75	1,112,493.00	1,120,058.35	1.563	0.866%	A-1+	P-1
FEDERAL HOME LOAN BANKS	313385AX4	01/22/2021	1,130,000.00	99.8975	1,128,841.75	1,112,493.00	1,120,058.35	1.563	0.866%	A-1+	P-1

CASH

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
Receivable	CCYUSD	06/30/2020	140.53	1.0000	140.53	140.53	140.53	0.000	0.000%	AAA	Aaa
Receivable	CCYUSD	06/30/2020	140.53	1.0000	140.53	140.53	140.53	0.000	0.000%	AAA	Aaa

CORP

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
TOYOTA MOTOR CREDIT CORP	89233P5T9	01/12/2022	1,350,000.00	104.1648	1,406,224.15	1,367,226.00	1,359,187.20	2.834	1.079%	A+	A1
ORACLE CORP	68389XBA2	07/08/2021	1,350,000.00	102.5334	1,384,200.74	1,350,985.50	1,350,425.30	2.767	1.062%	A	A3
MICROSOFT CORP	594918BH6	11/03/2022	1,675,000.00	105.1524	1,761,302.60	1,714,630.50	1,707,743.62	1.726	1.351%	AAA	Aaa
CISCO SYSTEMS INC	17275RBD3	02/28/2021	1,350,000.00	101.2203	1,366,473.48	1,357,614.00	1,353,314.01	1.821	1.048%	AA-	A1
CATERPILLAR FINANCIAL SERVICES CORP	14913Q2Q1	12/07/2020	1,440,000.00	101.2580	1,458,114.75	1,459,929.60	1,449,515.94	1.810	1.119%	A	A3
APPLE INC	037833BS8	02/23/2021	1,000,000.00	101.0977	1,010,977.02	1,008,960.00	1,005,696.79	1.227	0.776%	AA+	Aa1
APPLE INC	037833CM0	02/09/2022	1,350,000.00	103.3824	1,395,662.16	1,341,454.50	1,345,308.35	2.726	1.071%	AA+	Aa1
APPLE INC	037833DJ6	11/13/2020	475,000.00	100.6356	478,019.05	476,154.25	475,512.58	1.703	0.367%	AA+	Aa1
AMERICAN HONDA FINANCE CORP	02665WAZ4	09/24/2020	1,350,000.00	100.4289	1,355,789.73	1,341,454.50	1,348,766.78	2.853	1.040%	A-	A3
AMERICAN HONDA FINANCE CORP	02665WAZ4	09/24/2020	1,150,000.00	100.4289	1,154,931.99	1,155,600.50	1,151,262.71	1.970	0.886%	A-	A3
AMERICAN HONDA FINANCE CORP	02665WBT7	07/20/2020	585,000.00	100.0702	585,410.71	585,573.30	585,057.94	1.758	0.449%	A-	A3
---	---	06/20/2021	13,075,000.00	102.1871	13,357,106.39	13,159,582.65	13,131,791.21	2.170	10.247%	A+	A2

MMFUND

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
MORG STAN I LQ:GV I	61747C707	06/30/2020	8,197,682.53	1.0000	8,197,682.53	8,197,682.53	8,197,682.53	0.050	6.289%	AAAm	Aaa
MORG STAN I LQ:GV I	61747C707	06/30/2020	8,197,682.53	1.0000	8,197,682.53	8,197,682.53	8,197,682.53	0.050	6.289%	AAAm	Aaa

Holdings by Security Type ACTC

ACTC 2000 Measure B (159783)

Base Currency: USD As of 06/30/2020

Dated: 07/20/2020

US GOV

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
UNITED STATES TREASURY	912828RC6	08/15/2021	2,300,000.00	102.1719	2,349,953.70	2,283,828.13	2,292,456.81	2.427	1.803%	AA+	Aaa
UNITED STATES TREASURY	912828TY6	11/15/2022	2,000,000.00	103.4375	2,068,750.00	1,999,609.38	1,999,681.70	1.632	1.587%	AA+	Aaa
UNITED STATES TREASURY	912828VZ0	09/30/2020	350,000.00	100.4521	351,582.35	350,423.83	350,101.50	1.881	0.270%	AA+	Aaa
UNITED STATES TREASURY	912828A83	12/31/2020	7,500,000.00	101.0781	7,580,857.50	7,477,441.43	7,494,218.19	2.533	5.816%	AA+	Aaa
UNITED STATES TREASURY	912828C57	03/31/2021	7,500,000.00	101.5547	7,616,602.50	7,455,175.73	7,484,779.82	2.530	5.843%	AA+	Aaa
UNITED STATES TREASURY	912828WN6	05/31/2021	1,000,000.00	101.6562	1,016,562.00	990,664.06	996,116.81	2.438	0.780%	AA+	Aaa
UNITED STATES TREASURY	912828WR7	06/30/2021	7,500,000.00	101.9336	7,645,020.00	7,430,566.43	7,471,761.09	2.516	5.865%	AA+	Aaa
UNITED STATES TREASURY	912828WR7	06/30/2021	2,300,000.00	101.9336	2,344,472.80	2,284,457.04	2,293,208.12	2.431	1.799%	AA+	Aaa
UNITED STATES TREASURY	912828F21	09/30/2021	2,300,000.00	102.4219	2,355,703.70	2,283,378.91	2,291,806.25	2.421	1.807%	AA+	Aaa
UNITED STATES TREASURY	912828G53	11/30/2021	2,400,000.00	102.4062	2,457,748.80	2,366,718.74	2,382,549.28	2.408	1.885%	AA+	Aaa
UNITED STATES TREASURY	912828G87	12/31/2021	2,400,000.00	102.9102	2,469,844.80	2,381,718.74	2,390,149.33	2.409	1.895%	AA+	Aaa
UNITED STATES TREASURY	912828J43	02/28/2022	1,900,000.00	102.6055	1,949,504.50	1,905,121.09	1,903,866.30	1.625	1.496%	AA+	Aaa
UNITED STATES TREASURY	912828J76	03/31/2022	1,900,000.00	102.7500	1,952,250.00	1,905,714.84	1,904,366.55	1.615	1.498%	AA+	Aaa
UNITED STATES TREASURY	912828WZ9	04/30/2022	1,900,000.00	102.8945	1,954,995.50	1,905,789.06	1,904,470.63	1.618	1.500%	AA+	Aaa
UNITED STATES TREASURY	912828XD7	05/31/2022	1,900,000.00	103.2578	1,961,898.20	1,911,949.22	1,909,321.99	1.612	1.505%	AA+	Aaa
UNITED STATES TREASURY	912828L65	09/30/2020	6,500,000.00	100.2968	6,519,292.00	6,372,031.25	6,481,277.88	2.565	5.001%	AA+	Aaa
UNITED STATES TREASURY	912828N48	12/31/2020	1,080,000.00	100.7734	1,088,352.72	1,082,109.38	1,081,142.06	1.536	0.835%	AA+	Aaa
UNITED STATES TREASURY	912828S35	06/30/2023	500,000.00	103.5781	517,890.50	476,250.00	483,821.61	2.522	0.397%	AA+	Aaa
UNITED STATES TREASURY	912828XW5	06/30/2022	4,000,000.00	103.1484	4,125,936.00	3,900,000.00	3,942,142.85	2.510	3.165%	AA+	Aaa
UNITED STATES TREASURY	912828XW5	06/30/2022	1,950,000.00	103.1484	2,011,393.80	1,947,333.98	1,948,208.73	1.797	1.543%	AA+	Aaa
UNITED STATES TREASURY	9128282S8	08/31/2022	2,000,000.00	103.1406	2,062,812.00	2,000,234.38	2,000,187.65	1.620	1.582%	AA+	Aaa
UNITED STATES TREASURY	912828Y20	07/15/2021	2,300,000.00	102.5352	2,358,309.60	2,310,062.50	2,304,497.27	2.429	1.809%	AA+	Aaa
UNITED STATES TREASURY	9128285B2	09/30/2020	3,040,000.00	100.6384	3,059,407.36	3,064,106.26	3,048,917.36	1.558	2.347%	AA+	Aaa
UNITED STATES TREASURY	9128285R7	12/15/2021	2,400,000.00	103.5625	2,485,500.00	2,413,875.00	2,407,374.13	2.405	1.907%	AA+	Aaa
UNITED STATES TREASURY	9128286Y1	06/15/2022	1,950,000.00	103.0938	2,010,329.10	1,948,019.52	1,948,678.45	1.786	1.542%	AA+	Aaa
UNITED STATES TREASURY	912828YF1	09/15/2022	2,000,000.00	102.9453	2,058,906.00	1,993,906.25	1,995,103.13	1.614	1.579%	AA+	Aaa
UNITED STATES TREASURY	912828YK0	10/15/2022	2,000,000.00	102.7422	2,054,844.00	1,985,703.12	1,988,429.63	1.634	1.576%	AA+	Aaa
UNITED STATES TREASURY	912828Z29	01/15/2023	1,900,000.00	103.3516	1,963,680.40	1,965,089.84	1,962,335.78	0.204	1.506%	AA+	Aaa
UNITED STATES TREASURY	912828Z60	01/31/2022	620,000.00	101.8906	631,721.72	632,448.44	631,625.24	0.188	0.485%	AA+	Aaa
UNITED STATES TREASURY	912828Z86	02/15/2023	1,900,000.00	103.1445	1,959,745.50	1,960,859.38	1,958,364.15	0.201	1.503%	AA+	Aaa
UNITED STATES TREASURY	912828ZD5	03/15/2023	1,900,000.00	100.8711	1,916,550.90	1,915,363.29	1,914,750.55	0.212	1.470%	AA+	Aaa
UNITED STATES TREASURY	---	10/24/2021	81,190,000.00	102.1161	82,900,417.95	80,899,949.22	81,165,710.81	2.059	63.597%	AA+	Aaa

Summary

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
---	---	11/04/2021	127,557,823.06	96.0061	130,351,977.75	127,649,959.27	127,831,855.38	1.826	100.000%	AA	Aa1

* Grouped by: Security Type. * Groups Sorted by: Security Type. * Weighted by: Market Value + Accrued, except Book Yield by Base Book Value + Accrued. * Holdings Displayed by: Lot.

Holdings by Security Type ACTC

ACTC 2014 Measure BB (159782)

Base Currency: USD As of 06/30/2020

Dated: 07/20/2020

AGCY BOND

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
FEDERAL NATIONAL MORTGAGE ASSOCIATION	3135G0H55	12/28/2020	3,500,000.00	100.8250	3,528,874.23	3,532,865.00	3,519,918.18	0.711	3.721%	AA+	Aaa
FEDERAL NATIONAL MORTGAGE ASSOCIATION	3135G0H55	12/28/2020	3,500,000.00	100.8250	3,528,874.23	3,532,865.00	3,519,918.18	0.711	3.721%	AA+	Aaa

AGCY DISC

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
FEDERAL HOME LOAN BANKS	313384ZT9	07/23/2020	11,475,000.00	99.9927	11,474,158.54	11,388,115.09	11,464,200.75	1.552	12.099%	A-1+	P-1
FEDERAL HOME LOAN BANKS	313384A33	07/31/2020	3,075,000.00	99.9900	3,074,692.50	3,052,697.27	3,071,040.94	1.557	3.242%	A-1+	P-1
FEDERAL HOME LOAN BANKS	---	07/25/2020	14,550,000.00	99.9921	14,548,851.04	14,440,812.36	14,535,241.68	1.553	15.342%	A-1+	P-1

CASH

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
Receivable	CCYUSD	06/30/2020	155.58	1.0000	155.58	155.58	155.58	0.000	0.000%	AAA	Aaa
Receivable	CCYUSD	06/30/2020	155.58	1.0000	155.58	155.58	155.58	0.000	0.000%	AAA	Aaa

CORP

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
COLGATE-PALMOLIVE CO	19416QDR8	11/01/2020	3,000,000.00	100.8713	3,026,138.34	3,029,370.00	3,012,329.39	1.711	3.191%	AA-	Aa3
CATERPILLAR FINANCIAL SERVICES CORP	14913Q2Q1	12/07/2020	2,156,000.00	101.2580	2,183,121.81	2,185,839.04	2,170,247.47	1.810	2.302%	A	A3
AMERICAN HONDA FINANCE CORP	02665WAZ4	09/24/2020	815,000.00	100.4289	818,495.28	818,944.60	816,320.04	1.744	0.863%	A-	A3
AMERICAN HONDA FINANCE CORP	02665WBT7	07/20/2020	1,450,000.00	100.0702	1,451,018.00	1,451,334.00	1,450,135.54	1.769	1.530%	A-	A3
---	---	10/18/2020	7,421,000.00	100.7794	7,478,773.44	7,485,487.64	7,449,032.44	1.755	7.886%	A	A2

MMFUND

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
MORG STAN I LQ:GV I	61747C707	06/30/2020	31,239,156.77	1.0000	31,239,156.77	31,239,156.77	31,239,156.77	0.050	32.941%	AAA	Aaa
MORG STAN I LQ:GV I	61747C707	06/30/2020	31,239,156.77	1.0000	31,239,156.77	31,239,156.77	31,239,156.77	0.050	32.941%	AAA	Aaa

US GOV

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
UNITED STATES TREASURY	912828L32	08/31/2020	3,900,000.00	100.1979	3,907,718.10	3,894,363.29	3,898,498.52	1.608	4.121%	AA+	Aaa
UNITED STATES TREASURY	912828L99	10/31/2020	11,375,000.00	100.3925	11,419,646.88	11,359,003.91	11,367,954.79	1.562	12.042%	AA+	Aaa
UNITED STATES TREASURY	912828N48	12/31/2020	11,350,000.00	100.7734	11,437,780.90	11,372,168.03	11,362,002.22	1.536	12.061%	AA+	Aaa
UNITED STATES TREASURY	912828B2	09/30/2020	11,200,000.00	100.6384	11,271,500.80	11,288,812.53	11,232,853.42	1.558	11.886%	AA+	Aaa
UNITED STATES TREASURY	---	11/03/2020	37,825,000.00	100.5598	38,036,646.67	37,914,347.76	37,861,308.94	1.558	40.109%	AA+	Aaa

Summary

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
---	---	09/08/2020	94,535,312.35	67.7589	94,832,457.73	94,612,825.11	94,604,813.59	1.044	100.000%	AA+	Aa1

Holdings by Security Type ACTC

ACTC 2014 Measure BB (159782)

Base Currency: USD As of 06/30/2020

Dated: 07/20/2020

* Grouped by: Security Type. * Groups Sorted by: Security Type. * Weighted by: Market Value + Accrued, except Book Yield by Base Book Value + Accrued. * Holdings Displayed by: Lot.

Holdings by Security Type ACTC

ACTC Series 2014-Interest Fd (159784)

Base Currency: USD As of 06/30/2020

Dated: 07/20/2020

CASH

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
Receivable	CCYUSD	06/30/2020	47.75	1.0000	47.75	47.75	47.75	0.000	0.004%	AAA	Aaa
Receivable	CCYUSD	06/30/2020	47.75	1.0000	47.75	47.75	47.75	0.000	0.004%	AAA	Aaa

MMFUND

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
MORG STAN I LQ:GV I	61747C707	06/30/2020	1,083,059.42	1.0000	1,083,059.42	1,083,059.42	1,083,059.42	0.050	99.996%	AAAm	Aaa
MORG STAN I LQ:GV I	61747C707	06/30/2020	1,083,059.42	1.0000	1,083,059.42	1,083,059.42	1,083,059.42	0.050	99.996%	AAAm	Aaa

Summary

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
---	---	06/30/2020	1,083,107.17	1.0000	1,083,107.17	1,083,107.17	1,083,107.17	0.050	100.000%	AAA	Aaa

* Grouped by: Security Type. * Groups Sorted by: Security Type. * Weighted by: Market Value + Accrued, except Book Yield by Base Book Value + Accrued. * Holdings Displayed by: Lot.

Holdings by Security Type ACTC

ACTC Series 2014-Principal Fd (159786)

Base Currency: USD As of 06/30/2020

Dated: 07/20/2020

CASH

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
Receivable	CCYUSD	06/30/2020	362.43	1.0000	362.43	362.43	362.43	0.000	0.004%	AAA	Aaa
Receivable	CCYUSD	06/30/2020	362.43	1.0000	362.43	362.43	362.43	0.000	0.004%	AAA	Aaa

MMFUND

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
MORG STAN I LQ:GV I	61747C707	06/30/2020	8,708,556.55	1.0000	8,708,556.55	8,708,556.55	8,708,556.55	0.050	99.996%	AAAm	Aaa
MORG STAN I LQ:GV I	61747C707	06/30/2020	8,708,556.55	1.0000	8,708,556.55	8,708,556.55	8,708,556.55	0.050	99.996%	AAAm	Aaa

Summary

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
---	---	06/30/2020	8,708,918.98	1.0000	8,708,918.98	8,708,918.98	8,708,918.98	0.050	100.000%	AAA	Aaa

* Grouped by: Security Type. * Groups Sorted by: Security Type. * Weighted by: Market Value + Accrued, except Book Yield by Base Book Value + Accrued. * Holdings Displayed by: Lot.

Holdings by Security Type ACTC

ACTC Series 2014-Revenue Fd (159787)

Base Currency: USD As of 06/30/2020

Dated: 07/20/2020

CASH

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
Receivable	CCYUSD	06/30/2020	0.04	1.0000	0.04	0.04	0.04	0.000	0.005%	AAA	Aaa
Receivable	CCYUSD	06/30/2020	0.04	1.0000	0.04	0.04	0.04	0.000	0.005%	AAA	Aaa

MMFUND

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
MORG STAN I LQ:GV I	61747C707	06/30/2020	838.31	1.0000	838.31	838.31	838.31	0.050	99.995%	AAAm	Aaa
MORG STAN I LQ:GV I	61747C707	06/30/2020	838.31	1.0000	838.31	838.31	838.31	0.050	99.995%	AAAm	Aaa

Summary

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
---	---	06/30/2020	838.35	1.0000	838.35	838.35	838.35	0.050	100.000%	AAA	Aaa

* Grouped by: Security Type. * Groups Sorted by: Security Type. * Weighted by: Market Value + Accrued, except Book Yield by Base Book Value + Accrued. * Holdings Displayed by: Lot.

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Memorandum

6.4

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: September 17, 2020

TO: Alameda County Transportation Commission

FROM: Jhay Delos Reyes, Project Manager

SUBJECT: Award Request for Proposal R20-0008 for the Dublin Boulevard-North Canyons Parkway Extension Project

Recommendation

It is recommended that the Commission approve and authorize the Executive Director to execute Professional Services Agreement (PSA) A21-0001 with BKF Engineers (BKF) for a not-to-exceed amount of \$6,000,000 to provide services for preparation of the Plans, Specifications and Estimate (PS&E) phase related to the Dublin Boulevard-North Canyons Parkway Extension Project (Project).

Summary

Alameda CTC is the Implementing Agency for the Dublin Boulevard – North Canyons Parkway Extension Project (Project) (PN 1483.000) for the PS&E phase in partnership with the City of Dublin (Dublin), who remains the Project Sponsor.

The Project achieved environmental clearance as part of the Preliminary Engineering/ Environmental (PE/Env) Phase upon Dublin's adoption of the Environmental Impact Report (EIR) under the California Environmental Quality Act (CEQA) on August 20, 2019. Dublin in coordination with Caltrans, is working to complete the Environmental Assessment (EA) in compliance with the National Environmental Policy Act (NEPA) this fall. Caltrans circulated the Draft EA, with the comment period having closed on March 24, 2020.

The Alameda CTC selection process to procure services for the PS&E phase of the project began in March 2019 with Commission approval to release the request for proposal (RFP).

RFP 20-0008 was released in April 2020. Proposals were received from five firms. An independent selection panel comprised of representatives from the City of Dublin and Alameda CTC reviewed the five proposals submitted and short-listed three firms. Interviews of those three firms were conducted in July 2020. Based on those interviews, the selection panel concluded that BKF was the top-ranked firm.

Alameda CTC negotiated the contract with BKF for a not-to-exceed amount of \$6,000,000. The estimated duration to complete the required scope with BKF for PS&E services is 24 months.

This contract is funded in part with federal funds and the Disadvantage Business Enterprise (DBE) was utilized, the RFP identified a 17% DBE requirement. BKF's contract includes a commitment to meet or exceed the identified goal. Although the Local Business Contract Equity (LBCE) Program does not apply, due to federal funds, BKF is a Local Business Enterprise (LBE).

Background

Alameda CTC is the Implementing Agency for the Project for the PS&E phase in partnership with Dublin, who remains the Project Sponsor. The Project will extend Dublin Boulevard in Dublin at its current terminus at Fallon Road to North Canyons Parkway in Livermore. The new 1.5-mile extension runs parallel to the I-580 corridor and traverses through the cities of Dublin and Livermore, and unincorporated Alameda County. The project is planned to accommodate four to six travel lanes and will include medians, Class 1 and on-street bike facilities, sidewalks, and signalized intersections.

The new 1.5-mile extension will create direct connectivity to five Priority Development Areas (PDAs) in Dublin and Livermore, and also connect to two BART stations, Camp Parks, the Iron Horse Trail, the downtowns of Dublin and Livermore, Las Positas College, and various residential and commercial areas outside the PDAs. Additionally, this project is expected to reduce trip lengths by diverting localized inter-city trips from the freeway and providing more efficient and direct access for Dublin and Livermore residents. The Project will also enhance regional connectivity by extending the existing reliever along the north side of I-580 from San Ramon Road/Foothill Road to State Route 84 at Isabel/I-580 interchange.

Alameda CTC adopted the Project as part of its Capital Improvement Program through an approval by the Commission in March 2019. Due to the complexity, multi-jurisdictional involvement, and regional significance as a parallel reliever route to Interstate 580, it was recommended that Alameda CTC become the implementing agency for the PS&E phase. In June 2020, the Commission approved the cooperative agreement between Alameda CTC, Dublin, and Livermore for the PS&E phase.

The Project achieved environmental clearance as part of the PE/Env Phase upon Dublin's adoption of the EIR under CEQA on August 20, 2019. Dublin, in coordination with Caltrans, is working to complete the EA in compliance with NEPA this fall. Caltrans circulated the Draft EA, with the comment period having closed on March 24, 2020. The Project receive minimal comments for both the EIR and EA and is positively supported by the local landowners affected by this Project.

Alameda CTC initiated the selection process to procure consultant services for PS&E services, receiving authorization to release a RFP by the Commission in March 2019. The RFP was released in April 2020 subsequent to Dublin adopting the EIR and establishing the right of way boundary for the Project alignment. A pre-proposal meeting was held on

May 7, 2020 and was attended by 35 firms, of which there were nine (9) self-identified prime consultants. Alameda CTC received a total of five (5) proposals.

An independent selection panel comprised of representatives from the City of Dublin and Alameda CTC reviewed the five proposals submitted, short-listed three firms based on the RFP, and conducted interviews in July 2020. Based on these interviews, the selection panel concluded that BKF was the top-ranked firm.

After a thorough review of the submitted cost proposal and comparison to Alameda CTC's independent cost estimate and assumptions, Alameda CTC negotiated the contract with BKF for a not-to-exceed amount of \$6,000,000. The estimated duration to complete the required scope is 24 months.

BKF's contract includes a commitment to meet or exceed the identified DBE goal. Although the Local Business Contract Equity (LBCE) Program does not apply due to federal funds, BKF is a LBE.

Funds necessary for the PS&E Phase work were programmed and allocated in April 2017 as part of the 2018 Comprehensive Investment Plan.

Levine Act Statement: The BKF Team did not report a conflict in accordance with the Levine Act.

Fiscal Impact: The fiscal impact for awarding the contract A21-0001 to BKF is \$6,000,000. This amount is included in the adopted FY2020-2021 Capital Program Budget.

Attachment:

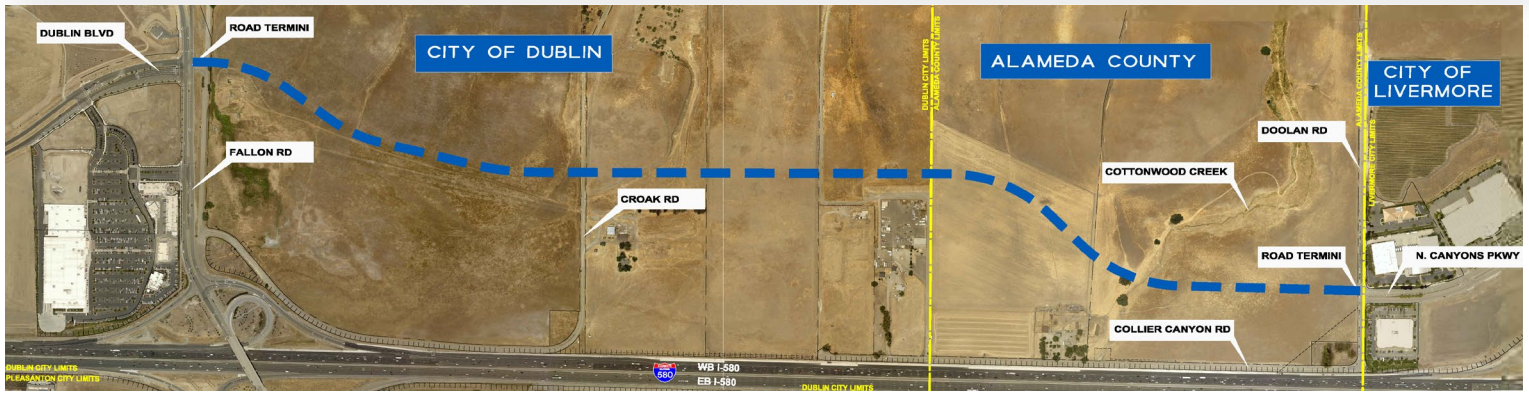
- A. Project Fact Sheet

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Dublin Boulevard – North Canyons Parkway Extension

6.4A

AUGUST 2020



(For illustrative purposes only.)

PROJECT OVERVIEW

The Alameda County Transportation Commission, in coordination with the cities of Dublin and Livermore, and Alameda County proposes the Dublin Boulevard -North Canyons Parkway Extension project, a 1.5-mile extension of Dublin Boulevard from Fallon Road in Dublin to North Canyons Parkway in Livermore. The extension of Dublin Boulevard from its current terminus at Fallon Road to the Doolan Road/North Canyons Parkway intersection has been planned since 1984. Dublin's General Plan, the General Plans of the County and Livermore, and Plan Bay Area 2040 all include the extension of Dublin Boulevard. It will enhance multimodal connectivity to various land uses along its route, including connectivity to five Priority Development Areas (PDAs): Dublin Downtown, Transit Center/Dublin Crossing, Town Center, Isabel Avenue/BART Station Planning Area and downtown Livermore area. Improvements on the new extended boulevard include four to six travel lanes, bike lanes and bike path, sidewalks, curb and gutter, traffic signals.

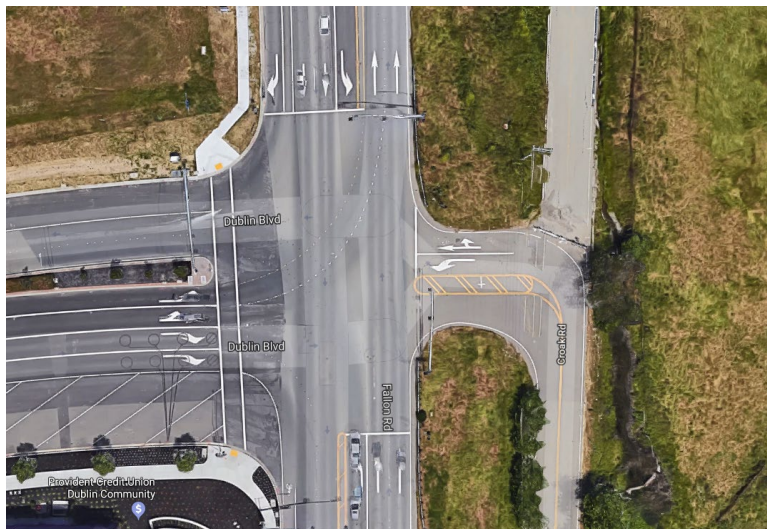
Project also include transit queue jump opportunities at signalized intersections as well as the Transit Signal Priority throughout its length.

PROJECT NEED

- Address Sustainable Communities Strategies, in particular circulation inside and outside of the five PDAs that are to be connected.
- Address lack of continuous I-580 reliever route from Dublin to Livermore along the north side of I-580.
- Address air quality/greenhouse gas emissions reducing the travel distance for local trips.

PROJECT BENEFITS

- Increase bicycle and pedestrian access and circulation
- Interconnect five Priority Development Areas (PDAs) in Dublin and Livermore
- Improve overall mobility, access, connectivity, safety, and efficiency of the multimodal transportation system for all users, including goods movement
- Connects major destinations in the Tri-Valley area: Camp Parks; Iron Horse Trail; downtowns of Dublin and Livermore; Las Positas College
- Reduce single-occupancy vehicle trips by providing a transit system along the roadway extension with improved headways during peak demand periods
- Reduces trip lengths for local trips



Beginning of road extension at Dublin and Fallon intersection.

STATUS

Project Sponsor: City of Dublin

Current Phase: Preliminary engineering/environmental

The City of Dublin selected an Alameda CTC-certified Local Business Enterprise firm to provide environmental and design services for the project.

- Dublin published a Notice of Preparation (NOP) on May 18, 2017 to inform the public and responsible agencies that a Draft EIR was being prepared. The NOP was circulated for a 30-day scoping period that concluded on June 19, 2017.
- Dublin adopted the Environmental Impact Report in compliance with the California Environmental Quality Act on August 20, 2019.
- Comments for the Draft Environmental Assessment (EA) in compliance with the National Environmental Policy Act closed on March 24, 2020. The EA is 95 percent complete.
- For more detail on this project, go to <https://www.alamedactc.org/programs-projects/multimodal-arterial-roads/dublin-boulevard-north-canyons-parkway-extension/>.

PARTNERS AND STAKEHOLDERS

Alameda County Public Works Agency, Alameda CTC, Metropolitan Transportation Commission, California Department of Transportation, Federal Highway Administration and the cities of Dublin and Livermore



COST ESTIMATE BY PHASE (\$ x 1,000)

Scoping	\$650
PE/Environmental	\$1,215
Final Design: Plans, Specifications and Estimates (PS&E)	\$8,288
Right-of-Way/Utility Relocation	\$46,198
Construction	\$104,042
Total Expenditures	\$160,393

Costs for Right-of-Way/Utility Relocation and Construction are subject to revision during PS&E phase.

FUNDING SOURCES (\$ x 1,000)

Measure BB	\$7,748
Federal	\$540
State	\$0
Local	\$17,200
Other	\$0
TBD	\$134,905
Total Revenues	\$160,393

SCHEDULE BY PHASE

	Begin	End
Scoping	Fall 2016	Winter 2019
Preliminary Engineering/Environmental	Fall 2016	Fall 2020
Final Design (PS&E)	Fall 2020	Fall 2022
Right-of-Way	TBD	TBD
Construction	TBD	TBD

Note: Information on this fact sheet is subject to periodic updates.



Memorandum

6.5

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: September 17, 2020

TO: Alameda County Transportation Commission

FROM: Cathleen Sullivan, Director of Planning
Chris G. Marks, Associate Transportation Planner

SUBJECT: Approve Contract Amendment for San Pablo Avenue Multimodal Corridor Project and funding agreement with Contra Costa County Transportation Authority and West Contra Costa Transportation Advisory Committee

Recommendation

It is recommended that the Commission authorize the Executive Director or a designee to negotiate and execute Amendment No. 4 to Professional Services Agreement No. A17-0073 with Kimley-Horn Inc. to add \$6,022,128 for a total not-to-exceed amount of \$9,672,128 and extend the contract for an additional four years to complete Phase 2 of the San Pablo Avenue Multimodal Corridor Project. It is also recommended that the Commission authorize Alameda CTC to enter into a funding agreement with the Contra Costa County Transportation Authority (CCTA) and the West Contra Costa Transportation Advisory Committee (WCCTAC) to receive a contribution of \$450,000 to fund additional project analysis in Contra Costa County.

Summary

The purpose of the San Pablo Avenue Corridor Project (Project) is to improve multimodal mobility, efficiency, and safety to sustainably meet current and future transportation needs and support a strong local economy and growth along the corridor, while respecting local contexts.

Phase 1 of the project began in fall 2017 and concluded in summer 2020. Phase 1 identified and refined potential long-term concepts for the corridor through extensive outreach and technical analysis. Due to the complex and constrained nature of the corridor, no single long-term vision emerged at the end of Phase 1 and multiple project alternatives are still being considered for the long-term improvement of the corridor. As such, the commission is not being asked to approve a long-term vision for the corridor at this point.

However, Phase 1 successfully narrowed the range of options and identified potential for an infrastructure pilot project in the Alameda County section of the corridor to better understand the effectiveness of different treatments and make incremental progress towards a larger, long-term project. Phase 1 also identified a set of smaller-scale corridor improvements within Alameda County that could be implemented in the very near-term (within three years), focused on improving safety on this high injury corridor; these improvements will not interfere with any of the potential long-term visions for the corridor. Phase 2 will refine and advance these two sets of improvements towards construction.

Very Near-Term Safety Improvements

The very near-term safety improvements are focused around targeted small-scale changes to improve pedestrian, bicyclist, and transit rider safety with an anticipated construction initiation within the next three years. These improvements do not preclude future, more substantial multimodal improvements under consideration for the corridor. The proposed improvements are exclusively within the Alameda County segment of the corridor from Oakland in the south (16th Street/Frank Ogawa Plaza) to Albany in the north (northern border with Contra Costa County).

Types of improvements include:

- ADA compliant curb ramps and sidewalks
- Pedestrian crossing improvements, including:
 - High visibility crosswalks (replacement of existing crosswalks with high-visibility striping and signage)
 - Pedestrian countdown heads
 - Audible pedestrian signals
 - Adaptive pedestrian signals
 - Rapid rectangular flashing beacons (RRFBs)
 - Pedestrian hybrid beacons (PHBs)
 - Leading pedestrian intervals
- Wayfinding signage
- Modification to five-legged or skewed intersections
- Pedestrian lighting at bus stops
- Pedestrian lighting at crosswalks
- Bus stop upgrades, repairs, targeted bus bulbs, relocations, and consolidations
- Concrete bus pads
- Improved bicycle crossings of San Pablo at intersections with major perpendicular bike routes

Infrastructure Pilot

Given the lack of consensus around a long-term alternative for the corridor as a whole, Alameda CTC staff worked closely with city staff and AC Transit staff to identify near-term

pilot improvements to make incremental progress towards a long-term vision and test concepts to gather more information about the efficacy of different types of improvements.

Based on outreach and technical analysis in Phase 1, the infrastructure pilot will consider dedicated bus and bike lanes in Oakland and Emeryville where support was highest for a substantial change to the right-of-way, and in-lane bus stops and improved parallel bike facilities in Berkeley and Albany where more incremental advancements towards a long-term vision is more in line with outreach to date. Commissioners are not being asked to approve any designs or right-of-way allocations at this point; the exact configuration to be implemented by the infrastructure pilot will be determined as part of Phase 2.

Phase 2 will include completion of environmental analysis and Caltrans project initiation documents, and conceptual design through preliminary engineering and completion of final 100% design plan sets. The Phase 2 scope includes robust additional community engagement including door-to-door outreach where appropriate, pre- and post-pilot evaluation, additional circulation analysis, and close coordination with AC Transit, Caltrans and city partners.

Other Phase 2 Elements

Advancement of the long-term corridor improvements is optional in Phase 2, pending outcomes of the pilot. The long-term vision may be consistent with the infrastructure pilot Project or may include more robust or expanded improvements. Long-term improvements may be along San Pablo Avenue and along parallel and perpendicular streets, and will consider both Alameda and Contra Costa Counties.

Due to greater geometric and operational variability, different mode splits and travel needs, and varying attitudes towards preferred improvements, no clear set of improvements emerged from Phase 1 in Contra Costa County. Phase 2 work will include additional location-specific design and development evaluation needed to advance long-term concepts on the northern segments. Similar to Phase 1, CCTA and WCCTAC will contribute funds under a cooperative agreement to fund the work in Contra Costa County.

Fiscal Impact: The action will authorize the encumbrance of \$5,572,128 in previously allocated Measure BB funds to the Project. This amount is included in the Project Funding Plan, and sufficient budget has been included in the Alameda CTC Adopted FY2020-21 Operating and Capital Program Budget. The additional \$450,000 will be provided by CCTA, in partnership with WCCTAC, through a funding agreement. The total addition to contract A17-0073 with Kimley-Horn Inc. is \$6,022,128 for a total not-to-exceed amount of \$9,672,128.

Attachment:

- A. Phase 1 Executive Summary

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SAN PABLO AVENUE CORRIDOR PROJECT

Phase 1 Executive Summary

August 2020



The San Pablo Avenue Corridor Project identifies short- and long-term improvements to address the increasing multimodal demands along the San Pablo Avenue Corridor.



Phase 1 of the project was led by Alameda County Transportation Commission (Alameda CTC), in partnership with Contra Costa Transportation Authority (CCTA) and West Contra Costa Transportation Advisory Committee (WCCTAC).

Project Purpose

The purpose of the San Pablo Avenue Corridor Project is to improve multimodal mobility, efficiency, and safety to sustainably meet current and future transportation needs and support a strong local economy and growth along the corridor while maintaining local contexts.

Project Need

The project will improve mobility, efficiency, and safety for all travelers and address the following key needs in the corridor.

Corridor Growth

Demand for travel in the San Pablo Avenue Corridor (“Corridor”) study area, between Downtown Oakland and Hilltop Drive in Richmond (Figure 1), is projected to increase as jurisdictions concentrate growth in designated Priority Development Areas (PDAs) (Figure 2), with higher-density, mixed-use developments recently completed and others under consideration. Improving mobility options for current and future residents will be important to enhance quality of life and manage future congestion within and near PDAs.

Auto Congestion

Today, autos travel at high speeds and move with relative ease through intersections on San Pablo Avenue compared to other urban arterials. However, growth projected for the corridor will put increasing demands on the street, and significant congestion is projected in the future, especially as San Pablo Avenue serves as a reliever route for I-80. Improving multimodal travel options along the corridor can mitigate against a more congested future.

Pedestrian and Bicycle Comfort

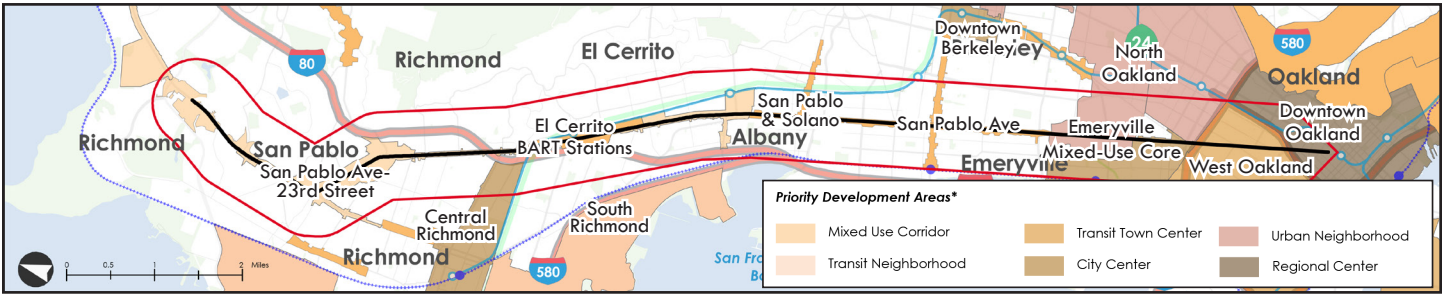
Segments of San Pablo Avenue serve as community “Main Streets”, creating the need for a pedestrian-oriented roadway. Although sidewalks are present on both sides of the roadway along most of the street, large gaps between protected crossings, ADA deficiencies, and the wide cross-section result in an uncomfortable pedestrian environment.

Figure 1: San Pablo Avenue Corridor Study Area



San Pablo Avenue is a direct route for bicyclists, and designated as a bike route by multiple cities; however, only small sections have designated roadway space for bicyclists. Accordingly, most of the study area is considered “high stress” for bicyclists as they mix with high-speed vehicles. In order to support multimodal travel and economic and community development, there is a need for improved pedestrian and bicycle facilities that increase safety and comfort for these users.

Figure 2: Priority Development Areas



Transit Travel Time and Reliability

San Pablo Avenue is one of the busiest transit corridors in the AC Transit system with about 12,500 riders each day on the corridor (routes 72, 72M and 72R in 2018¹; route alignments are depicted in Figure 6 on pg. 5). However, buses run about 30 percent slower than autos during peak-hours and bus travel is less reliable than auto travel. Further, Rapid bus (72R) speeds on the corridor have been falling consistently in recent years; in 2019, the 72R averaged 10 miles per hour during peak hours. Due to high variability in bus travel time, in portions of the corridor, riders have to wait over 1.5 times longer than the schedule indicates before a bus arrives. There is a need for transit priority treatments to improve both bus travel time and reliability.

Safety

Bicyclist- and pedestrian-involved collisions are over-represented in the collision records along San Pablo Avenue relative to existing volumes (Figure 3). Most collisions along San Pablo Avenue occur in or near intersections (within 100 feet) (see High Injury Network shown in Figure 7 on pg. 5). Unsafe speed is a common collision factor between modes.

Project Goals

The goals for the San Pablo Avenue Corridor Project are high-level, value-based targets for improving multimodal mobility, efficiency, and safety along the corridor in sustainable ways. Each goal is tied to specific, measurable objectives that guided the development, evaluation, and refinement of improvement concepts for the study area.



Effectively and efficiently accommodate anticipated growth

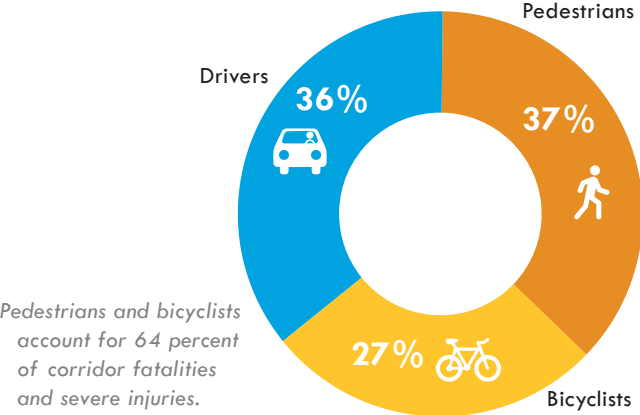
Improving corridor throughput is key to accommodating increasing travel demands. Due to constrained right-of-way, new capacity must be gained through multimodal operational improvements.



Improve comfort and quality of trips for all users

Improved facilities for all modes will expand travel options in the corridor. Success would be indicated by reductions in delay, conflicts, and levels of stress, as well as improved connectivity and reliability.

Figure 3: Share of Fatal and Severe Injury Collisions



This indicates a need for safety improvements focusing on intersections and intersection approaches to protect pedestrians and bicyclists as well as projects that reduce auto speeds.



Enhance safety for all travel modes

Improving safety is critical especially for vulnerable users. Multimodal safety improvements, especially at intersections, will make the corridor safer for travelers of all modes.



Support economic development and adopted land use policies

Expanding the range of viable transportation options and improving the pedestrian experience can support business districts and growth in designated PDAs in accordance with local land use policies.



Provide equitable transportation and design solutions

The corridor traverses many communities, each with diverse transportation needs. Investments should be equitably distributed along the corridor, with particular focus on benefits in Communities of Concern (COC)².

¹ 2018 AC Transit Annual Ridership and Route Performance Report

² Defined by MTC's Plan Bay Area 2040 Equity Analysis Report COC Framework (July 2017) at the census tract level

Corridor Overview

The Study Area covers 13.4 miles of San Pablo Avenue, spanning seven cities in Northern Alameda County and Western Contra Costa County. The Study Area extends one half-mile on both sides of San Pablo Avenue, excluding I-80. It connects tens of thousands of people every day between residential communities, employment centers, schools, centers of public life, and other activity hubs and is a central spine of travel for every mode.

Current Travel Patterns

Approximately 134,000 trips are made along the Corridor by car, bus, or BART during the morning peak-period. Over 30 percent of trips occur via transit, primarily BART, but also the AC Transit 72 series bus routes. Overall trip making is highest in the north end of the Corridor, while transit use is spread more evenly, concentrated in segments with BART access. Of the auto trips, 32 percent are passing through (no trip origin or destination within the study area), while 68 percent access the land uses within the study area (Figure 4).

Geometric Characteristics

San Pablo Avenue consistently has two travel lanes in each direction, with signalized intersections spaced every 0.2-mile (roughly 1,000 feet) on average. The curb-to-curb street width varies considerably throughout the corridor, but is consistently about 73 feet wide in Alameda County. The street does not widen at intersections, which makes them tightly constrained given the additional needs and conflicting movements that occur at these locations. Approximately 13 feet on each side of San Pablo Avenue are dedicated to sidewalks and landscaping, although a few segments have narrower sidewalks. Portions of the corridor have raised medians, some with mature street trees, while other portions have two-way left-turn lanes.

Parallel Transportation Network

San Pablo Avenue, I-80 and the BART Richmond Line (Red/Orange), serve as the transportation backbones of regional travel in northern Alameda County and western Contra Costa County (see Figure 5). In some segments, there is a grid-based local parallel street network providing alternative north-south travel routes, while in others, the streets network is irregular and San Pablo Avenue is the most direct north-south travel route. The Ohlone Greenway, West Street Greenway, Emeryville Greenway, and several well-utilized local bicycle boulevards also parallel some sections of San Pablo Avenue.

Figure 5: Major Parallel Facilities

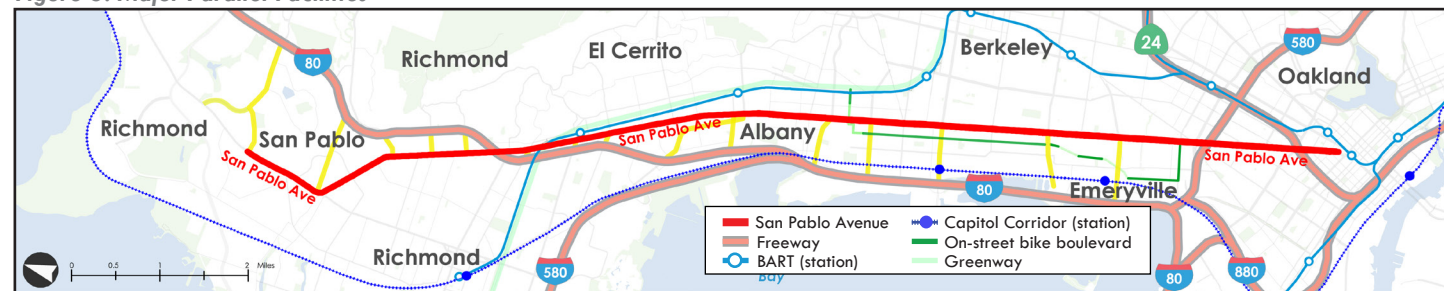
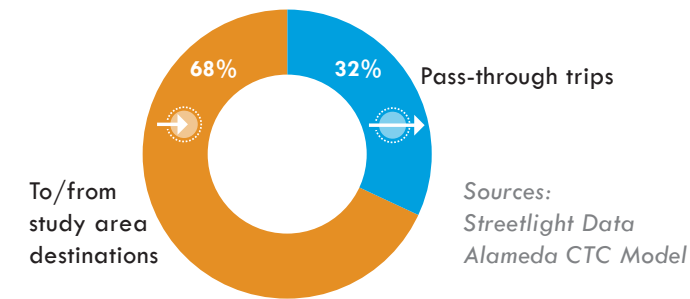


Figure 4: Auto Trips in the Corridor



Signalization

The I-80 Integrated Corridor Mobility (ICM) project installed advanced technology along San Pablo Avenue in 2016, including new controllers, signs, communication systems, and transit signal priority (TSP). Upgrades to corridor TSP technology and rules are currently underway.

Land Use

San Pablo Avenue is a vital commercial corridor with significant potential for mixed-use infill development. Currently, uses vary throughout the corridor, including single-family houses, medium-density residential buildings, schools, regional and neighborhood commercial districts, and strip commercial retail. With the PDA designation, much of the Corridor is zoned to support continued growth and more density.

Parking and Loading

On-street parking supply, management, and demand varies throughout the Corridor. On-street parking is available on most blocks and some cities have installed parking meters. Parking utilization is low to moderate, with most blocks less than 60 percent occupied. Although loading zones are designated throughout the corridor, truck loading was observed to primarily occur outside those loading zones, often via double parking directly outside the destination.

Figure 6: AC Transit 72 Series Bus Routes



Figure 7: High Injury Network for Collisions Involving Pedestrians, Bicyclists, and Automobiles (2009-2013)



Prior Studies and Plans

This project began with a review of regional, city, and corridor-level plans and technical studies relevant to the corridor to better understand corridor context and incorporate previous planning and policy objectives. Many of these plans provided recommendations for corridor improvements and capital projects that were incorporated into this project. Plans reviewed include:

- Alameda Countywide Transportation Plan
- Alameda Countywide Multimodal Arterial Plan
- Alameda Countywide Transit Plan and AC Transit Major Corridors Study
- Contra Costa Countywide Comprehensive Transportation Plan Update: West County Action Plan
- Caltrans Smart Mobility Plan Framework
- City of El Cerrito San Pablo Avenue Specific Plan
- City of Berkeley Bicycle Plan
- West Contra Costa High-Capacity Transit Study

Regional and jurisdictional plans consistently recognized the importance of San Pablo Avenue as a major transit corridor for regional and local travel; however, the specific proposed treatments for San Pablo Avenue varied.



Project Process

Phase 1 commenced in fall 2017 and concluded in summer 2019. Phase 1 identified and refined long-term concepts and alternatives for the San Pablo Avenue corridor through a multi-step, iterative process that combined technical analyses and corridor assessments with stakeholder engagement, to create multiple alternative visions for the corridor.

The project team first assessed existing conditions and identified Corridor needs. This assessment informed the development of the project purpose, goals, and overall evaluation framework. The project team then developed cross-section concepts and geography-specific alternatives to evaluate. Public engagement activities provided opportunities to solicit stakeholder feedback on proposed improvements, which guided alternatives refinement and helped establish the course for subsequent project activities (Figure 8).

The process was also informed by strategic input from Alameda CTC Commissioners and WCCTAC Board Members as well as technical input from the project's Technical Advisory Committee (TAC) and Caltrans District 4 staff.

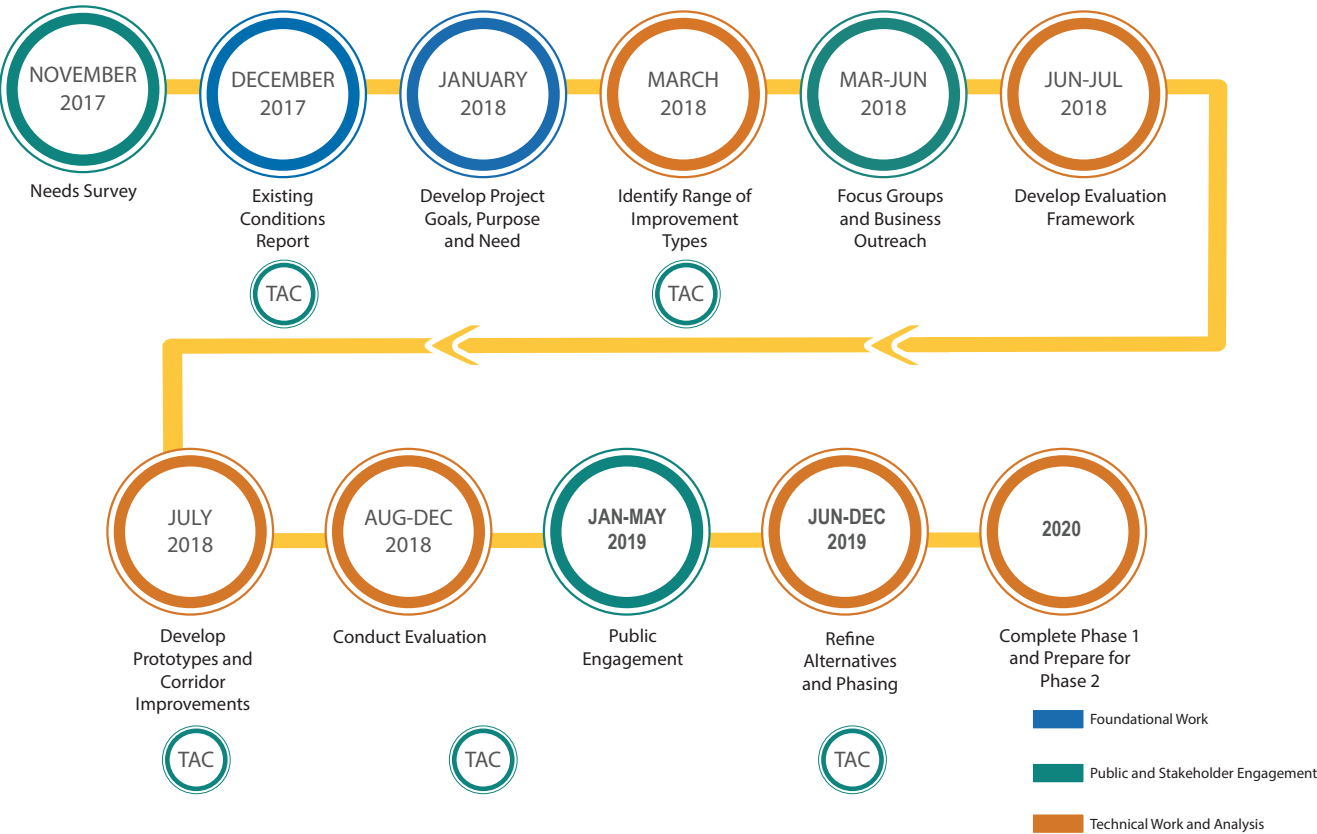


Project Focus Group Meeting, March 2018

The TAC consisted of representatives from the following agencies:

- Alameda County Transportation Commission (Alameda CTC)
- Caltrans
- AC Transit
- Contra Costa Transportation Authority (CCTA)
- West Contra Costa Transportation Advisory Committee (WCCTAC)
- Cities of Oakland, Emeryville, Berkeley, Albany, Richmond, El Cerrito, and San Pablo

Figure 8: Project Process



Outreach and Engagement

Extensive engagement was undertaken to solicit views from a variety of different Corridor travelers.

Engagement Activities

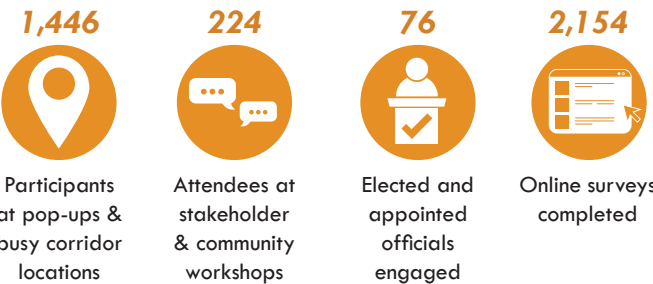
- A map-based online survey that collected information about hotspots needing improvement along the Corridor
- An online survey to understand business access needs distributed to merchants throughout the Corridor
- An online survey to get feedback on priorities that elicited more than 2,000 responses; distributed at events, workshops, via email, and on social media
- A shorter intercept survey, conducted at busy locations along San Pablo Avenue that also sought feedback about priorities
- Pop-up outreach at neighborhood events, at which people could view illustrated concepts and provide feedback
- Community workshops where participants were asked to provide input about priorities and visions for the corridor
- Focus Group meetings with key stakeholders where participants completed reference matrices and staff took detailed notes to record qualitative feedback



Albany Community Workshop, April 2019

Round 2 Public Outreach Participation by Type

Approximately 3,900 individuals participated in Round 2 public outreach



Stakeholders

A substantial effort was made to reach out to key stakeholder groups that have specific needs or represent traditionally disadvantaged groups throughout the Corridor. These included:

- Merchants who own businesses on San Pablo Avenue
- Transit riders
- Seniors and people with disabilities
- Bicyclists



Example outreach materials

Concept Development

Concepts were developed and analyzed that represent a range of configurations for San Pablo Avenue to balance transit, bicycle, pedestrian, and auto needs. Prototypes representing different configurations for the roadway were developed for the 73-foot width that is dominant in much of the Alameda County section. Some segments of San Pablo Avenue are either wider or narrower and thus would include additional or reduced facilities. Illustrations of the four concepts that were selected for full evaluation in Phase 1 are shown in Figures 9-12 (see below for additional concepts considered but not advanced)³.

Treatments to improve pedestrian safety and comfort are common to all concepts and not fully depicted in the illustrations. They include:

- Lighting and streetscape enhancements
- Curb ramp and accessibility improvements
- Bus stop upgrades
- Improved crosswalks and intersection markings

Concepts Considered But Not Advanced

During the course of concept development and evaluation, a number of potential treatments for San Pablo Avenue were fully considered but ultimately eliminated from further consideration, including:

- **2-Way Cycle Track (side- or median-running):** Deemed infeasible due to significant conflicts with vehicular turning movements, challenging intersection operations, and frequent driveway crossings.
- **Reversible or Non-Reversible Single Bus Lane:** Both options deemed infeasible due to operational concerns and high service frequency.
- **Pedestrian Overcrossing:** Deemed infeasible because of cost considerations and required right-of-way to provide ramps and landings.
- **23rd Street as Alternative to San Pablo Avenue:** Bus Rapid Transit (BRT) on 23rd Street has been previously analyzed as an alternative to San Pablo Avenue. Deemed infeasible because 23rd Street does not support additional transit-supportive density and would only provide an alternative in the northern portion of the corridor.
- **Lane Reduction with Cycletrack:** Deemed infeasible due to detrimental impact on bus performance as buses would have to operate in a single mixed-flow lane with other traffic.

Figure 9: Concept A
Bus & Bike Lanes on San Pablo

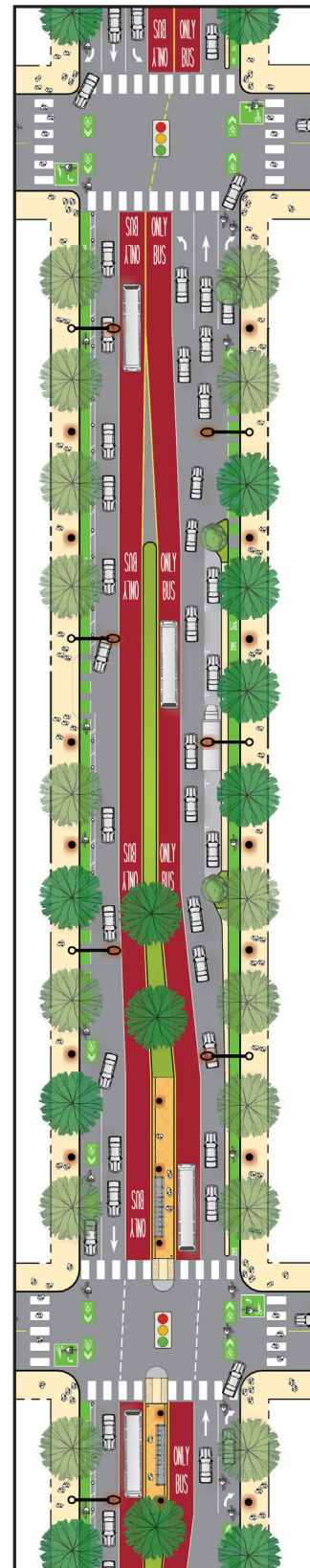


Figure 10: Concept B
Bus Lanes on San Pablo & Parallel Bike Facility

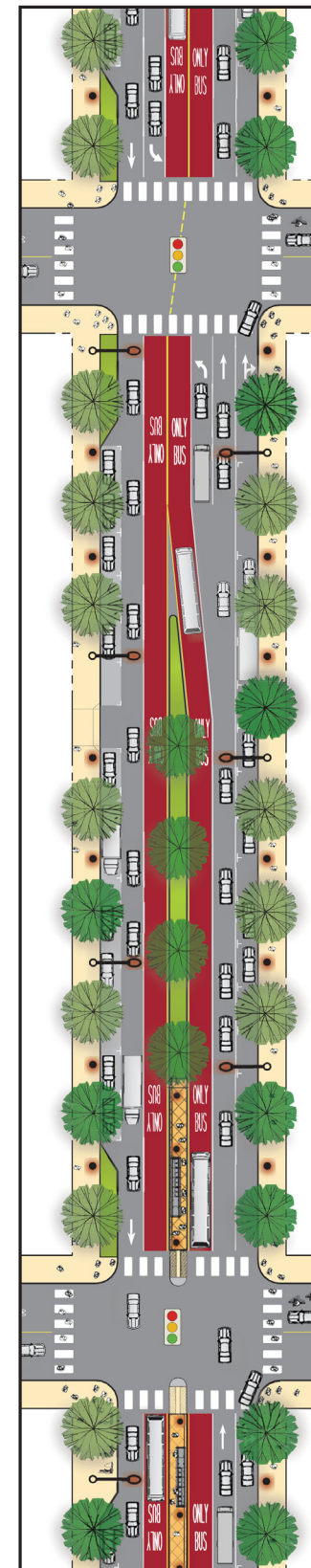


Figure 11: Concept C
Spot Bus Improvements & Bike Lanes on San Pablo

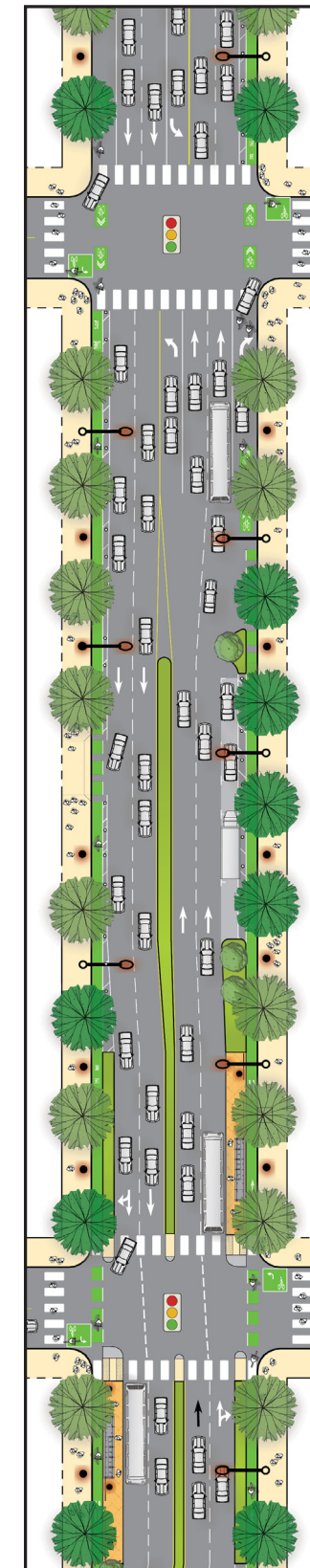
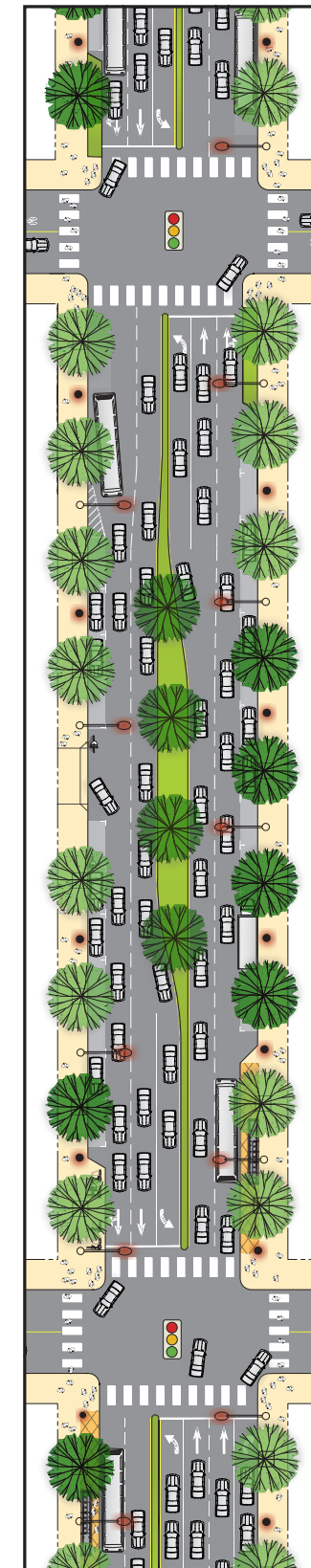


Figure 12: Concept D
Spot Bus Improvements & Parallel Bike Facility



- LEGEND
- PROPERTY LINE
 - BUS LANE
 - TREE
 - ⬆️ TRAFFIC SIGNAL
 - ⬆️ ROADWAY LIGHT FIXTURE
 - ⬆️ PEDESTRIAN-SCALE LIGHT FIXTURE
 - SOFT HIT POST
 - ➡️ BIKE LANE
 - MEDIAN / LANDSCAPING / GREEN INFRASTRUCTURE*
 - TRANSIT PLATFORM
 - SIDEWALK
 - *WHERE APPLICABLE

Figures 9 through 12 illustrate the roadway configuration at intersections with and without bus stations.

³ Concept D not included in public survey but most similar to existing conditions.

Parallel Bike Options

Due to many competing demands on the limited right-of-way on San Pablo Avenue and its importance as a bus route, some concepts were developed which utilize parallel routes for bike facilities.

In general, parallel streets have the potential for more comfortable riding conditions due to much lower auto volumes and speeds. Portions of the Corridor already have parallel facilities, including the Ohlone Greenway and 9th Street Bicycle Boulevard in Berkeley, while the street network in other portions of the Corridor is less supportive of parallel facilities. Additional bicycle improvements are needed throughout the Corridor to make parallel facilities more desirable.

To provide an alternative route to San Pablo Avenue that is comfortable and easily navigable for bicyclists would require elements such as:

- Striping, such as marked bicycle lanes potentially including buffers, or sharrows
- Traffic calming measures, such as traffic circles, traffic diverters, and speed humps
- Lane reductions where four lanes exist
- Improved visibility, including lighting and signals
- Wayfinding signage along and to/from San Pablo Avenue and parallel facilities (Figure 15)
- Comfortable connections between San Pablo Avenue and parallel routes

Figure 13: Shafter Avenue Bicycle Sharrows & Roundabout, Oakland



Figure 14: Scott Street Bicycle Facility, San Francisco

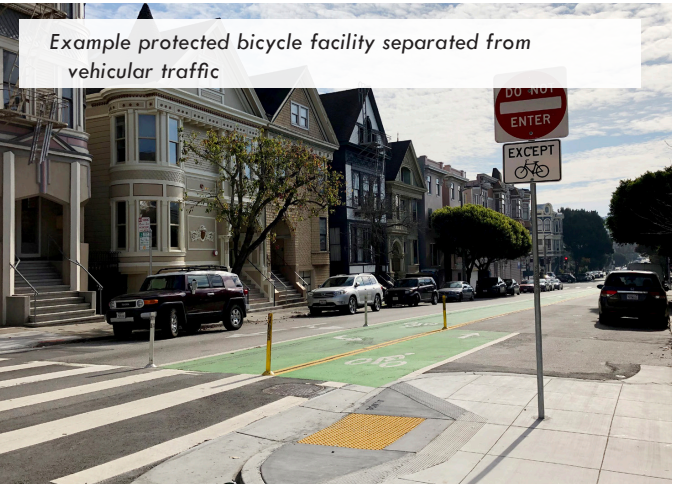
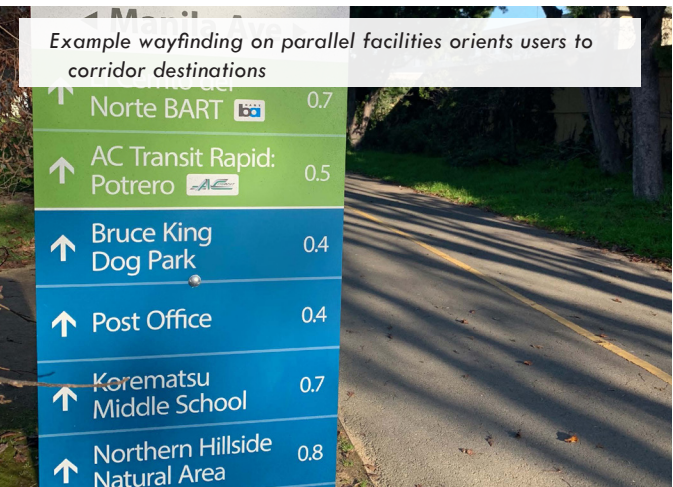


Figure 15: Ohlone Greenway Wayfinding, El Cerrito



Parallel and Connecting Bike Network

In Concepts B and D, bicycle connections would be created through a connected parallel network in lieu of bicycle facilities on San Pablo Avenue. For the bulk of the corridor, notably between Emeryville and Richmond, direct and desirable bicycle facilities may be provided on parallel routes. In some cases, parallel routes provide better access to destinations, such as to restaurant and retail uses on 4th Street in Berkeley. Relying on a parallel bike route would require comfortable connections to and from destinations on San Pablo Avenue.

As proposed, the parallel bike corridor would leverage the Ohlone and Emeryville Greenways to the east and west of San Pablo Avenue, respectively. Other corridor segments would include facilities on local streets as identified in Figures 16 to 18.

Options for parallel routes are somewhat limited in the southernmost and northernmost portions of the corridor due to an irregular street grid (especially in southern Oakland and City of San Pablo segments).

Figure 16: Parallel Bike Route Options - San Pablo/Richmond

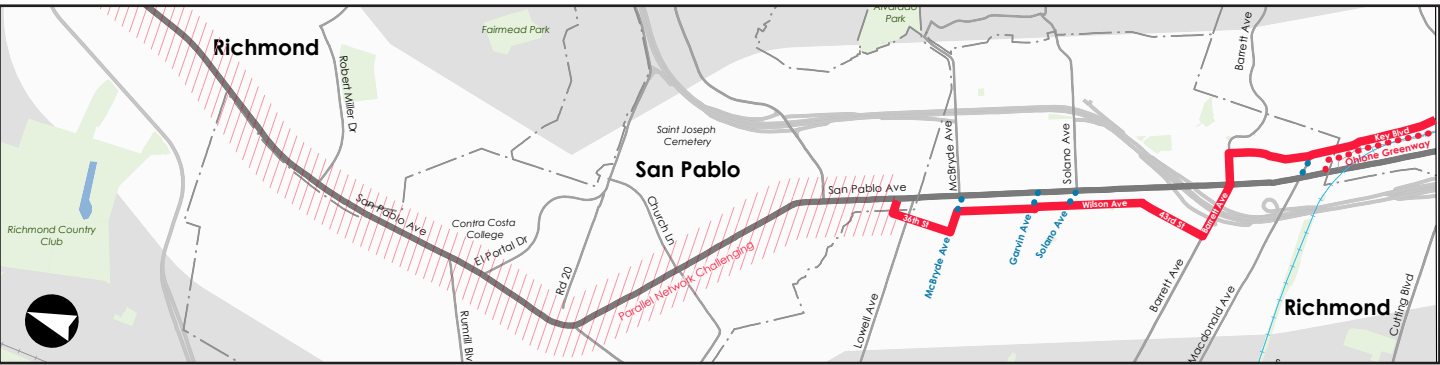


Figure 17: Parallel Bike Route Options - El Cerrito/Albany/Berkeley

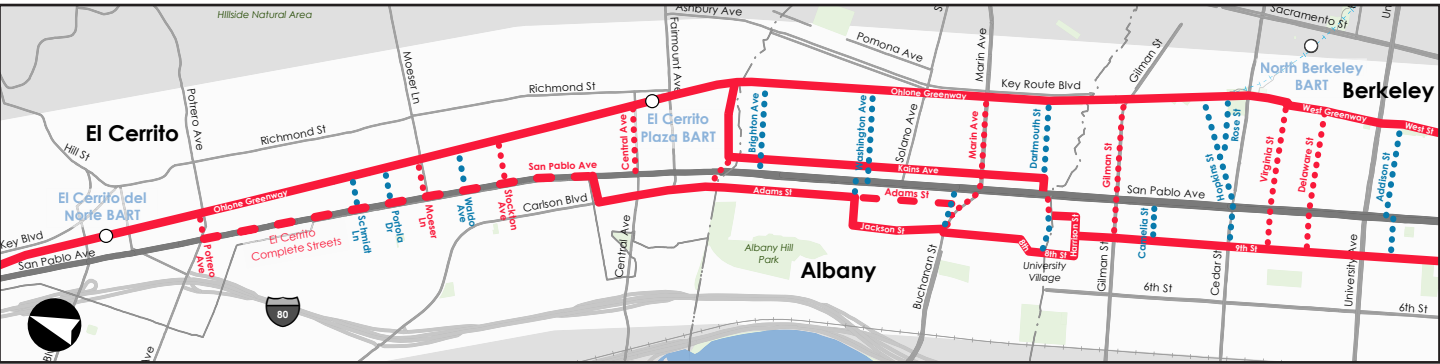
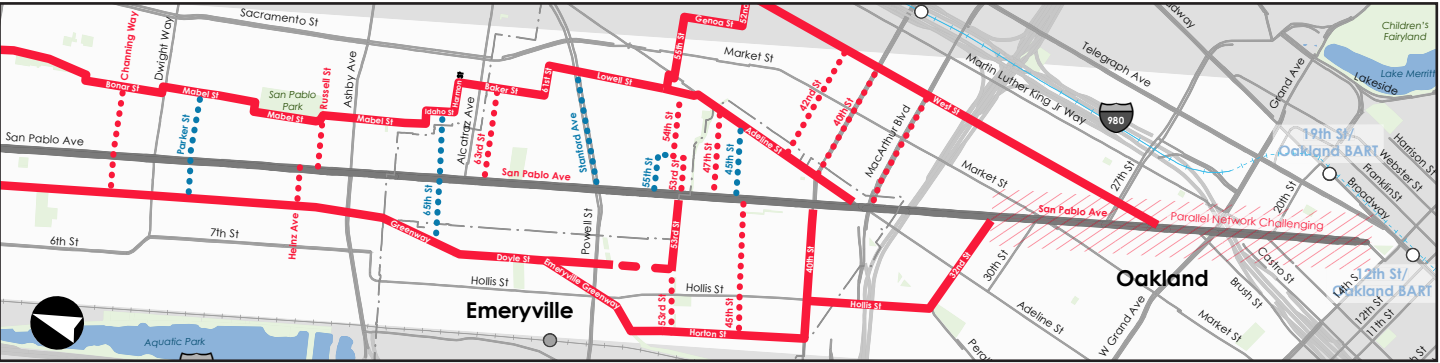


Figure 18: Parallel Bike Route Options - Berkeley/Emeryville/Oakland







































Evaluation Summary

The project team performed a full evaluation of Concepts A, B and C, including a range of criteria that reflected the project goals.⁴ The results of the analysis, also summarized in Figure 19, are as follows:

- Transit Ridership and Mode Split:** Concepts A and B would result in increased transit ridership and a higher transit mode split.
- Transit Travel Time:** Due to increased auto congestion, baseline bus travel times are expected to be 40-80 percent slower by 2040 than they are today.
- Automobile Flow:** Most of San Pablo Avenue is expected to operate near or above capacity in peak directions in future baseline conditions. Concepts that convert an existing mixed-flow lane on San Pablo Avenue to either a bus or bike lane would increase auto congestion on San Pablo Avenue. Trip diversion is anticipated to primarily occur to I-80, with some diversion to a handful of local streets.
- Bicycle Safety and Comfort:** Due to the limited right-of-way especially at intersections, as well as high traffic volumes, high speeds, frequent turning movements, and frequent driveways, it was determined that a truly low-stress bicycle facility which is comfortable for riders of all ages and abilities is not possible on San Pablo Avenue without major impacts to other modes, including the bus. Parallel facilities offer the best opportunity for providing a continuous low-stress bicycle facility.
- Safety at Intersections on San Pablo Avenue:** A universal set of safety improvements is included in each concept. Concepts that retain on-street parking provide the greatest opportunity for bulb-outs at intersections to shorten pedestrian crossing distances, and improve safety by slowing traffic. Concepts that reduce the number of mixed-flow travel lanes from 2 to 1 also calm traffic and provide a safety benefit.
- Economic Development:** The impact on businesses is nuanced and includes significant trade-offs. All concepts include general improvements to the public realm, along with the re-purposing of some curb space from parking/loading to other uses. The amount of parking/loading space loss varies considerably by alternative with Concept A reducing spaces the most and Concept B retaining the most spaces.
- Impact on Equity:** All concepts perform similarly for level of investment and commute impacts for Communities of Concern. Concept B provides the most opportunity for curbside loading and accessibility for vulnerable travelers.

Figure 19: Evaluation Summary

	CONCEPT A Bus and Bike Lanes on San Pablo Ave	CONCEPT B Bus and Managed Lane on San Pablo Ave; Bike facility on parallel street	CONCEPT C Bike Lanes on San Pablo Ave
	 • Less potential for speeding	 • Less potential for speeding	 • More potential for speeding
	 • Faster and more reliable transit service  • More transit riders  • 72 Local and 72 Rapid combined into one service with 1/3-mile spacing  • Transit stations off-set from major intersections	 • Faster and more reliable transit service  • More transit riders  • 72 Local and 72 Rapid combined into one service with 1/3-mile spacing  • Transit stations off-set from major intersections	 • 72 Local and 72 Rapid services remain  • Slower and less reliable bus service
	 • Bikes travel adjacent to sidewalk  • Very limited opportunities to shorten crossing distance	 • Most opportunities to shorten pedestrian crossing distance and create pedestrian refuges	 • Some opportunities to shorten pedestrian crossing distance and create pedestrian refuges
	 • Safer for bicyclists, but <u>not</u> low-stress environment	 • Parallel streets create low-stress comfortable facility  • Less safe for those who may continue to ride on San Pablo Ave	 • Safer for bicyclists, but <u>not</u> low-stress environment
	 • Significant reduction of loading and parking spaces	 • Least reduction of loading and parking spaces	 • Some reduction of loading and parking spaces
	 • Potential for additional delay at intersections  • Some traffic diverted to I-80 and other streets	 • Managed lane is a new traffic pattern  • Potential for additional delay at intersections  • Some traffic diverted to I-80 and other streets	 • Least impact on future delay and congestion

⁴ Concept D was not included in the evaluation as it was added after community input was received

Outreach Survey Findings

An outreach survey gathered input from respondents in each city. Respondents included residents, business owners, shoppers, commuters, and other corridor users. Preferences for the future of San Pablo Avenue varied between these different project stakeholders. Survey respondents' preferences between bus lanes, bike lanes, and the existing condition on San Pablo Avenue are shown in Figure 20. Support for concepts with bus lanes (Concepts A and B) and bike lanes (Concepts A and C) are summed.

Overall Results

- Overall, no concept received a majority support. The concepts most preferred by survey respondents were A (29 percent) and B (28 percent), both of which featured a dedicated bus lane. Concept A proposes a bike lane on the Corridor, while Concept B proposes a parallel bike facility.

Concept Preferences by City

- Respondents in the southern portion of the Corridor (Emeryville and Oakland) most strongly supported change in the corridor, with preferences for retaining existing conditions under 10 percent.
- Support for retaining existing conditions increased moving further north up the corridor; however, the majority of respondents preferred either bus or bike enhancements to doing nothing in every jurisdiction.
- Support for removing a mixed-flow travel lane and providing a dedicated transit lane was consistently high with support from at least 40 percent support in every jurisdiction and over 50 percent in Berkeley, Emeryville, and Oakland.
- Support for dedicated bike facilities along San Pablo Avenue lagged behind support for dedicated bus facilities in all seven corridor jurisdictions.

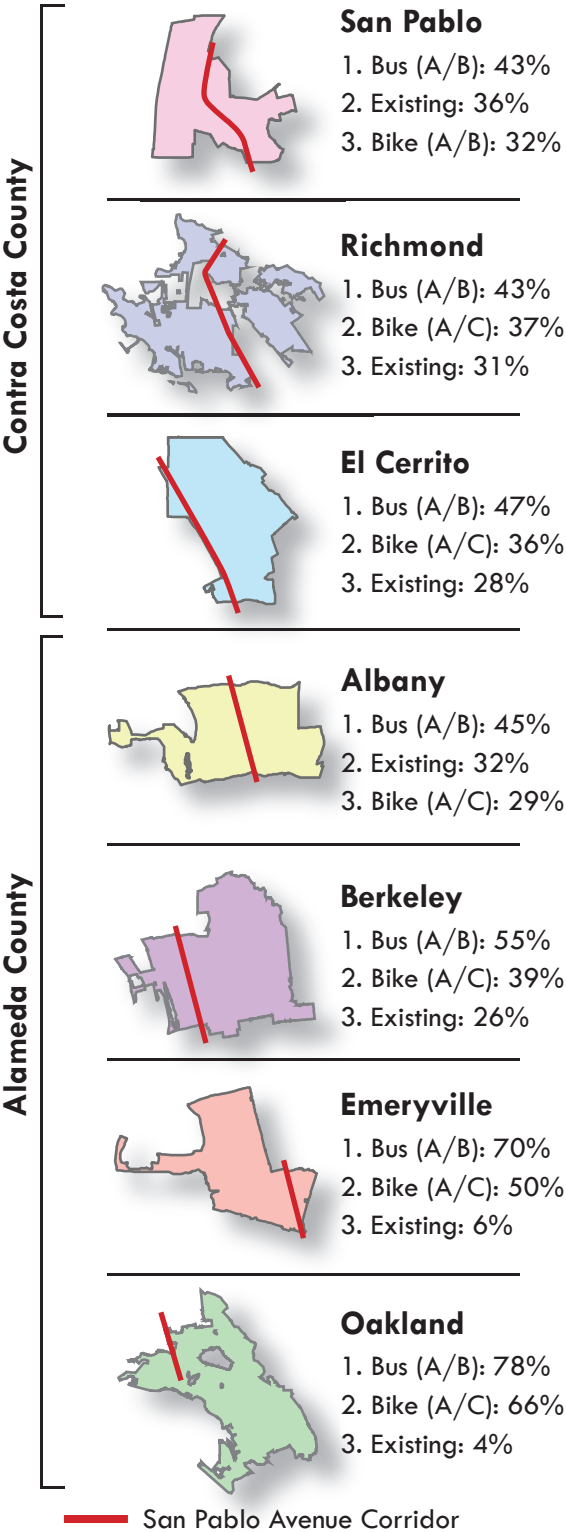
Types of User

- A plurality (46 percent) of business owners preferred San Pablo Avenue as it is today. No other group preferred existing conditions by more than 25 percent.
- Residents, commuters, and shoppers had similar preferences, with Concepts A and B receiving between 27-33 percent and Concept C at between 15-17 percent.

Modes of Travel

- Existing conditions were preferred at the greatest rate by those who drive, at 26 percent.
- Those who commute by bicycle preferred the concept with both bus and bike lanes, but a greater number selected a concept with a bus lane (Concepts A and B) than a concept with a bike lane (Concepts A and C).

Figure 20: Respondents' Preferred Concepts by Jurisdiction



San Pablo Avenue Corridor

Recommendations for Subsequent Project Efforts, Alameda County

Public and stakeholder engagement showed strong support for transit prioritization throughout Alameda County and strong support for bicycle facilities on San Pablo Avenue in the southern portion of the County, where bike volumes are highest and parallel facilities are limited. Based on the outreach and evaluation results, the range of concepts recommended for consideration in the next project phase was narrowed to two concepts in the Oakland/Emeryville segment—Concepts A and B—and three in the Berkeley/Albany segment—Concepts A, B, and D. Concept C has been eliminated from further consideration due to low popularity and poor technical evaluation results. The graphic below highlights key Phase 1 findings that informed selection of Concepts to advance. Additional stakeholder engagement and engineering are needed in the next project phase to select a single preferred alternative and move into project implementation.

Given the importance of improving pedestrian safety in the Corridor, Phase 1 also identified a series of lower-cost improvements that do not preclude implementation of any of the long-term Concepts still under consideration. These are described on page 16.

Berkeley-Albany Segment

- Highest bus ridership in Alameda County segment
- Significant challenges with bus reliability
- Direct and proximate parallel bike facilities are available
- Mixed outreach results with support for bus lanes and bike lanes, but also significant concerns raised by stakeholders over loss of on-street parking/loading and travel lane

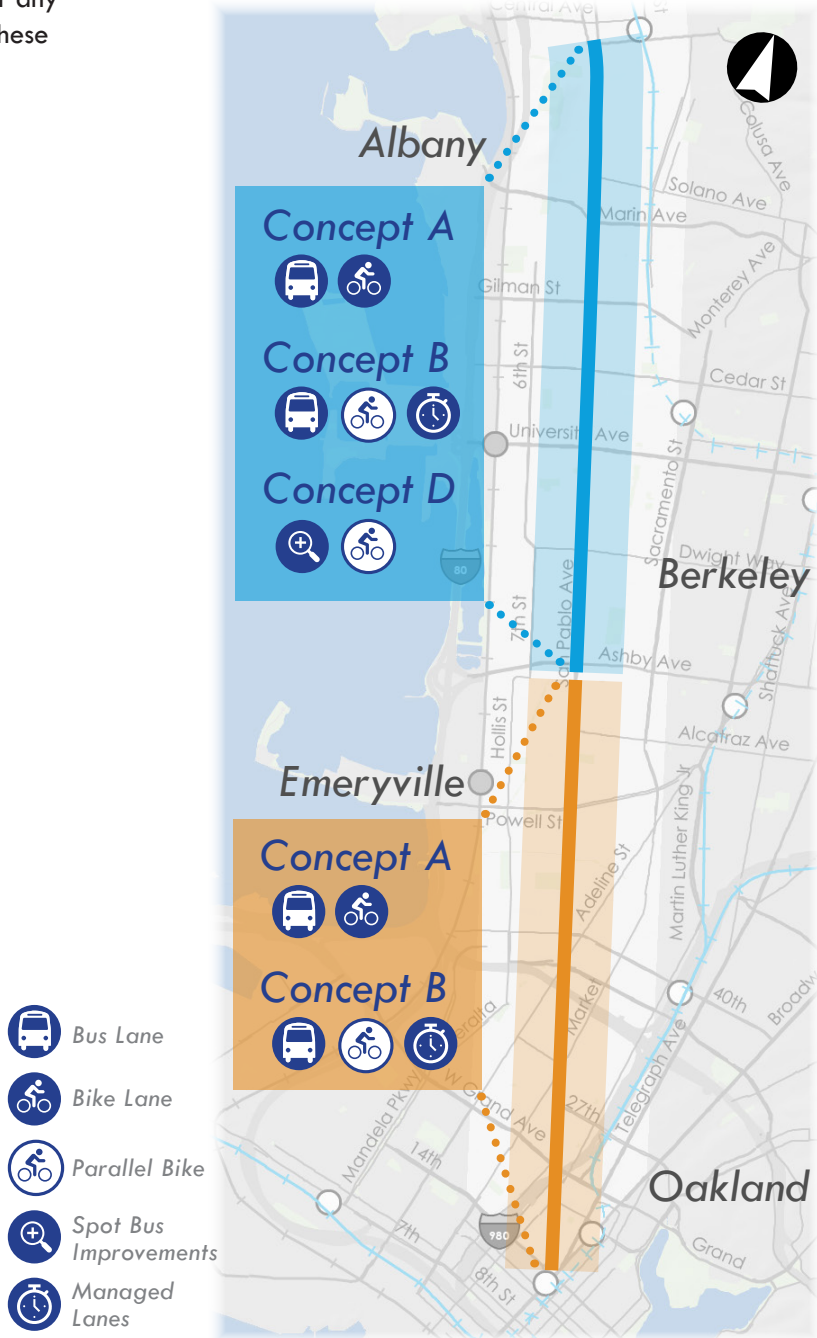
➡ Advance Concepts A, B, and D

Oakland-Emeryville Segment

- Notably lower auto volumes, lessening impact of auto lane reduction
- Higher bicycle volumes on San Pablo Avenue than in any other segment
- Challenging network for parallel bike facilities, particularly south of Market Street
- Overwhelming support from community for modifying existing conditions with vast majority supporting bus lanes and strong support for bike lanes
- Strong community support for safety improvements and traffic calming

➡ Advance Concepts A and B

Figure 21: Alameda County Concepts to Advance by Segment



Recommendations for Subsequent Project Efforts, Contra Costa County

Additional location-specific design development and evaluation are needed to advance concepts in Contra Costa County due to: (1) greater variability in geometric and operational characteristics of the corridor; (2) different mode splits and travel needs; and (3) varying attitudes toward preferred improvements.

San Pablo-Richmond Segment

- Segments of the corridor have or are planned to have Class II bike lanes
- Limited opportunities for parallel bike facilities
- Auto volumes among the highest in the corridor
- There was no clear consensus amongst survey respondents. While a bus lane was slightly preferred of the concepts presented, sentiment for retaining existing conditions was highest in this portion of the corridor.

➡ **Additional Study**
The roadway width narrows in portions of this segment. Further engineering analysis is needed to determine location-specific concept options and further traffic analysis is needed to assess circulation impacts and diversion associated with lane reduction.

El Cerrito-Richmond Segment

- Very high transit ridership around BART stations despite progressively deteriorating transit travel time and reliability due to increasing congestion
- Represents a transition between different development patterns and roadway character
- El Cerrito Specific Plan has concurrently proposed roadway reconfigurations including a bike lane
- Majority of survey respondents supported modifying existing conditions, but lack of consensus on preferred configuration

➡ **Additional Study**
Widest curb-to-curb portion of the Corridor, allowing for inclusion of additional facilities. Further engineering analysis is needed to determine location-specific concept options. Additional analysis needed to determine how to best connect transit corridor and BART stations.

Figure 22: Contra Costa County Corridor Segments



Very Near-Term Improvements

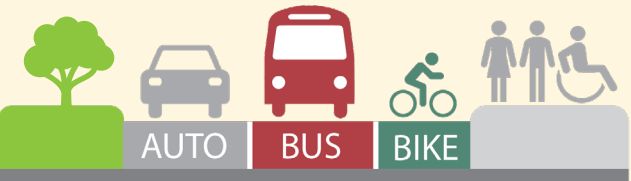
Major modifications to San Pablo Avenue will take several years to advance to implementation, including several intermediate steps: develop stakeholder consensus through robust additional outreach, complete design in coordination with local jurisdictions and Caltrans, obtain full environmental clearance, and finally, undertake construction. However, the project team identified several lower-cost improvements that can be implemented in the short-term to quickly improve safety and comfort, while the longer-term vision is being refined. These improvements can be implemented in five years and do not preclude future corridor plans. Treatments include:

- Curb extensions and Americans with Disabilities Act-compliant curb ramps and sidewalks
- Treatments at unsignalized crossings to enhance pedestrian visibility and comfort: Rapid-Rectangular Flashing Beacons, high visibility crosswalks, and/or median refuge islands
- Wayfinding signage
- Treatments at signalized intersections to enhance pedestrian priority: adaptive pedestrian signals, countdown heads, and/or leading pedestrian intervals
- Modification of larger intersections to channelize auto movements and reduce vehicle speeds
- Bike crossing improvements and targeted bus stop enhancements

Near-Term Alternatives

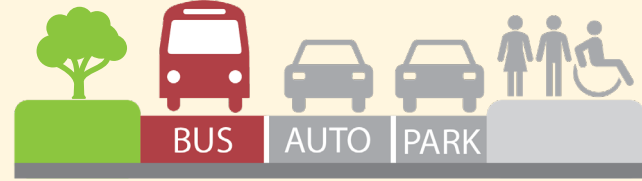
Based on local support, the project team further explored opportunities to advance a more transformative near-term project in the Cities of Oakland and Emeryville, where interest in bus and bike treatments is highest. Four alternatives were developed, all variations on Concepts A and B, as depicted below:

Alt 1 - Side-running bus and bike lane



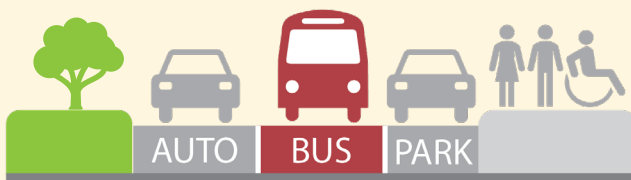
Convert mixed-flow lane to side-running bus lane and remove parking to provide protected or buffered bike lane midblock.

Alt 3 - Center-running bus and parking



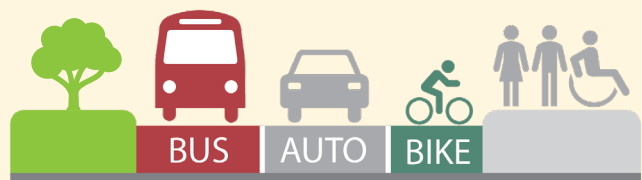
Convert mixed-flow lane to center-running bus lane; key benefit for bus is avoidance of right-turning vehicles and parking maneuvers.

Alt 2 - Side-running bus and parking



Convert mixed-flow lane to side-running bus lane with limited parking removal. Easiest, least-costly option.

Alt 4 - Center-running bus and bike lane



Convert mixed-flow lane to center-running bus lane and remove parking. Restrict turns at unsignalized intersections. Most expensive and challenging.

Items for Further Analysis or Refinement

Corridor-wide Considerations

There are multiple corridor-wide considerations that require further examination as part of Phase 2 efforts. These include:

Center-Running vs. Side-Running Dedicated Transit Lane

What are the implications of center- vs. side-running bus lanes for ease of construction, construction impact, construction cost, phasing, and bus network connectivity?

Transit Service Approach

Does the extent of transit improvements on San Pablo Avenue warrant merging Local (72/72M) and Rapid (72R) routes into a single BRT service, which would improve transit reliability and efficiency, but increase distance between stops?

Queue Jump Locations

If dedicated bus lanes are not provided throughout the corridor (e.g. Concept D), what are the specific locations where bus queue jump lanes would be both beneficial and geometrically feasible?

Emergency Vehicle Operations in Exclusive Transit Lanes

What is the potential for emergency vehicle use of transit lanes to improve emergency response times?

Managed Lane Configuration/Operation

Is operating a managed lane (e.g. Concept B) feasible, especially enforcement by using city resources? What configuration would optimally balance parking, throughput, and pedestrian safety needs?

Figure 23: Project Development Considerations



Location-specific Considerations

Outstanding location-specific items include:

Northern Terminus

What is the optimal northern terminus for the hybrid BRT that balances riders' desire to limit transfers and have more reliable service, while managing operating costs.

BART Connection

How would a hybrid BRT service integrate with the two BART stations in El Cerrito, and balance both travel time and transit network connectivity?

Line 72M Operations

What southern terminus of Line 72M achieves the best balance between transit rider experience and the most efficient use of operational resources?

Downtown Oakland Terminus

What is the optimal southern terminus in Downtown Oakland considering operational costs, network connectivity, and bus layover placement?

NEXT STEPS

VERY NEAR-TERM SAFETY IMPROVEMENTS

- Advance through design and environmental clearance
- Strong partnership with local jurisdictions through implementation

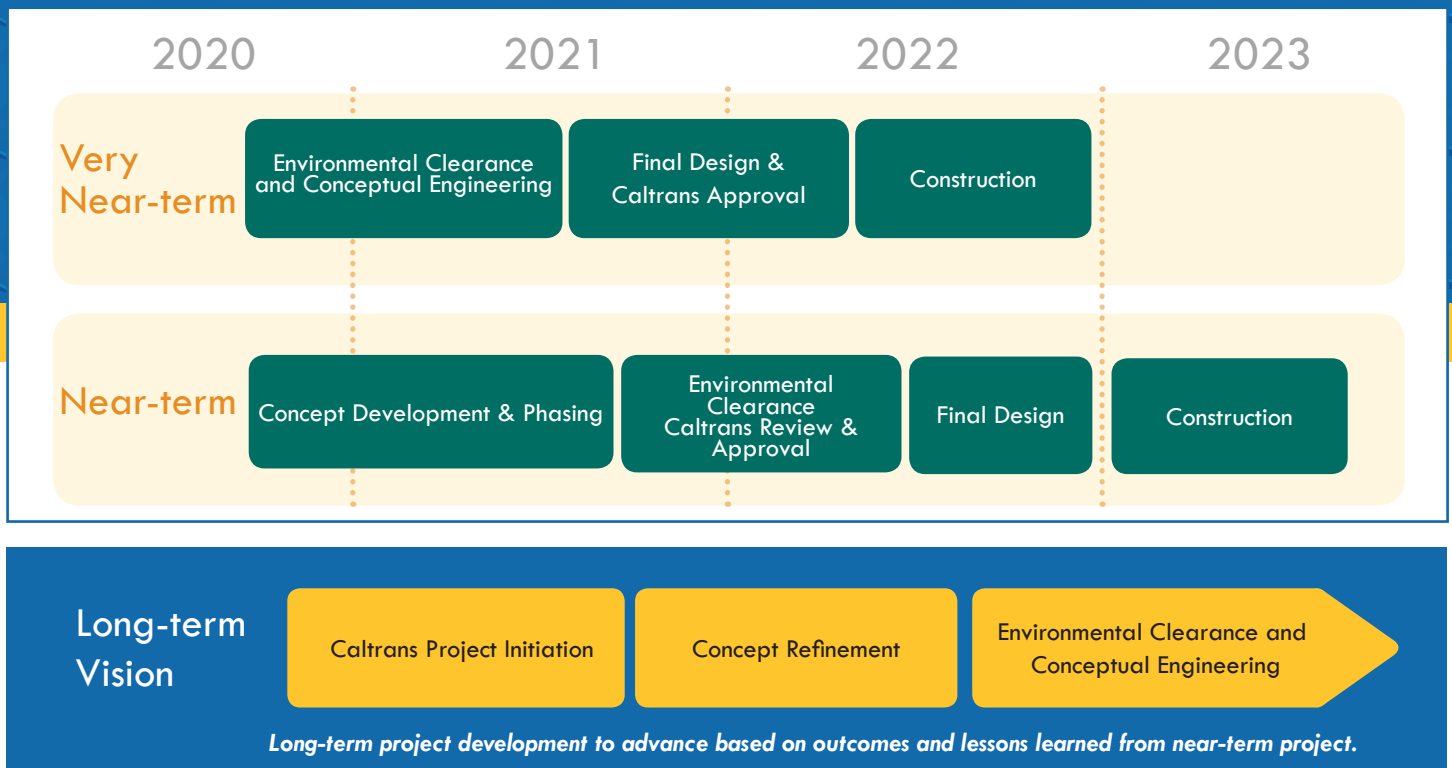
NEAR-TERM IMPROVEMENTS

- Progress development of alternatives and perform additional analysis to assess benefits & trade-offs
- Explore infrastructure pilot opportunities where there is local support
- Advance improvements through design and environmental clearance

LONG-TERM VISION

- Evaluate effectiveness of near-term improvements
- Continue to develop, evaluate, and refine long-term corridor-wide concepts, including improvements for parallel routes
- Advance alternatives to preliminary engineering and environmental clearance

ANTICIPATED TIMELINE





Memorandum

6.6

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: September 17, 2020

TO: Alameda County Transportation Commission

FROM: Trinity Nguyen, Director of Project Delivery
Susan Chang, Project Manager

SUBJECT: Approve actions necessary to facilitate project advancement into the construction phase for the I-80 Gilman Interchange Improvement Project and adopt a Resolution in support of right-of-way acquisition for the I-80 Gilman Interchange Improvement Project

Recommendation

It is recommended that the Commission approve the following actions related to the I-80 Gilman Interchange Improvement Project (Project):

1. Adopt Resolution #20-010 agreeing to hear resolutions of necessity (RON) should an eminent domain action be required to acquire property for construction of Phase 2 of the Project. This requires a four-fifths affirmative vote by the Commission (18 Members or Alternatives); and
2. Authorize the Executive Director or designee to execute Amendment No. 6 to Professional Services Agreement No. A15-0034 with Parsons Transportation Group, Inc. (PTG) for an additional amount of \$1,453,000 for a total not-to-exceed amount of \$11,673,000 and a 30-month time extension to complete the design for Phase 2 of the Project, inclusive of right-of-way (R/W) acquisition and bid support services, and to provide design support services during construction and through project completion.

Summary

The I-80 Gilman Interchange Improvements Project is a named capital project in the 2014 Transportation Expenditure Plan. The Project proposes to reconfigure the I-80 Gilman Interchange, located in the City of Berkeley near its northwest boundary with the City of Albany to improve mobility through the Gilman Street corridor and close the gap in local and regional bicycle facilities through the I-80/Gilman Interchange. The primary project elements include a pair of roundabouts and a new bicycle/pedestrian bridge overcrossing (POC) on I-80 just south of the Gilman Street Interchange. Alameda CTC and Caltrans are cooperatively delivering the project. Alameda CTC is the project sponsor and

implementing Agency for the design and R/W phases. Caltrans is the facility owner and implementing Agency for the construction phase.

Through a cooperative agreement with Caltrans, Alameda CTC is overseeing the acquisition of right of way for the Project. The Project requires fee and easements rights from several parcels. Staff is currently making every effort to negotiate with the property owners to acquire property rights through a negotiated voluntary acquisition process. In the event that staff is unable to negotiate the acquisition of real property interests necessary for the Project, it will be necessary to initiate an eminent domain action. California State policies and statutes require that the local transportation agency oversee this process, and further requires that the local agency adopt by a four-fifths vote a resolution determining that the governing body of the local transportation authority will hear resolutions of necessity (RONs) to acquire real property for a project relating to a state highway, if any are necessary. Adoption of Resolution 20-010 is necessary to allow Alameda CTC to proceed to a Resolutions of Necessity (RON) process in the event staff is unable to acquire property rights through negotiations.

PTG is the Design Engineer of Record and its team also provides R/W engineering and acquisition support for the Project. Authorization of Amendment No. 6 to Professional Services Agreement No. A15-0034 with PTG for an additional amount of \$1,453,000, for a total not-to-exceed amount of \$11,673,000 and a 30-month time extension will provide the resources and time necessary to complete the design package and support the R/W acquisition process for Phase 2 and provide continued design support services through construction and project completion. The amendment would be funded from a combination of previously allocated Measure BB funds and other local funds.

Background

Alameda CTC is the implementing agency for the Project located in the City of Berkeley near its northwest boundary with the City of Albany. The purpose of the Project is to improve multimodal circulation and traffic operations on Gilman Street between West Frontage Road and 2nd Street through the I-80 interchange so that congestion is reduced, queues are shortened, and merging and turn conflicts are minimized. In addition to improving mobility through the Gilman Street corridor, the Project aims to close the gap in local and regional bicycle facilities through the I-80/Gilman Interchange; provide access for bicycles and pedestrians traveling between the Bay Trail and North Berkeley/Albany; and improve safety for all modes of transportation.

The main project elements include a pair of roundabouts and a new bicycle/pedestrian bridge over I-80. In total, the Project will provide approximately 2.0 miles of new or improved bicycle/pedestrian components. These include Class I, II, III, and IV bike lanes that provide access to and from the overcrossing to the Bay Trail, nearby recreational facilities and surrounding businesses. Additional project details are provided in Attachment A.

The total estimated Project cost is \$61,724,000 and in addition to \$14,400,000 of Measure BB authorized by the Commission, a total of \$47,324,000 in Federal, State, and other Local funds have been secured for the Project. The majority of the construction phase funds are from

State sources, including \$4,152,000 of ATP and \$41,229,000 of STIP funding, and requires authorization by the CTC.

In June 2015, under a competitive selection process, Alameda CTC selected PTG to provide preliminary engineering, environmental studies, and final design services. The resulting Professional Services Agreement No. A15-0034, as approved by the Commission, authorized PTG to provide services for the environmental phase. A public open house was held in April 2016 and in January 2019 the draft environmental document for a refined single alternative was released. It was supported by the cities of Berkeley and Albany, Caltrans, Golden Gate Fields, and Albany Strollers and Rollers. On June 30, 2019, Caltrans approved the environmental document (Environmental Assessment/Finding of No Significant Impact). PTG completed the environmental phase services with a \$4,270,000 budget. This is within the expected cost for a project of this size and complexity.

In July 2017, Alameda CTC submitted its project funding application to MTC's Cycle 3 ATP call for projects and in December 2017, was awarded \$4,152,000 in funding from the 2017 Regional ATP Augmentation. In order to accelerate the project schedule and minimize the risks associated with meeting the ATP funding delivery schedule, in May 2018, the Commission authorized staff to perform preliminary engineering and design while the environmental process was finalized.

In partnership with Caltrans, a phasing strategy was developed and implemented in March 2020. Phase 1 would construct the POC with full independent utility and Phase 2 would construct the two roundabouts at the Gilman Interchange and the associated connecting elements including the safety improvements at the UPRR crossing on Gilman Street and the Golden Gate extension roadway. The phasing strategy would allow for the Project to meet the ATP funding deadline as well as more time to thoroughly and fully conduct R/W negotiations with impacted owners.

The decision to phase the Project was timely in light of the Shelter in Place order which took effect on March 16, 2020 in Alameda County. Despite the inefficiencies of performing virtual project plan reviews and coordination difficulties for in person field meetings, Caltrans reviewed and approved the Phase 1 Ready to List (RTL) package on June 30, 2020 and the CTC at its August 13, 2020 meeting approved \$20,968,000 to construct Phase 1. The remaining Phase 1 delivery milestones are as follows:

- Construction Advertisement– Late September 2020/Early October 2020
- Construction Contract Award – December 2020/January 2021
- Construction Anticipated Complete – Summer 2023

The Phase 2 work includes many unique elements including railroad safety elements at Gilman Street, an architectural curtain wall underneath I-80 at Gilman, two roundabouts and one mile of bicycle/pedestrian facility improvements to connect the many businesses and public facilities in the area. Additionally, two partnership elements have been included into the Project scope and costs: a City of Berkeley sewer line and an East Bay Municipal Utility District recycled water line. Each entity has committed to fully fund the construction of its

respective facility and are concurrently seeking authorization with their respective agencies. Funding agreements are anticipated to be executed by October 2020.

The R/W for Phase 2 impacts parcels with three public agencies, five private property owners and three utility owners. To date, tentative agreements have been reached with 9 of the 11 entities and drafting of final agreements are in process. Negotiations have been ongoing since February 2020 with the two remaining entities. It is anticipated that resolution on the remaining issues can be achieved by October 2020 which will allow the R/W Certification to be achieved by December 2020 as scheduled. If the necessary R/W cannot be acquired through a negotiated voluntary acquisition, public hearing(s) to hear Resolutions of Necessity to acquire the remaining real property interests necessary for the Project, through the eminent domain process, will be scheduled.

For Alameda CTC to hear RONS for a state facility to acquire the property interests necessary for the Project, the Commission must first adopt a resolution authorizing it to hear such RONS. The Resolution, which will authorize Alameda CTC to hear any RONS for the acquisition of property interests necessary for the Project is included in Attachment B. Adoption of this Resolution requires a four-fifths affirmative vote by the Commission membership (18 Members or Alternates). If the attached Resolution is adopted, the Commission will be authorized to hear any requisite RONS for the Project.

The Phase 2 delivery milestones are as follows:

- R/W Certification – December 2020
- RTL – January 2021
- Seek CTC construction allocation – March 2021
- Construction Contract Advertisement – April 2021
- Construction Contract Award – July 2021
- Construction Anticipated Complete – Summer 2023

The estimated cost to prepare the Phase 2 bid package for advertisement, including completing and obtaining R/W certification, is \$953,000. Once the construction contracts are awarded, PTG as the design engineer of record, will also need to provide design support to review engineering submittals, respond to contractor inquiries, approve design changes, prepare project as-builts and provide R/W coordination. The estimated cost of this work during the three-year construction period is \$500,000.

In comparison with Alameda CTC's independent estimate, the proposed negotiated contract amendment with PTG is fair and reasonable to both Alameda CTC and PTG. With this additional budget, the total design phase budget is \$6.875 million of construction capital which is in line with industry standards for the project design type and R/W complexities.

The proposed amendment, for a total of \$1,453,000 for a contract total not-to-exceed amount of \$11,673,000 and a 30-month time extension, will provide the resources and time necessary to complete the design package and support the R/W acquisition process for

Phase 2 and provide continued design support services through construction and project completion. A summary of all related contract actions is provided as Attachment C. The Project's funding plan includes budget from previously allocated Measure BB and other local funds from the City of Berkeley and EBMUD.

Levine Act Statement: The PTG team did not report a conflict in accordance with the Levine Act.

Fiscal Impact: The action will authorize the encumbrance of \$1,453,000 in Measure BB funds and other local funds for subsequent expenditure. This amount is included in the project funding plan and sufficient budget is included in the Alameda CTC adopted FY 2020-2021 Capital Program Budget.

Attachments:

- A. I-80 Gilman Interchange Improvement Project Fact Sheet
- B. Resolution #20-010
- C. Table of contract actions

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Interstate 80/Gilman Street 6.6A Interchange Improvement Project

AUGUST 2020

PROJECT OVERVIEW

The Alameda County Transportation Commission (Alameda CTC), in cooperation with the California Department of Transportation (Caltrans) and the cities of Berkeley and Albany, proposes to reconfigure the Interstate 80 (I-80)/Gilman interchange, located in northwest Berkeley near the City of Albany. The main component of this project is a pair of roundabouts at Gilman Street intersections on both sides of I-80, as well as new pedestrian and bicycle facilities at and near the interchange.

The purpose of the project is to increase safety and improve navigation, mobility and traffic operations on Gilman Street between West Frontage Road and 5th Street through the I-80 interchange. The project will reduce congestion, shorten queues and minimize merging and turning conflicts. In addition to the roundabouts, the project provides:

- A pedestrian and bicycle overcrossing over I-80
- An at-grade pedestrian/bicycle path through the interchange
- A two-way cycle track on Gilman Street, from the interchange to Fourth Street
- A new traffic signal at Gilman and 4th Streets
- A Bay Trail gap closure at the foot of Gilman Street

This project will be constructed in two phases:

Phase 1: Pedestrian and Bicycle Overcrossing

Phase 2: Interchange Improvements and Local Street Improvements; pedestrian and bicycle Improvements through interchange; Bay Trail gap closure; safety improvements at the Gilman/Union Pacific Railroad at-grade crossing

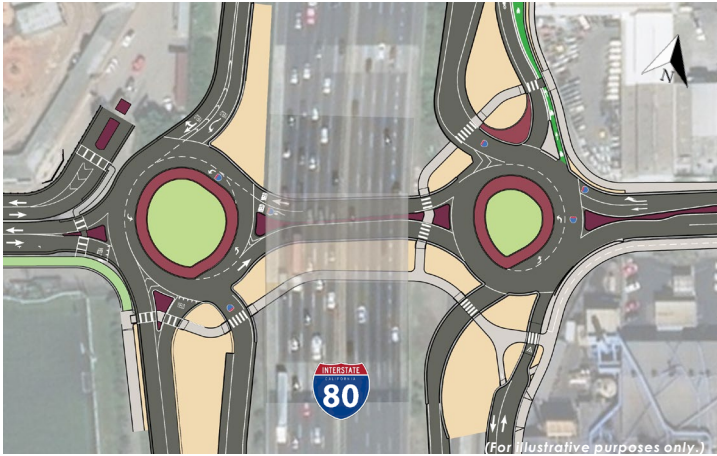


PROJECT NEED

- Higher than average rates of injury collisions
- Significant roadway deficiencies
- Excess left turn vehicle queue lengths on Gilman Street
- Gap in the San Francisco Bay Trail
- Lack of safe pedestrian and bicycle routes to access recreation areas west of I-80

PROJECT BENEFITS

- Provides safe access for pedestrians and bicyclists
- Reduces congestion and improves mobility
- Simplifies traffic operations, navigation and mobility at the interchange
- Shortens queues
- Reduces turning conflicts and improves merging
- Improves local and regional biking facilities



Overlay of the roundabouts at the project location.



Conceptual rendering of the I-80 Gilman Interchange Improvements project looking north along Eastshore Highway before Gilman Street.

STATUS

Implementing Agency: Alameda CTC

Current Phase: Final Design/Pre-Construction

- Final Environmental Document approved on June 21, 2019; Project Report approved on June 28, 2019.
- Construction funding for Phase 1 approved by the California Transportation Commission in August 2020.

PARTNERS AND STAKEHOLDERS

Caltrans, Alameda CTC, cities of Berkeley and Albany, East Bay Regional Park District, East Bay Municipal Utility District (EBMUD) and various bicycle groups

COST ESTIMATE BY PHASE¹ (\$ X 1,000)

Planning/Scoping	\$794
PE/Environmental	\$4,819
Final Design (PS&E)	\$6,875
Right-of-Way/Utility	\$2,445
Construction	\$46,791
Total Expenditures	\$61,724¹

¹ Does not include separate construction items funded by partner agencies, estimated at \$1.5 million.

FUNDING SOURCES² (\$ X 1,000)

Measure BB	\$14,400
Federal	\$1,079
State (ATP) ³	\$4,152
State (STIP) ⁴	\$41,229
Other (Local, State and EBMUD) ⁵	\$364
Total Revenues	\$61,724

² Does not include separate construction items funded by partner agencies, estimated at \$1.5 million.

³ Active Transportation Program.

⁴ State Transportation Improvement Program.

⁵ City of Berkeley and East Bay Municipal Utility District (EBMUD).

SCHEDULE BY PHASE⁶

	PHASE 1		PHASE 2	
	Begin	End	Begin	End
Scoping	Spring 2012	Fall 2014	Spring 2012	Fall 2014
Preliminary Engineering/Environmental	Fall 2015	Summer 2019	Fall 2015	Summer 2019
Final Design	Fall 2018	Summer 2020	Fall 2018	Early 2021
Right-of-Way	Fall 2018	Summer 2020	Fall 2018	Late 2020
Construction	Late 2020	2023	Summer 2021	2023

⁶ Schedule subject to funding availability.

Note: Information on this fact sheet is subject to periodic updates.

**Commission Chair**

Mayor Pauline Cutter,
City of San Leandro

Commission Vice Chair

Councilmember John Bauters

AC Transit

Board Vice President Elsa Ortiz

Alameda County

Supervisor Scott Haggerty, District 1
Supervisor Richard Valle, District 2
Supervisor Wilma Chan, District 3
Supervisor Nate Miley, District 4
Supervisor Keith Carson, District 5

BART

Director Rebecca Saltzman

City of Alameda

Mayor Marilyn Ezzy Ashcraft

City of Albany

Mayor Nick Pilch

City of Berkeley

Mayor Jesse Arreguin

City of Dublin

Mayor David Haubert

City of Fremont

Mayor Lily Mei

City of Hayward

Mayor Barbara Halliday

City of Livermore

Mayor John Marchand

City of Newark

Councilmember Luis Freitas

City of Oakland

Councilmember At-Large
Rebecca Kaplan
Councilmember Sheng Thao

City of Piedmont

Mayor Robert McBain

City of Pleasanton

Mayor Jerry Thorne

City of Union City

Mayor Carol Dutra-Vernaci

Executive Director

Tess Lengyel

ALAMEDA COUNTY TRANSPORTATION COMMISSION**RESOLUTION 20-010**

**Resolution of the Alameda County Transportation Commission Electing
to Hear Resolutions of Necessity
for the I-80 Gilman Improvement Project**

WHEREAS, Alameda CTC is undertaking the I-80 Gilman Improvement Project to improve the interchange, relocate utilities out of state right of way, and make other improvements to the State Highway in northern Alameda County; and

WHEREAS, as of March 1, 2012, Alameda CTC has been vested with the power of eminent domain to acquire real property by virtue of Article 1, Section 19 of the Constitution of the State of California, Section 25350.5 of the Government Code of the State of California as delegated in Section 14 of Alameda CTC's Joint Powers Agreement, and Sections 1240.010 and 1240.110 of the Code of Civil Procedure of the State of California within the jurisdictional limits of the County of Alameda; and

WHEREAS, the State of California, Department of Transportation requires the governing body of a local transportation agency acquiring real property for a project relating to a State Highway to pass and adopt, by a four-fifths vote, a resolution determining that the governing body of the local transportation authority will hear resolutions of necessity to acquire real property for a project relating to a State Highway, if any are necessary; and

WHEREAS, to proceed with the Project and the acquisition process, and in light of the Project's schedule, critical deadlines, and necessary acquisitions, it may be necessary to conduct Resolution of Necessity hearings.

NOW, THEREFORE, BE IT RESOLVED, that the governing body of the Alameda County Transportation Commission hereby agrees to conduct Resolution of Necessity hearings, and to adopt or reject the proposed resolutions of necessity to obtain the real property and real property interests determined to be necessary for the Project.

DULY PASSED AND ADOPTED by the Alameda CTC Commission at the regular Commission meeting held on Thursday, January 30, 2020 in Oakland, California, by the following vote:

AYES: NOES: ABSTAIN: ABSENT:

SIGNED:

Attest:

Pauline Russo Cutter,
Chair, Alameda CTC

Vanessa Lee,
Clerk of the Commission

<u>Table A: Summary of Agreement No. A15-0034</u>			
Contract Status	Work Description	Value	Total Contract Not-to-Exceed Value
Original Professional Services Agreement with PTG (A15-0034) <i>July 2015</i>	Environmental phase services	NA	\$ 2,600,000
Amendment No. 1 <i>June 2017</i>	Provide a 12-month time extension to September 30, 2018	\$ 0	\$ 0
Amendment No. 2 <i>December 2017</i>	Provide additional budget for preliminary design services	\$1,000,000	\$ 3,600,000
Amendment No. 3 <i>May 2018</i>	Provide additional budget for final environmental and design services and a 3-year time extension to September 30, 2021	\$ 5,270,000	\$ 8,870,000
Amendment No. 4 <i>February 2020</i>	Provide additional budget for the Final PS&E & bid support	\$1,350,000	\$10,220,000
Amendment No. 4 <i>June 2020</i>	Administrative Update to Contract language for new Insurance policies	\$0	\$0
<i>Proposed Amendment No. 6 September 2020 (This Agenda Item)</i>	Provide additional budget to complete the design for Phase 2 of the project and provide design support services during construction and through project completion. Provide a 30-month time extension to March 31, 2024.	\$1,453,000	\$11,673,000
Total Amended Contract Not-to-Exceed Amount			\$11,673,000

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Memorandum

6.7

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: September 17, 2020

TO: Alameda County Transportation Commission

FROM: Saravana Suthanthira, Principal Transportation Planner
Chris G. Marks, Associate Transportation Planner

SUBJECT: Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments

Recommendation

This item updates the Commission with a summary of Alameda CTC's review and comments on Environmental Documents and General Plan Amendments. This item is for information only.

Summary

This item fulfills one of the requirements under the Land Use Analysis Program (LUAP) element of the Congestion Management Program. As part of the LUAP, Alameda CTC reviews Notices of Preparations (NOPs), General Plan Amendments (GPAs), and Environmental Impact Reports (EIRs) prepared by local jurisdictions and comments on the potential impact of proposed land development on the regional transportation system.

Since the last update on July 13, 2020, Alameda CTC has not reviewed any environmental documents.

Fiscal Impact: There is no fiscal impact. This is an information item only.

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Memorandum

6.8

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: September 17, 2020

TO: Alameda County Transportation Commission

FROM: Carolyn Clevenger, Deputy Executive Director of Planning and Policy
Krystle Pasco, Associate Program Analyst

SUBJECT: Approve issuance of a Request for Proposals for Paratransit
Coordination Services

Recommendation

It is recommended that the Commission approve the issuance of a request for proposals (RFP) for Professional Services to provide Paratransit Coordination Services.

Summary

The Alameda County Transportation Commission (Alameda CTC) contracts on a periodic basis with a number of professional services consultant firms to assist staff in providing a range of types of general administration services, including, but not limited to, general counsel, media and public relations, outreach, technical assistance, and project and program management. The Paratransit Program similarly relies on professional services consultant firms to carry out the various programmatic activities noted in the 2000 Measure B and 2014 Measure BB Transportation Expenditure Plans (TEPs) for funding related to transportation for seniors and people with disabilities. The current Paratransit Coordination Services contract is due to expire at the end of fiscal year (FY) 2020-21; therefore, a release of an RFP in fall 2020 is necessary to ensure the uninterrupted continuation of professional services support for the paratransit program into FY 2021-22 and beyond.

Background

Alameda CTC has a robust and multi-faceted Transportation for Seniors and People with Disabilities (Paratransit) Program that funds and manages a range of services. The 2000 Measure B Transportation Expenditure Plan allocates 10.45 percent of net revenues and the 2014 Measure BB TEP allocates 10 percent of net revenues to the Paratransit Program. Approximately 9 percent of net revenues from each TEP is distributed to agencies on a monthly basis as Direct Local Distribution (DLD) funding for ADA-mandated services and City paratransit programs. The remaining funding is distributed as grants on a discretionary basis as part of the agency's Capital Improvement Program (CIP). As set forth in the expenditure plans, the Paratransit Advisory and Planning Committee (PAPCO), a 23-member committee of seniors and people with disabilities, is responsible for providing recommendations to the

Commission related to all funding for transportation for seniors and people with disabilities. The Paratransit Technical Advisory Committee (ParaTAC), comprised of City and transit operator staff, mostly program sponsors who receive funds, also provides input to Alameda CTC staff related to management of direct ADA-mandated services and City paratransit programs. Alameda CTC staff strategically collaborates and coordinates with PAPCO and ParaTAC with the support of the professional services consultant to deliver the full breadth of the paratransit program.

Professional Services Contract

Alameda CTC intends to retain a professional services consultant or consultant team with expertise in the management and oversight of transportation services and programs targeted towards seniors and people with disabilities, including: public meeting facilitation and coordination; administration and coordination of local, regional, state and federal grant funding; outreach and information services; coordination with partner agencies; development and management of countywide initiatives; and technical assistance.

Under the direction of and in close coordination with Alameda CTC staff, this consultant team, known as the Paratransit Coordination Team (Team), is responsible for a range of activities. The Team coordinates, monitors, conducts reporting activities, researches, and advises Alameda CTC on funding programs for seniors and people with disabilities, including Measure B and Measure BB Paratransit Program funding, and any other local, regional, state and federal funds or funding programs, including the Federal 5310 program. The Team is also responsible for facilitating, providing materials for and documenting Paratransit Program meetings (i.e., plans, coordinates, documents, and staffs PAPCO and ParaTAC meetings), as well as meetings with other organizations, as necessary. The Team is also responsible for performing technical studies, conducting research on best practices, and other technical assistance to support implementation of the Paratransit Program.

Fiscal Impact: The Paratransit Coordination Services contract will be negotiated and the final budget will be included in Alameda CTC's annual proposed budget for Commission approval.



Memorandum

7.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: September 17, 2020

TO: Alameda County Transportation Commission

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

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

Recommendation

It is recommended that the Commission approve the Tri-Valley-San Joaquin Valley Regional Rail Authority (TVSJVRRA) request (Attachment A) for an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP) to: 1) acknowledge TVSJVRRA as a new agency in Alameda County that can be an eligible recipient of Measure BB funds; 2) remove the BART to Livermore project and associated \$400 million Measure BB funding; 3) add Valley Link in Alameda County project with \$400 million in Measure BB funding; and 4) make associated technical amendments. The Commission Plan Amendment Resolution recommended for approval is included as Attachment B and the proposed 2014 Measure BB Expenditure Plan redline markups and technical amendments are detailed in Attachment C. This is an action item and requires 2/3 of the Authorized vote for approval at the Commission meeting per the Implementing Guidelines of the 2014 TEP.

Summary

The 2014 Measure BB TEP included \$400 million for BART to Livermore. Since that time, a significant number of developments have occurred on the project and in the project area, as detailed in the Project Background section of this memo. The TVSJVRRA was created by the State Legislature in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and commuter rail service in the Tri-Valley and San Joaquin County that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities.

In 2017, BART released the Draft Environmental Impact Report for BART to Livermore. In May 2018 the BART Board voted to certify the Final EIR. The Board also passed a motion directing the General Manager to not advance an alternative, effectively passing over to the TVSJVRRA the ability to plan for a connection to the Dublin/Pleasanton BART Station in July 2018. The TVSJVRRA then assumed the lead role for the project, now known as Valley

Link. The TVSJRRRA has requested Alameda CTC to amend the TEP to add Valley Link and move the \$400 million from the BART to Livermore TEP project to Valley Link.

The TEP amendment process, as detailed later in this memo, requires a 45-day comment period by jurisdictions in Alameda County. The Commission approved initiation of the comment period on May 28, 2020. Alameda CTC staff provided notification to the governing boards of all cities, the county and transit operators in Alameda County who are represented on the Alameda CTC Commission of a 45-day comment period regarding the proposed amendment, which included direction on how comments must be submitted to the Commission. The notifications were sent via email and hard copy through the US Postal Service on May 29, 2020. The comment period ended on July 13, 2020. Comments received by August 28, 2020 are included in the summary matrix of comments and responses included as Attachment D; full text of the comment letters are included in Attachment E. Additional comments received for the September 14, 2020 PPLC meeting are included in Attachment F. Any comments received following the mailout of the Commission packet and up to 5pm on September 23, 2020 will be included in a handout provided to the Commission and posted on the Alameda CTC website the day of the Commission meeting.

Staff will present a summary of the comments received during the comment period to the Commission for its consideration. A 2/3 Authorized vote by the Commission is needed to amend the TEP, per the TEP Implementing Guidelines.

The proposed amendment includes the following elements, which are documented in Attachments B and C:

- 1) Acknowledgement of the TVSJRRRA as a new agency in Alameda County that is an eligible recipient of Measure BB funds (Attachment B, Plan Amendment Resolution).
- 2) Removal of the BART to Livermore Project: The amendment would remove reference to the BART to Livermore project, which was a named capital project in the BART Expansion and Maintenance program of the TEP and the associated \$400 million.
- 3) Addition of the Valley Link project: The amendment would add the Valley Link project as a new named capital project under the Commuter Rail Improvements program of the TEP and would include \$400 million in Measure BB funding.
- 4) Technical Adjustments: The amendment would make minor technical adjustments, such as updating maps and tables, to reflect the changes noted above (as shown in Attachment C, TEP Redline Markups).

Planning, Policy and Legislation Committee (PPLC)

There was extensive discussion of the item at the September 14, 2020 PPLC meeting. One clarification was made to the proposed TEP amendment and the PPLC moved to recommend the amended item to the Commission for approval. Below is documentation of the clarification made at the PPLC meeting. Thirty-eight additional comment letters were received in advance or on the day of the PPLC meeting and are detailed in Table

2; those letters are also included as Attachment F and the comments were added to the updated comment response matrix, Attachment D. Sixteen public comments were made verbally at the PPLC meeting and are also noted in Attachment D.

PPLC Discussion

Following public comment, the Committee members discussed a number of considerations. In response to concerns regarding San Joaquin County's financial participation in the project, and interest in ensuring an initial operating segment that effectively provides significant benefits to the Tri-Valley and the corridor overall, the following clarification was made to the proposed TEP amendment, as shown in yellow.

Recommended TEP Amendment (See yellow highlight of PPLC clarification language)

~~BART to Livermore~~ Valley Link Rail in Alameda County (\$400 M)

This project funds the first phase of a ~~BART~~ Valley Link Rail Extension from the existing Dublin/Pleasanton BART Station within the Tri-Valley and Altamont Pass in Alameda County – ~~I-580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange~~ using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment, defined as from the Dublin/Pleasanton BART station to the proposed Mountain House station, that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed alternatives assessment of all fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Blue denotes new language added; Red denotes language removed

This clarification ensures:

- a clear understanding of what the initial operating segment is in Alameda County,
- establishes the funding nexus with San Joaquin County since Alameda County funding may only be spent within the county and Mountain House is in San Joaquin County,
- the highest ridership and cost effectiveness per passenger, based on data provided by the TVSJVRRRA,
- the highest estimated greenhouse gas emissions reduction, contingent upon final technology selection, and
- ensures only one maintenance facility is built by the project with the land donated by the City of Tracy (rather than a temporary station if the project only went to Greenville or Southfront in Alameda County).

Comments Received

Per the TEP Implementing Guidelines, the comment period for a TEP Amendment is a comment period for jurisdictions in Alameda County. Comments received by the public and advocacy organizations are also included for the Commission's consideration. All

written comments received are included as Attachments E and F. The information below summarizes key themes and comments received; a complete documentation of comments, including those made verbally at PPLC and Commission meetings, and responses are included in Attachment D.

Table 1. Summary of Support or Opposition to TEP Amendment

Agency	Support	Oppose	Questions/ concerns
AC Transit – General Manager, not Board			•
Alameda County Board of Supervisors	•		
BART – Board Member McPartland	•		
BART – General Manager, not Board	•		•
City of Dublin	•		
City of Livermore	•		
City of Pleasanton	•		
City of Union City	•		
LAVTA	•		
San Joaquin Regional Rail Commission	•		
Organizations and Public	Support	Oppose	Questions/ concerns
Alameda County Taxpayers Association		•	
Bay Area Council	•		
Bay Area Transportation Working Group		•	
Bike East Bay			•
Building and Construction Trades Council of Alameda County, AFL-CIO	•		
Chabot Las Positas College	•		
Hacienda Business Park Owners Association	•		
Innovation Tri-Valley Leadership Group	•		
Jon Spangler		•	•
Laborers' Local 304	•		
Law Offices of Jason Bezis		•	•
Livermore Valley Chamber of Commerce	•		
Pleasanton Chamber of Commerce	•		
Sierra Club		•	•
Train Riders Association of California		•	•

Table 2. Comments Received for September PPLC Meeting

Additional Comment Letters Received Before PPLC September 14, 2020 meeting	Support	Oppose	Questions/ concerns
Alameda County Board of Supervisors	•		
Alameda County Fairgrounds	•		
Assemblymember Bauer-Kahan	•		
Bay Area Council	•		
Building & Construction Trades Council of Alameda County	•		
California Automotive Retailing Group, Inc.	•		
CEMEX	•		
Chabot Las Positas Community College District	•		
City of Livermore	•		
City of Pleasanton	•		
City of San Ramon	•		
Dublin Chamber of Commerce	•		
East Bay Economic Development Alliance, East Bay Leadership Council, Innovation Tri-Valley Leadership Group joint letter	•		
GILLIG	•		
Hacienda Business Park	•		
Innovation Tri-Valley Leadership Group	•		
International Association of Sheet Metal, Air, Rail and Transportation Workers Local 104	•		
International Brotherhood of Electrical Workers Local 595	•		
Livermore Valley Chamber of Commerce	•		
Livermore Valley Winegrowers Association	•		
MAG Trucking	•		
Marshall Brothers Enterprises, Inc.	•		
Metropolitan Transportation Commission	•		
Northern California District Council LiUNA	•		
Pleasanton Chamber of Commerce	•		
Pleasanton City Councilmember Pentin	•		
Ponderosa Homes	•		
Robert and Cynthia Panas	•		
San Joaquin Council of Governments	•		
San Joaquin Regional Rail Commission	•		
Senator Steve Glazer	•		
Sensiba San Filippo CPAs and Business Advisor	•		
TopCon	•		
Trish Munro	•		
Tri-Valley Conservancy	•		
Tri-Valley San Joaquin Valley Regional Rail Authority	•		
Tri-Valley Transportation Council	•		
US Representative Eric Swalwell	•		
Wente Family Estates	•		

Key Themes from Comments

Support

Comments expressing support for the TEP Amendment focused on project benefits and the need for rail in the Tri-Valley. The three cities in the Tri-Valley, along with the Board of Supervisors, Union City, the BART Board representative, LAVTA and the San Joaquin Regional Rail Commission all submitted strong letters of support. In addition, chambers of commerce/business groups and labor expressed support for the TEP Amendment and the Valley Link project. Full documentation of comments and responses are included in Attachments D and E; key benefits noted by commenters include:

- fulfills a commitment made to the Tri-Valley to advance rail connectivity to Livermore
- assures Tri-Valley residents will benefit from the taxes they have paid
- reduction of over 99.4 million Vehicle Miles Traveled
- reduction of over 33,000 metric tons of greenhouse gas emissions per year
- supports advancement of transit-oriented development
- protects open space
- supports businesses in the Tri-Valley by providing easy and convenient access
- provides an estimated 22,000 jobs during construction and between \$2.6 billion and \$3.5 billion in revenues

Oppose/Concerns Raised

Comments in opposition of the TEP Amendment included a number of key themes that were repeated across multiple commenters, summarized below. Full documentation of comments and responses are included in Attachments D and E.

- Timing of Amendment and impacts of COVID-19: Commenters raised concerns that the TEP Amendment is being rushed. Commenters stated that there is no valid reason to amend the TEP at this point in time, and that the amendment should be delayed until the project's Environmental Impact Report (EIR) is available and the impacts of the COVID-19 pandemic on sales tax revenues and transit ridership are better understood.

Response:

- Overall timeframe: The TVSJVRRA submitted a request for the TEP Amendment in September 2019. Since that time, Alameda CTC staff has worked with TVSJVRRA staff as well as partner agencies to better understand the project, including detailed discussions regarding potential impacts on the I-580 Express Lanes and the potential funding plan. The ability to leverage local sales tax dollars to secure competitive regional, state and federal funds is a key principle of local sales taxes. By being able to show a commitment of local funding, the project will be more competitive for regional, state and federal funding.
- EIR: As with all projects in the 2014 TEP, the project must meet specific environmental deadlines and comply with regional, state and federal

requirements. The TEP does not require that projects must complete an environmental document before being in the plan, nor does it require that full funding is required before being in the plan. Every project in the 2014 TEP has a funding shortfall; the sales tax dollars are intended to be leveraged with other local, regional, state and federal funds to deliver the projects.

Most of the named capital projects in the 2014 TEP did not have completed EIRs when the TEP was approved by voters. Only four of the 21 specifically named capital projects in the TEP had an approved EIR when the TEP was approved by voters. The Draft EIR is anticipated to be released in fall 2020.

- COVID-19: The long-term travel impacts of COVID are unknown at this time. It is unclear when the region and country will start to have a better understanding of mid- and long-term impacts of the COVID-19 pandemic on travel patterns, and transit in particular. In developing the region's long-range transportation plan, Plan Bay Area 2050, MTC's direction is to assume that long-term travel and development patterns do not significantly change as a result of COVID-19; rather those impacts are largely concentrated in the early (first 10) years of the Plan. Projects under development within the Bay Area must be consistent with MTC's long-range plan.

Alameda CTC is carefully monitoring the impact of COVID-19 on sales tax revenues. Sales tax revenues are received from the California Department of Tax and Fee Administration (CDTFA) two months in arrears, and staff has been updating the Commission as data becomes available.

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. Revenue projections for FY2020-21 were included in the agency budget that was adopted in May 2020. The budget for sales tax revenues for FY2020-21 will be updated if and when appropriate based on data received from the CDTFA.

- Inadequate public noticing: Commenters raised concerns that the proposed TEP Amendment was not noticed to the public or posted on the Alameda CTC website. Requests were made for more time for the comment period, and for all comments to be posted by the end of July.

Response: The comment period, per the TEP Implementing Guidelines for a proposed TEP Amendment, is a comment period for jurisdictions. As noted above, following the Commission's May 28, 2020 approval to initiate the comment period, Alameda CTC staff provided notification to the governing boards of all cities, the county and transit operators in Alameda County who are represented on the Alameda CTC Commission, which included direction on how comments must be submitted to the Commission. The notifications were sent via email and hard copy

through the US Postal Service on May 29, 2020. Per the direction of the Commission at its May meeting, staff were directed to include the full set of comments received in the PPLC materials and distribute those in advance of the meeting per standard Commission processes.

- Insufficient alternatives analysis and interest in other transit investments in the corridor: Commenters stated that there had been insufficient analysis of alternatives, with specific focus on further analysis of a bus alternative in order to determine if there are better, more efficient uses of the funding. In addition, BART and other commenters raised concerns regarding ensuring full understanding of and eligibility for BART core system impacts as part of the project and potential uses of the \$400 million. A few commenters specifically referenced TEP Implementing Guideline #22 as a reason other projects could be eligible for the funding.

Response: Extensive alternatives analysis has been completed in the 580 corridor as part of previous BART studies and environmental impact reports. BART conducted extensive alternatives analysis, as both part of the 2010 Program Environmental Impact Report (EIR) and as part of the subsequent Project EIR certified in 2018. The 2010 Program EIR included analysis of 10 alignment alternatives. The Project EIR included extensive analysis of four alternatives plus a no project alternative. The alternatives included and Express Bus/Bus Rapid Transit Alternative and an Enhanced Bus Alternative. Details of the alternatives can be found [here](#). The analysis included detailed evaluation of potential benefits and impacts, including but not limited to: ridership, vehicle miles traveled, greenhouse gas emissions, capital and operating costs, travel times, integration with land use, and cost-effectiveness. The BART Project EIR found mixed performance results for the alternatives. While the cost per new rider for the Express Bus/BRT option was lower than for the rail alternatives, the rail alternatives carried significantly more riders and resulted in a higher reduction in vehicle miles traveled.

In developing the Valley Link Feasibility Report, and continuing in the EIR, the TVSJVRRRA is evaluating alternatives, building off of the work done by BART as well as by ACE as part of the ACE Forward analysis. The Feasibility Report included analysis of express bus alternative that included operating as bus on shoulder to provide a more time-competitive service, and focused on a limited set of stations mirroring the proposed rail service. The Feasibility Report found, consistent with the BART findings, that while express bus alternatives could be delivered at a fraction of the cost, the potential ridership benefits and greenhouse gas emission reductions were significantly higher for the rail alternative. An additional evaluation of alternatives will be released as part of the Valley Link Draft EIR.

The TEP #22 Guideline notes, "Fund Allocations: Should a planned project become undeliverable, infeasible or unfundable due to circumstances unforeseen at the time this Plan was created, or should a project not require all funds programmed for that project or have excess funding, funding for that project will be reallocated

to another project or program of the same type, such as Transit, Streets, Highways, Community Development Investments, or Bicycle and Pedestrian Safety, at the discretion of Alameda CTC." The Valley Link project is a Transit project as is the BART to Livermore Project and it is at the Commission's discretion to act on a plan amendment to use these funds for transit purposes.

Based on current ridership forecasts developed by the TVSJVRRRA, it appears that there may be some degree of impact to the BART core system in the 2040 horizon. The TVSJVRRRA has proposed to enter into an MOU with BART to address these future potential impacts. BART and the TVSJVRRRA continue to work closely to fully identify and understand all potential impacts and benefits. Faregate modernization for non-Valley Link stations does not appear to be directly linked to impacts of the Valley Link project.

- Benefits to San Joaquin County and not Alameda County: 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. In addition, concerns were raised that San Joaquin County has not committed funding to the project.

Response: As required by the TEP, expenditures from Measure BB will only be spent on transportation improvements in Alameda County. The project as defined will benefit Alameda County residents and businesses as well as San Joaquin County. The Bay Area is part of an integrated mega-region, with people and goods regularly moving between the Bay Area, Central Valley, and Sacramento region. Providing a high-quality transit alternative over the heavily-traveled Altamont Pass will support both the Central Valley and Bay Area. Benefits of the project, including data specific to Alameda County residents where possible, as provided by the Valley Link staff is noted below. Data is based on an extension from Dublin-Pleasanton BART to North Lathrop.

- 10,137 daily boardings in the Tri-Valley in 2040
- 32,993 daily boardings in the full corridor
- Annual reduction of between 33,880 to 42,650 metric tons of greenhouse gas emissions in 2040 depending on the vehicle variant under consideration
- Reduction of approximately 570,000 average weekday vehicle miles travelled in 2040
- Approximately 57% of the project track mileage is in Alameda County
- Transit-oriented development in the Tri-Valley including developments at the proposed Isabel station and Southfront station alternative.

Regarding funding, the proposed TEP amendment states that funds are for construction only in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment.

The TVSJVRRRA is working closely with cities in San Joaquin County, the San Joaquin Council of Governments (SJCOG), and the state to secure additional funding for the project. Thus far, the City of Tracy is anticipated to act in September 2020 to donate a key 200-acre parcel under City ownership to the project to be used for an operations and maintenance facility. The property has an estimated value of \$40 million. In April 2020, the SJCOG Board approved an amendment to its 2018 Regional Transportation Plan to include the Valley Link project, including showing \$163.9 million for the project in the plan from future measures and state funds, and SJCOG also contributed funding for the environmental document.

- Questions regarding how an initial operating segment would be determined: There were questions requesting more detail on how an initial operating (IOS) segment would be determined, given the proposed amendment language.

Response: The Valley Link Feasibility Report identified two major phases of the project: Phase 1 from Dublin-Pleasanton to North Lathrop; and Phase 2 from North Lathrop to Stockton. Within Phase 1, the project could be delivered in phases, including an initial operating segment that would terminate before North Lathrop. As part of the analysis currently underway, the TVSJVRRRA 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 TVSJVRRRA is considering a Southfront Station in Livermore. Estimated ridership, emissions reduction and costs for two IOS under consideration are summarized in Table 2.

Table 2. Potential Initial Operating Segments

Potential IOS	Initial Daily Ridership	GHG Emissions Reduction* (annual metric tons)	Capital Costs** (mid-point YOE)
D-P to Greenville	8,372	4,075 to 5,739	\$1.61 B
D-P to Mountain House***	11,101	3,980 to 7,172	\$2.04 B

* Range based on various technologies under consideration.

**Costs do not include O&M facilities (\$198.67 million) or vehicles (\$508.82 million)

***Includes Southfront station

- Potential project impacts related to sprawl and interregional commutes: Commenters stated that the project will increase sprawl and further the distances between where people live and work. It was noted that this would violate the "inter-regional commuting" policy of Senate Bill 375 (SB 375) and Plan Bay Area.

Response: SB 375 applies to regional transportation plans/sustainable communities strategies (RTP/SCS) that are adopted by metropolitan transportation organizations

(MPOs) in the state of California. As it relates to this project, the two MPOs are the Metropolitan Transportation Commission (MTC) and the San Joaquin Council of Governments (SJCOG). The MTC Commission recently voted to include Valley Link in Plan Bay Area 2050, the RTP/SCS currently in development in the Bay Area region. SJCOG's most recent RTP/SCS was amended in early 2020 to include the Valley Link project. MTC's robust project performance assessment did not identify performance concerns with the Valley Link project regarding the project conflicting with the guiding principles of Plan Bay Area and identified it as a relatively well performing regional rail project.

The TVSJVRRRA has adopted a Transit Oriented Development (TOD) Policy to support the regional goals of both San Joaquin County and the Bay Area to support the advancement of transit-oriented development (TOD) in Valley Link station areas. The policy mirrors the TOD guidelines outlined in MTC Resolution 3434 TOD guidelines and identifies key policy objectives and strategies to:

- Develop and implement station area plans that meet or exceed a corridor-level threshold of 2,200 housing units within a half mile radius of stations.
- Develop station area plans that, at a minimum, define the land use plan for the area, zoning, design standards, parking policies and station access plans.

Station area plans are currently under development at the Isabel, Downtown Tracy and River Islands stations. The Dublin/Pleasanton and Isabel Stations are in established MTC Priority Development Areas (PDA) and an application for a Southfront Station PDA was submitted to MTC/ABAG earlier this year and approved in February 2020.

- Measure BB equity considerations: Commenters stated that the amendment would require the entire TEP to need to be reopened because it would dramatically change the distribution of benefits across the county. That would therefore require the basic allocation formula for local streets and roads to need to be reconsidered.

Response: When the 2014 TEP was crafted by the Commission, it was done so to address geographic equity in investments and to reach consensus on a set of projects and programs that would provide benefits in all areas of Alameda County. 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.

Project Background

A BART extension to Livermore has been a longstanding project, dating back in concept to the 1960s when the BART system was originally envisioned. Over the years, there have been efforts by many residents, local elected officials, and other stakeholders to extend

the BART alignment to Livermore, including planning, funding and project development efforts.

Regional and State Rail Planning

In 2007, the San Francisco Bay Area Regional Rail Plan developed by the Metropolitan Transportation Commission (MTC) identified the BART to Livermore extension as an important inter-regional rail connection. The Regional Rail Plan envisioned that BART should connect to the ACE train service in Livermore in order to provide a reliable and fast transit option for the growing congestion over the Altamont Pass and along the I-580 corridor. The importance of rail service between the Tri-Valley and San Joaquin Valley was reiterated in the 2018 California State Rail Plan, which calls for a Tri-Valley rail hub and increased rail frequencies and connectivity over the Altamont Corridor.

BART to Livermore Project

By the 1980s, the extension of BART further east in the Tri-Valley was already under serious consideration. In the mid-1980s, BART purchased a potential site for a future station near the Isabel Avenue and Interstate 580 interchange and a site in the vicinity of Greenville Road and Interstate 580 for purposes of preserving land for a potential station and yard/maintenance facility. In 1997, the Dublin/Pleasanton line was opened, with a West Dublin station added in 2011.

Numerous local and regional transportation measures have included support for BART to Livermore, starting with the 1986 Alameda County Measure B, which included \$170 million for a "Rail extension to Dublin Canyon". The 2000 TEP included funding of \$8.7 million for "I-580 Corridor/BART to Livermore Studies". Measure BB included \$400 million in the 2014 TEP for "BART to Livermore". The project also received Regional Measure 1 bridge toll funding to advance planning and environmental work. In June 2018, Bay Area voters approved Regional Measure 3, which includes \$100 million for "Tri-Valley Transit Access Improvements."

In 2010, after two years of analysis, BART completed a Program Environmental Impact Report (EIR) that evaluated the feasibility of five potential station sites and 10 different alignments for the BART to Livermore extension. In 2012, the BART Board of Directors directed its staff to advance the conceptual engineering and environmental review of a one-station extension to Isabel Avenue (Proposed Project), as well as to coordinate with the City of Livermore on the land use planning around the future station site.

In 2014, Alameda County voters approved Measure BB to fund the 2014 TEP, which includes \$400 million in dedicated funding for the BART to Livermore extension. Measure BB commits funds to support construction of the extension of BART in the I-580 corridor using the most effective and efficient technology.

On July 31, 2017, BART released the Draft Project EIR evaluating the Proposed Project and alternatives. In May 2018, BART released the Final Project EIR. The BART Board certified the Final Project EIR on May 24, 2018 and directed staff to not advance a specific project.

As major transportation project planning and analysis was underway, cities also advanced land use planning around future rail service. The City of Livermore prepared the Isabel Neighborhood Plan and program-level EIR for development around a new station. The Livermore City Council adopted the Isabel Neighborhood Plan and certified the EIR for the Plan in May 2018.

ACEforward Program

The San Joaquin Regional Rail Commission (SJRRRC) ACEforward program outlined a vision for a phased rail infrastructure and service improvement plan to increase frequency, increase service reliability, and enhance passenger facilities along the existing ACE service corridor from San Jose to Stockton, and to extend ACE service to Modesto and Merced. The (SJRRRC) released a Draft EIR in May of 2017 that was later rescinded; however, the technical documents developed by the SJRRRC for the ACEforward Draft EIR were made available to the TVSJVRRRA for advancement of the Valley Link Project Feasibility Report and Draft EIR.

Creation of TVSJVRRRA

In 2017 Assemblymembers Catharine Baker and Susan Eggman authored AB 758, which created the TVSJVRRRA. The TVSJVRRRA is led by a 15-member governing Board comprised of representatives from the counties of Alameda and San Joaquin; the cities of Dublin, Livermore, Pleasanton, Danville, San Ramon, Tracy, Lathrop, Stockton, and Manteca; Mountain House Community Services District; the Livermore Amador Valley Transit Authority (LAVTA), BART, and the San Joaquin Regional Rail Commission (SJRRRC). The goal established for the TVSJVRRRA is to deliver a cost-effective connection from the San Joaquin Valley to the BART system and the ACE system that reflects regional consensus and meet the goals and objectives of the San Joaquin Valley and Tri-Valley communities, consistent with a feasibility report.

AB 758 specifically stated that the TVSJVRRRA would only assume planning, development and delivery of a rail extension should the BART Board fail to adopt a preferred alternative for a BART extension by June 30, 2018. When the BART Board voted to not advance the BART to Livermore project, the TVSJVRRRA assumed responsibility to advance the project per AB 758. The TVSJVRRRA adopted several goals and policies to guide the development of the project.

A key requirement of AB 758 was that the TVSJVRRRA Board approve a Feasibility Report for the project. The [Final Feasibility Report](#) was approved in October 2019. The TVSJVRRRA has continued to work to advance the project, initiating the environmental impact analysis and preliminary design engineering work.

TVSJVRRRA Adopted Project Goals:

The following goals were adopted by the TVSJVRRRA to address identified regional and economic and transportation challenges:

- Improve connectivity within the Bay Area Megaregion: connecting housing, people and jobs.

- Establish rail connectivity between the Bay Area Rapid Transit District's rapid transit system and the Altamont Corridor Express commuter service.
- Pursue project implementation that is fast, cost-effective and responsive to the goals and objectives of the communities it will serve.
- Be a model of sustainability in the design, construction, and operation of the system.
- Support the vision of the California State Rail Plan to connect the Northern California Megaregion to the State rail system.

Valley Link Project Development Policies

The TVSJVRRRA adopted several policies to guide the development framework of the project, including the following sustainability and transit-oriented development policies:

- **Sustainability Policy:** Identifies implementing strategies to achieve a zero emissions system. The adopted Sustainability Policy includes a commitment to encourage engagement in planning and decision-making for the project to ensure a meaningful level of participation from disadvantaged communities and low-income communities and households. It further directs maximizing benefits to these communities and households in the project planning and design of Valley Link. Four of the proposed stations in San Joaquin County are within disadvantaged community geographic areas and/or designated as low-income communities.
- **Transit Oriented Development (TOD) Policy:** Support the regional goals of both San Joaquin County and the Bay Area to support the advancement of transit-oriented development (TOD) in Valley Link station areas. The policy mirrors the TOD guidelines outlined in MTC Resolution 3434 TOD guidelines and identifies key policy objectives and strategies to:
 - Develop and implement station area plans that meet or exceed a corridor-level threshold of 2,200 housing units within a half mile radius of stations.
 - Develop station area plans that, at a minimum, define the land use plan for the area, zoning, design standards, parking policies and station access plans.

The intent of these policies is to develop strategies to create vibrant and livable station area communities within the proposed station environs. The advancement of transit-oriented development adjacent to stations aims to further reduce Vehicle Miles Traveled (VMT) and greenhouse gas emissions (GHG) for the project. Station area plans are currently under development at the Isabel, Downtown Tracy and River Islands stations. The Dublin/Pleasanton and Isabel Stations are in established MTC Priority Development Areas (PDA) and an application for a Southfront Station PDA was recently submitted by the City of Livermore to MTC/ABAG as a new PDA.

Valley Link Project Description

Valley Link is a proposed new rail service between Alameda and San Joaquin Counties. The proposed Phase 1 project will provide passenger rail service between the existing Dublin/Pleasanton BART Station and the North Lathrop ACE intermodal station. The

proposed project includes seven stations on a 42-mile alignment that is expected to run along the existing I-580 corridor (11.5 miles), through the Altamont Pass using the Alameda County-owned former Southern Pacific Railroad corridor (12.5 miles) and on existing UPRR rail corridor (17.5 miles) into San Joaquin County. Design work is currently underway as part of the EIR process and will examine detailed project right-of-way needs and potential impacts in more detail.

The TVSJVRRRA has been updating the project costs as part of project development. The most current project cost estimates range from \$2.81 billion to \$3.18 billion in mid-point year of expenditure dollars for the Phase 1 project from Dublin-Pleasanton to North Lathrop. The project is currently in the EIR process, and will begin both the Caltrans project development process and NEPA environmental clearance process in 2020 and 2021 respectively.

To date, a total of \$708 million is identified by the TVSJVRRRA as available for the project: \$400 million in Measure BB funds (per a 2014 TEP amendment), \$188 million in Bridge Toll funds (including \$100 million in Regional Measure 3 funds), \$40 million in impact fees from the City of Livermore, \$40 million from the Tri-Valley Transportation Council, and \$40 million from the City of Tracy property contribution. The project is expected to compete for regional, state and federal funds to secure additional funding. Other revenue measures in the Bay Area and San Joaquin County, if passed by voters, could be additional revenue sources for the project.

Other Agency Actions

Given the project traverses two counties, two Metropolitan Planning Organization regions, and affects an interstate system, Express Lanes system, and existing rail system and service providers, the TVSJVRRRA established an Executive Steering Committee (ESC) comprised of MTC, the San Joaquin Council of Governments (SJCOG), SJRRC, BART, Alameda CTC, the California State Transportation Agency, and Caltrans to provide input on the development of the feasibility report and project development. Alameda CTC's executive director participates in these meetings. Several of these agencies have taken actions to support development of the project:

- MTC: In September 2018, MTC allocated \$10.12 million to the TVSJVRRRA for CEQA documentation and preliminary engineering on the Valley Link rail project, from the \$95 million in AB1171 Bridge Tolls committed to Tri-Valley Transit Access Improvements through MTC Resolution Number 3434. In March 2020, MTC approved an additional allocation of \$3 million in AB1171 Bridge Toll funds to the TVSJVRRRA for the environmental phase and updates to the preliminary engineering plans. In June 2020, MTC allocated an additional \$46.8 million to advance the project's environmental and design phases.
- SJCOG: In April 2020, the SJCOG Board approved an amendment to its 2018 Regional Transportation Plan to include the Valley Link project, including identification of \$163.9 million for the project in the plan from future measures and state funds.

- BART: BART has committed staff to directly lead the early development of the project due to its expertise in developing and delivering similar projects, such as the e-BART extension to Antioch.
- Alameda CTC, the SJRRC and Caltrans have provided technical reviews of preliminary design plans and documents. In addition, the TVSJVRRRA is in discussion with the City of Tracy regarding donation of a key 200-acre parcel under City of Tracy ownership to the project to be used for an operations and maintenance facility. The property was recently appraised and has an estimated value of \$40 million.

Project Considerations

The project construction will have significant impacts on the I-580 Express Lanes, with major impacts anticipated during construction. The TVSJVRRRA staff have been working with Alameda CTC, as well as Caltrans, to identify design and construction considerations. Alameda CTC staff have held several workshops with the project design team to evaluate the preliminary design plans and will continue to be engaged through the ESC and technical groups to provide policy and technical feedback during design development to ensure minimal impacts to the I-580 Express Lanes. Alameda CTC will continue to work closely with the TVSJVRRRA as the project design advances, and will also conduct financial analysis to understand potential impacts to toll revenues during construction to ensure revenue losses are addressed.

Proposed Amendments

The amendment that has been requested to be made to the 2014 TEP includes two elements as follows:

- Amend to include the new entity of the TVSJVRRRA
- Amend to include the Valley Link Project for \$400 million

Existing TEP Language to be Amended

The following is the current language in the 2014 TEP (page 18 of 2014 TEP):

BART Extension and System improvements (\$710 M)

The capital projects funded as part of the BART System Modernization and Expansion investments include projects that increase the capacity and utility of the existing system, as well as provide local funding for a proposed BART extension in the eastern part of the county.

BART to Livermore (\$400 M)

This project funds the first phase of a BART Extension within the I-580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange using the most effective and efficient technology. Funds for construction for any element of this first phase project shall not be used until full funding commitments are identified and approved, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed

alternative assessment of all fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Proposed Changes Throughout the TEP

The 2014 TEP has many references to BART to Livermore or a BART extension and requires changes to several pages in the 2014 TEP. The proposed changes include moving the project from page 18 from the BART section of the TEP to page 20 under the section "Major Transit Corridor and Commuter Rail Improvements", remove references to BART as the agency leading the rail extension, change references from the BART to Livermore project to Valley Link on pages 2, 3, 14, 18, 19 (map) and add Valley Link to the map on page 21 (see Attachment C).

Specific Changes to Project Description

This following description will be included on page 20 of the 2014 TEP under Major Transit Corridor and Commuter Rail Improvements as shown on Attachment C. **Blue** denotes new language added; **red** denotes language removed.

~~BART to Livermore~~ Valley Link Rail in Alameda County (\$400 M)

This project funds the first phase of a ~~BART~~ Valley Link rail extension from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County ~~I-580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange~~ using the most effective and efficient technology. Funds **are** for construction for any element of this first phase project **in Alameda County** and shall not be used until full funding commitments are identified and approved **for the initial operating segment, defined as from the Dublin/Pleasanton BART station to the proposed Mountain House station, that most effectively meets the adopted project goals**, and a project-specific environmental clearance is obtained. The project-specific environmental process will include **a** detailed alternatives assessment of ~~all~~ fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Implementing Guidelines Related to this TEP Amendment

Once the 2014 TEP amendments are complete, all the implementing guidelines will be applicable to the project and project sponsor similar to all other TEP projects. Specifically, for this TEP amendment, the following guidelines describe requirements for the amendment as well as the new project sponsor.

4. 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. All jurisdictions within the county will be given a minimum of 45 days to comment on any proposed Plan amendment.

8. Strict Project Deadlines: To ensure that the projects promised in this plan can be completed in a timely manner, each project will be given a period of seven years from

the first year of revenue collection (up to December 31, 2022) to receive environmental clearance approvals and to have a full funding plan for each project. Project sponsors may appeal to the Alameda CTC Commissioners for one-year time extensions.

Note: any new amendment that adds a project must comply with this provision and the start date of the seven years will be from the date of the adopted amendment.

11. Commitments from Fund Recipients: All recipients of funds allocated in this expenditure plan will be required to sign a Master Funding Agreement, which details their roles and responsibilities in spending sales tax funds and includes local hiring requirements. Funding agreements will include performance and accountability measures. All funds will be allocated through open and transparent public processes. In addition, fund recipients will be required to have an annual audit conducted by an independent CPA to ensure that funds are managed and spent according to the requirements of this Plan.

14. No Expenditures Outside of Alameda County: Under no circumstances may the proceeds of this transportation sales tax be applied to any purpose other than for transportation improvements benefitting Alameda County. Under no circumstances may these funds be appropriated by the State of California or any other governmental agency, as defined in the implementation guidelines.

18. New Agencies: New cities or new entities (such as new transit agencies) that come into existence in Alameda County during the life of the Plan may be considered as eligible recipients of funds through a Plan amendment.

Fiscal Impact: There is no fiscal impact for this item associated with the requested action.

Attachments:

- A. Letter from TVSJVRRA Requesting TEP Amendment
- B. Resolution for 2014 TEP Amendment
- C. Proposed 2014 Measure BB Expenditure Plan Redline Markups and Technical Amendments
- D. Comment and Response Matrix
- E. Comment letters received
- F. Comment letters received between packet mailout and PPLC meeting



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May 4, 2020

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Michael Tree

Executive Director

Mayor Pauline Cutter, Chair

Alameda County Transportation Commission

111 Broadway, Suite 800

Oakland, Ca 94607

Dear Chair Cutter,

This letter is intended to supersede the information in the letter written to Chair Valle on September 11, 2019 (attached) as it relates to the language to be amended in the 2014 Transportation Expenditure Plan currently found on page 18. Please use the following language for the amendment:

Valley Link Rail in Alameda County (\$400 M)

This project funds the first phase of a Valley Link Rail Extension from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Thank you,

Alameda County Supervisor Scott Haggerty, Chair

cc: Ms. Tess Lengyel, Executive Director, Alameda CTC



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Executive Director

September 11, 2019

Supervisor Richard Valle, Chair
Alameda County Transportation Commission
111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Valle,

In May of 2018 the BART Board decided not to extend conventional BART to Livermore in favor of deferring the development of a rail extension project to the newly established Tri-Valley – San Joaquin Valley Regional Rail Authority ("Authority").

In the statute that created the Authority, AB 758 (Eggman/Baker), the Legislature addressed the transfer of local funds to the Authority for the Valley Link project in Section 132658:

"the unencumbered balance of all local funds programmed for the completion of the BART Livermore extension or that have otherwise been identified for the connectivity shall be transferred to the authority and be considered resources available to effectuate the authority's purposes pursuant to this chapter, except that local funds controlled by the Alameda County Transportation Commission to be used for completion of the BART Livermore extension or that have otherwise been identified for the connectivity shall continue to be programmed and allocated by the Alameda County Transportation Commission pursuant to measures approved by the voters of Alameda County pursuant to Division 19 (commencing with Section 1800000)."

Over the past 18 months, the Authority has been actively engaged in the planning of Valley Link, a passenger rail project that connects with the Dublin/Pleasanton BART station and travels eastward to Livermore and beyond to communities in the Northern San Joaquin Valley. A key element of the Valley Link Funding Plan for the Dublin/Pleasanton connection with BART and rail construction to Livermore is the \$400 million in Measure BB that is currently listed in the Alameda County 2014 Transportation Expenditure Plan ("Plan") for the BART to Livermore project. Per the requirements of the Plan, The Tri-Valley – San Joaquin Valley Regional Rail Authority requests the following amendments:

1. The Tri-Valley – San Joaquin Valley Regional Rail Authority, established by AB 758, be included as an eligible recipient of funds.
2. That the following, specific language be amended:

Move and amend the following language from Page 18 of the Plan to Page 20:





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Director, Mountain House

Boardmember Bob Woerner

LAVTA Boardmember

Boardmember Leo Zuber

Commissioner, ACE

Michael Tree

Executive Director

BART to Livermore Valley Link to Livermore (\$400 M)

The project funds Valley Link the first phase of a BART to extension within the I-580 Corridor freeway alignment from the Dublin/Pleasanton BART station to the vicinity of the I-580/Isabel Avenue interchange using the most effective and efficient technology. Funds for construction of or any element of this ~~first phase~~ project shall not be used until full funding commitments are identified and approved, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed alternative assessment of all fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

In accordance with the Alameda County 2014 Transportation Expenditure Plan Implementing Guidelines, the Tri-Valley – San Joaquin Valley Regional Rail Authority understands and can fully comply with the requirements of recipients of Measure BB funds, including, but not limited to, annual audits and compliance reporting, the establishment of separate accounting funds for Measure BB funds, independent Watchdog reviews, performance measures, environmental clearance timelines, timely use of funds, contracting requirements, public reviews and approvals.

Thank you for your consideration,

Alameda County Supervisor Scott Haggerty, Chair

cc: Mr. Art Dao, Executive Director, Alameda CTC

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City of San Leandro

Commission Vice Chair

Councilmember John Bauters
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Executive Director

Tess Lengyel

ALAMEDA COUNTY TRANSPORTATION COMMISSION**Resolution No. 20-007****Resolution of the Alameda County Transportation Commission
Amending the 2014 Transportation Expenditure Plan to Delete the
BART to Livermore Project and add the Valley Link Project**

WHEREAS, by action of the governing body ("Commission") of Alameda County Transportation Commission ("Alameda CTC") at a regular Commission meeting on January 23, 2014, Alameda CTC approved the 2014 Transportation Expenditure Plan ("2014 TEP"), and in November 2014, the voters of Alameda County approved Measure BB, a sales tax measure intended to provide funding for the 2014 TEP.

WHEREAS, the 2014 TEP allocated \$400 million to a project identified as "BART to Livermore," constituting the first phase of a San Francisco Bay Area Rapid Transit District ("BART") extension within the I-580 Corridor to serve residents and businesses in that Corridor.

WHEREAS, on May 24, 2018, the BART Board certified the Final Environmental Impact Report for the BART to Livermore project, but declined to approve the project as proposed nor any alternative for the project.

WHEREAS, Assembly Bill (AB) 758, as adopted by the State legislature and signed by the Governor, created the Tri Valley San Joaquin Valley Regional Rail Authority ("TVSJVRRA"), an entity led by a 15-member governing Board comprised of representatives from the counties of Alameda and San Joaquin; the cities of Dublin, Livermore, Pleasanton, Danville, San Ramon, Tracy, Lathrop, Stockton, and Manteca; Mountain House Community Services District; the Livermore Amador Valley Transit Authority (LAVTA), BART, and the San Joaquin Regional Rail Commission (SJRRRC). 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, to address regional economic and transportation challenges.

WHEREAS, AB 758 specifically stated that the TVSJVRRRA would only assume planning, development and delivery of a rail extension should the BART Board fail to adopt a preferred alternative for a BART extension by June 30, 2018. When the BART Board voted to not advance the BART to Livermore project, the TVSJVRRRA assumed responsibility to advance a rail extension in the Corridor, now identified as "Valley Link."

WHEREAS, a key requirement of AB 758 was that the TVSJVRRRA Board approve a Feasibility Report for the project. The Final Feasibility Report was approved in October 2019. The TVSJVRRRA has continued to work to advance the project, initiating the environmental impact analysis and preliminary design engineering work.

WHEREAS, the TVSJVRRRA has been updating the project costs as part of project development. The most current project cost estimates range from \$2.81 billion to \$3.18 billion in mid-point year of expenditure dollars for the Phase 1 project from Dublin-Pleasanton to North Lathrop. The project is currently in the EIR process, and will begin both the Caltrans project development process and NEPA environmental clearance process in 2020 and 2021.

To date, a total of \$708 million is identified by the TVSJVRRRA as available for the project: \$400 million in Measure BB funds (per a 2014 TEP amendment), \$188 million in Bridge Toll funds (including \$100 million in Regional Measure 3 funds), \$40 million in impact fees from the City of Livermore, \$40 million from the Tri-Valley Transportation Council, and \$40 million from the City of Tracy property contribution. The project is expected to compete for regional, state and federal funds to secure additional funding. Other revenue measures in the Bay Area and San Joaquin County, if passed by voters, could be additional revenue sources for the project.

WHEREAS, given that the Valley Link project traverses two counties, two Metropolitan Planning Organization regions, and affects an interstate system, Express Lanes system, and existing rail system and service providers, the TVSJVRRRA established an Executive Steering Committee (ESC) comprised of MTC, San Joaquin Council of Governments (SJCOG), San Joaquin Regional Rail Commission (SJRRRC), BART, Alameda CTC, and Caltrans to provide input on the development of the feasibility report and project development. Alameda CTC's executive director participates in these meetings. Several of these agencies have taken actions to support development of the project, as outlined below:

MTC: In September 2018, MTC allocated \$10.12 million to the TVSJVRRRA for CEQA documentation and preliminary engineering on the Valley Link rail project, from the \$95 million in AB1171 Bridge Tolls committed to Tri-Valley Transit Access Improvements through MTC Res. No. 3434. In March 2020, MTC approved an additional allocation of \$3 million in AB1171 Bridge Toll funds to the TVSJVRRRA for the environmental phase and updates to the preliminary engineering plans. In June 2020, MTC allocated an additional \$46.8 million to advance the project's environmental and design phases.

SJCOG: In April 2020, the SJCOG Board approved an amendment to its 2018 Regional Transportation Plan to include the Valley Link project, including identification of \$163.9 million for the project in the plan from future measures and state funds, and SJCOG also contributed funding for the environmental document. In addition, the City of Tracy is

anticipated to act in September 2020 to donate a 200-acre parcel under City ownership to the project to be used for an operations and maintenance facility. The property has an estimated value of \$40 million.

WHEREAS, the 2014 TEP and Public Utilities Code Section 180207 together provide that the 2014 Plan may be modified if an amendment is approved by a two-thirds vote of the Commission.

NOW THEREFORE, BE IT RESOLVED that the 2014 Transportation Expenditure Plan is amended to delete the BART to Livermore Project and all references to that Project;

BE IT FURTHER RESOLVED that the Tri Valley San Joaquin Valley Regional Rail Authority be recognized as an eligible agency for recipient of funds in the 2014 TEP;

BE IT FURTHER RESOLVED that the Valley Link Rail Project in Alameda County with an allocation of \$400 Million is placed in the 2014 TEP, described as follows:

This project funds the first phase of a Valley Link rail extension from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment, defined as from the Dublin/Pleasanton BART station to the proposed Mountain House station, that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

BE IT FURTHER RESOLVED that the 2014 TEP be amended to include the following specific description of the Valley Link Project:

A proposed new rail service between Alameda and San Joaquin Counties that will provide passenger rail service between the existing Dublin/Pleasanton BART Station and the City of Stockton. The proposed project includes seven stations on a 42-mile alignment that is expected to run along the existing I-580 corridor (11.5 miles), through the Altamont Pass using the Alameda County-owned former Southern Pacific Railroad corridor (12.5 miles) and on existing UPRR rail corridor (17.5 miles) into San Joaquin County. Design work is currently underway as part of the EIR process and will examine detailed project right-of-way needs and potential impacts in more detail.

DULY PASSED AND ADOPTED by the Alameda CTC Commission at the regular Commission meeting held on Thursday, September 24, 2020 in Oakland, California, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

SIGNED:

Attest:

Pauline Russo Cutter,
Chair, Alameda CTC

Vanessa Lee,
Clerk of the Commission

INTRODUCTION

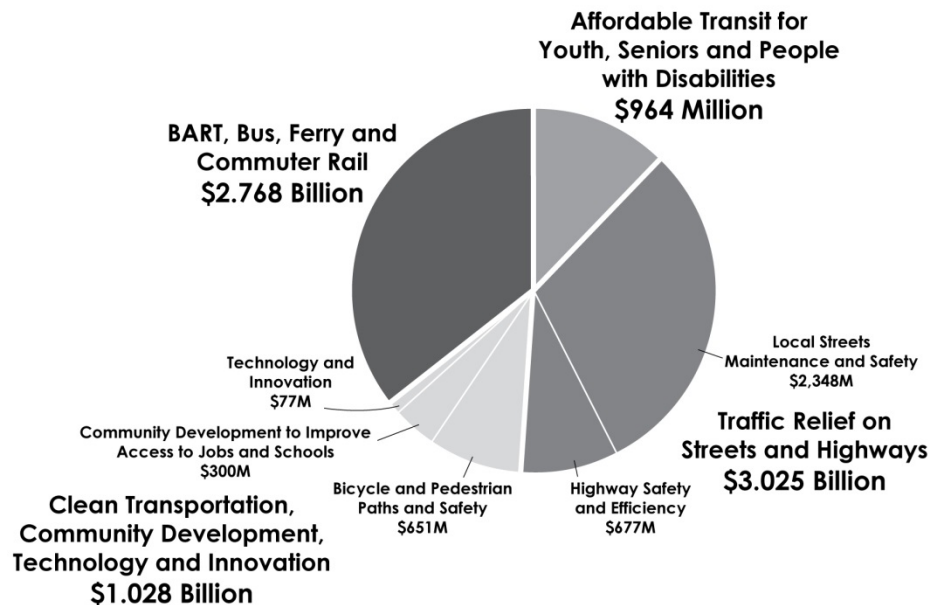
Summary of Investments	FUNDS ALLOCATION* (\$ x million)
BART, Bus, Ferry and Commuter Rail for Reliable, Safe and Fast Services	\$1,587
BART Expansion and Maintenance	\$349 \$749
Bus Operations, Maintenance and Rapid Bus Projects	\$1,548
Commuter Rail Improvements	\$832 \$432
Ferry Services in Alameda County	\$39
Affordable Transit for Youth, Seniors and People with Disabilities	\$964
Affordable Youth Transit to School and Transit Innovation	\$190
Affordable Transit for Seniors and People with Disabilities	\$774
Traffic Relief on Streets and Highways	\$3,025
City and County Streets*	\$2,348
Highway Safety and Efficiency	\$677
Clean Transportation, Community Development, Technology and Innovation	\$1,028
Bicycle and Pedestrian Paths and Safety Projects and Educational Programs*	\$651
Community Development Projects to Improve Access to Jobs and Schools	\$300
Technology and Innovation	\$77
TOTAL INVESTMENTS (YEAR 2015 TO 2045) **	\$7,785

Notes:

*15% of city and county streets funding will support bicycle and pedestrian paths and safety improvements on local streets.


**Estimated funds from 2015 to 2045 are anticipated to be almost \$8 billion.

\$7,785 in Total Investments Year 2015 to 2045



See Table 1 for a detailed list of transportation investments.

Table 1: List of Investments

Type	Investment Category	Project/Program	Amount (\$ x millions)	% of Total Funds
 BART, Bus, Senior, and Youth Transit (48%)	Transit: Operations, Maintenance, and Safety Program	AC Transit	\$1,455.15	18.8%
		Altamont Commuter Express	\$77.40	1.0%
		BART Maintenance	\$38.70	0.5%
		San Francisco Bay Area Water Emergency Transportation Authority	\$38.70	0.5%
		Livermore Amador Valley Transit Authority	\$38.70	0.5%
		Union City Transit	\$19.35	0.25%
		Innovative grant funds, including successful student transportation programs	\$174.63	2.24%
	Affordable Transit Program for Students and Youth	Affordable Student Transit Pass Program	\$15.00	0.19%
		Subtotal	\$1,857.63	24%
	Affordable Transit for Seniors and People with Disabilities	City-based and Locally Mandated	\$232.20	3.0%
		East Bay Paratransit - AC Transit	\$348.31	4.5%
		East Bay Paratransit - BART	\$116.10	1.5%
		Coordination and Service Grants	\$77.40	1.0%
		Subtotal	\$774.01	10%
	Rapid Bus Projects	Telegraph Avenue/East 14th/ International Boulevard project	\$10.0	14%
		Alameda to Fruitvale BART Rapid Bus	\$9.0	
		Grand/MacArthur BRT	\$6.0	
		College/Broadway Corridor Transit Priority	\$10.0	
		Subtotal	\$35.0	
	BART System Modernization and Expansion	Irvington BART Station	\$120.0	
		Bay Fair Connector/BART METRO	\$100.0	
		BART Station Modernization and Capacity Program	\$90.0	
		BART to Livermore	\$400.0	
		Subtotal	\$710.0\$310.0	
	Major Transit Corridor Enhancements and Rail Connections	Dumbarton Corridor Area Transportation Improvements	\$120.0	
		Union City Intermodal Station	\$75.0	
		Railroad Corridor Right of Way Preservation and Track Improvements	\$110.0	
		Oakland Broadway Corridor Transit	\$10.0	
		Capitol Corridor Service Expansion	\$40.0	
		Valley Link	\$400.0	
		Subtotal	\$355.0\$755.0	
	TOTAL		\$3,731.64	48%

Notes: Priority implementation of specific investments and amounts for fully defined capital projects and phases will be determined as part of the Capital Improvement Program developed through a public process and adopted by Alameda CTC every two years and will include geographic equity provisions.

BART Maintenance funds will require an equal amount of matching funds and must be spent in Alameda County.

All recipients of sales tax funds will be required to enter into agreements which will include performance and accountability measures.

BART, BUS, SENIOR AND YOUTH TRANSIT



A total of 48% of net revenue will be dedicated to BART, bus, commuter rail, and senior and youth transit investments. Funds for operations and maintenance will be provided to transit operators in the

county (AC Transit, BART, Union City Transit and Livermore Amador Valley Transit Authority (LAVTA)) as well as to ferries and the Altamont Commuter Express (ACE) rail service. In addition, these funds will substantially increase Alameda County's commitment to the growing transportation needs of older adults and people with disabilities, essentially doubling the funds available for targeted services for this important group. Grant funds are also available to support affordable transportation access to schools. Major capital investments include upgrades to the existing [BART-rail](#) system and BART extensions, adding bus rapid transit routes to improve the utility and efficiency of transit, and providing funding for transit improvements serving the Dumbarton Corridor Area.

TRANSIT OPERATIONS, MAINTENANCE, AND SAFETY PROGRAM (24% OF NET REVENUE, \$1,857 M)

This program provides transit operators with a consistent funding source for maintaining, restoring and improving transit services in Alameda County. Transit operators will allocate these funds in consultation with their riders and policy makers with the goal of creating a world class transit system that is an efficient, effective, safe and affordable alternative to driving.

This funding will support the following:

Transit Operations and Maintenance Program (21.55% of net revenue, estimated at \$1.668 M)

Funds are disbursed to AC Transit, BART, ACE, the Water Emergency Transportation Authority (WETA), LAVTA and Union City Transit. The relative percentage of net revenue being allocated to these agencies is as follows:

Agency	% of Net Total Revenue	Total 2015-2045 (est.) \$Millions
AC Transit	18.8%	\$1,455
ACE	1.0%	\$77
BART Maintenance	0.5%	\$39
WETA (ferries)	0.5%	\$39
LAVTA (WHEELS)	0.5%	\$39
Union City Transit	0.25%	\$19
Total Transit Operations	21.55%	\$1,668

Affordable Youth Transit Pass Program (\$15 million)

This program is for the purposes of funding one or more models for a student transit pass program. The program would be designed to account for geographic differences within the county. Successful models determined through periodic reviews will have the first call for funding within the innovative grant program, as described below.

Innovative Grant Program including successful student transportation programs (2.24% of net revenue, estimated at \$175 M)

These grant funds, administered by Alameda CTC, will be used for the purposes of funding innovative and emerging transit projects, including implementing successful models aimed at increasing the use of transit among junior high and high school students, including a transit pass program for students in Alameda County. Successful models will receive the first priority for funding from this category.

Funds will be periodically distributed by Alameda CTC for projects and programs with proven abilities to accomplish the goals listed below:

- Increase the use of public transit by youth riders (first priority for funding) and increase youth access to school
- Enhance the quality of service for transit riders
- Reduce costs or improve operating efficiency
- Increase transit ridership by improving the rider experience
- Enhance rider safety and security

BART, BUS, SENIOR AND YOUTH TRANSIT

BART ~~STATION EXTENSION~~ AND SYSTEM IMPROVEMENTS (\$~~37~~10 M)

The capital projects funded as part of the BART System Modernization and Expansion investments include projects that increase the capacity and utility of the existing system, ~~as well as provide local funding for a proposed BART extension in the eastern part of the county.~~

~~BART to Livermore (\$400 M)~~

~~This project funds the first phase of a BART Extension within the I-580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange using the most effective and efficient technology. Funds for construction for any element of this first phase project shall not be used until full funding commitments are identified and approved, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed alternative assessment of all fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.~~

BART Station Upgrades and System Improvements (\$310 M)

BART projections indicate that its system will need to carry over 700,000 daily riders by the end of this Plan period. New riders will affect the capacity of existing systems and stations, requiring focused capacity enhancements to keep the system moving as ridership increases occur.



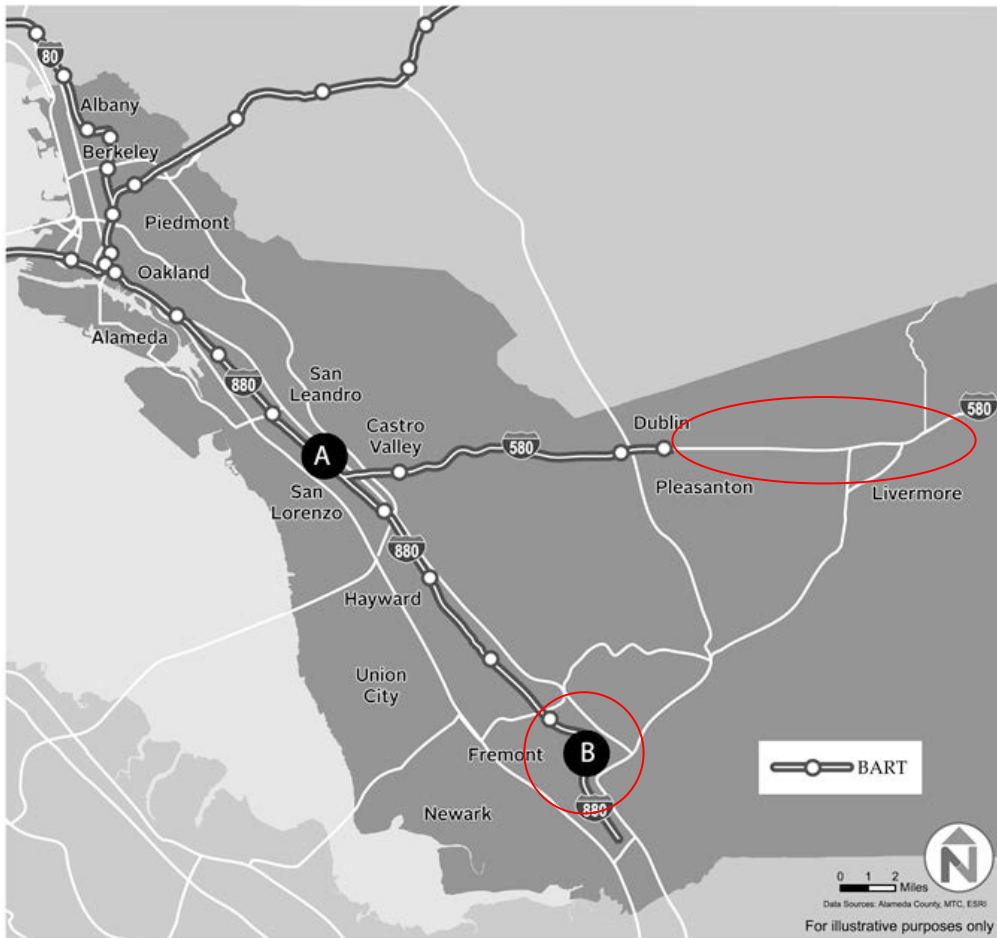
- **The Bay Fair Connector/BART METRO project will receive \$100 M** in sales tax funds for the Alameda County portion of this project which will increase capacity and operational flexibility systemwide. One goal of these improvements will be to improve connections to jobs in the

southern part of the county and beyond as Santa Clara County builds its own BART extension.

- **The BART Station Modernization and Capacity Program will receive \$90 M** for improvements at all BART stations in Alameda County, addressing station site, building envelope, escalator and elevator rehabilitation/replacement, circulation and wayfinding, air conditioning, lighting and ambient environment, station reliability upgrades, and other station equipment replacement/upgrades.
- **The Irvington BART Station will receive \$120 M** to provide an infill station on the soon-to-open Warm Springs extension south of the existing Fremont Station, creating new accessibility to BART in the southern part of the County.

BART, BUS, SENIOR AND YOUTH TRANSIT

BART INVESTMENTS



Commented [ACTC1]: Bottom circle: The new "B" is Irvington BART Station, and below that removal of "C"

Commented [ACTC2]: Top circle: Removal of the original "B – BART Extension to Livermore (within the I-580 corridor)"

Commented [ACTC3]: Middle circle: Change the original "C – Irvington BART Station" to a new "B"

A Bay Fair Connector / BART METRO

B Irvington BART Station

Not Shown:

- BART Station Modernization and Capacity Improvements
- Affordable Transit for Seniors and People with Disabilities

MAJOR TRANSIT CORRIDOR AND COMMUTER RAIL IMPROVEMENTS (~~\$355~~-\$755 M)

Investments include maintenance and service enhancements on existing rail lines and the development of transportation investments serving the Dumbarton Corridor Area. Funds will also be allocated for preserving rail right of way for transportation purposes, ensuring that service is available for future generations. Finally, this funding category acknowledges the importance of connecting high speed rail to Alameda County and the Bay Area and seeks to prioritize targeted investments to ensure strong connections to this future service.

Dumbarton Corridor Area Transportation Improvements (\$120 M)

Dumbarton Corridor Area Transportation Improvement projects will support express bus services in the Dumbarton Corridor connecting southern Alameda County and the Peninsula. The projects will also support transit oriented development and priority development areas, and improve local streets and bicycle and pedestrian infrastructure within the cities of Fremont, Newark and Union City.

Union City Intermodal Station (\$75 M)

This project funds the development of a new intermodal station in Union City to serve BART, Dumbarton Corridor services, Capitol Corridor, ACE and local and regional bus passengers. The project involves construction of a two-sided rail station and bus transit facility, accessible to a 30-acre transit oriented development site. Improvements will be made to pedestrian and bicycle access, BART parking, elevators, fare gates and other passenger amenities.



Capitol Corridor Service Expansion (\$40 M)

This project supports track improvements and train car procurement which will enable the trains running between Oakland and San Jose to increase daily round trips, matching frequencies between Sacramento and Oakland.

Railroad Corridor Right of Way Preservation and Track Improvements (\$110 M)

Funds allocated by this project may be used to maintain and enhance existing railroad corridors for regional rail as well as to preserve the rights of way of rail corridors that could be used for other transportation purposes, such as major trails.

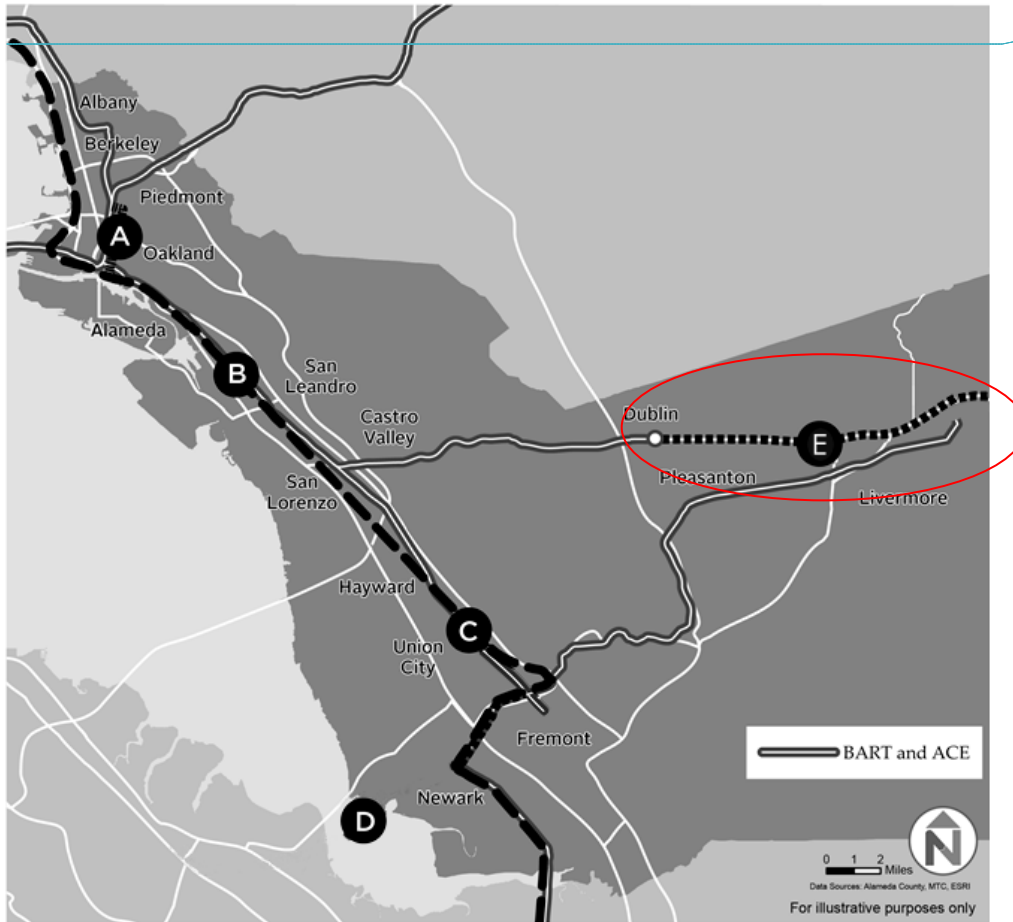
Oakland Broadway Corridor Transit (\$10 M)

This project will link neighborhoods to transit stations along Broadway, Oakland's major transit spine, providing a frequent and reliable connection between the regional rail hub at Jack London Square, with Downtown Oakland, the Uptown Arts and Entertainment District, and adjoining neighborhoods, utilizing the most efficient and effective technology.

Valley Link Rail in Alameda County (\$400 M)

This project funds the first phase of a Valley Link rail extension from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment, defined as from the Dublin/Pleasanton BART station to the proposed Mountain House station, that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

MAJOR TRANSIT CORRIDOR AND COMMUTER RAIL IMPROVEMENTS



- A** Broadway Corridor Transit
- B** Capitol Corridor Service Expansion
- C** Union City Intermodal Station
- D** Dumbarton Corridor Area Transportation Improvements
- E** Valley Link Rail

Not Shown:
- Railroad Corridor Right of Way Preservation and Track Improvements

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TEP Amendment Comment Letters

Jurisdiction Comments

Agency	Date	Comments	Response
AC Transit General Manager	July 9, 2020	1. AC Transit's Board of Directors has not had the opportunity to provide official comment and position on the proposed amendment; this letter reflects the comments of AC Transit staff.	Noted.

		<p>2. The Valley Link Rail project appears to have a primary purpose of transporting residents from San Joaquin County to Alameda County, with an ultimate destination in Santa Clara County, similar to existing ACE Train service. Alameda County taxpayers would not directly benefit as much as San Joaquin County residents, especially if there are no committed funds from San Joaquin County.</p>	<p>Expenditures from Measure BB will only be spent on transportation improvements in Alameda County. No expenditures may be made outside of Alameda County. Benefits of the project, including data specific to Alameda County residents where possible, as provided by the Valley Link staff is noted below. Data is based on an extension from Dublin-Pleasanton BART to North Lathrop.</p> <ul style="list-style-type: none"> ○ 10,137 Tri-Valley daily boardings in 2040 ○ 32,993 total daily boardings in 2040 ○ Annual reduction of 38,880 to 42,650 metric tons of greenhouse gas emissions in 2040 depending on the vehicle variant under consideration ○ Reduction of approximately 570,000 average weekday vehicle miles travelled in 2040 ○ Approximately 57% of the project track mileage is in Alameda County ○ Transit-oriented development in the Tri-Valley including developments at the proposed Isabel station and Southfront station alternative. <p>Valley Link will provide fast and frequent rail service to BART, operating 25 daily roundtrips a day with a focus on serving the Oakland and San Francisco commute. ACE currently operates 4 daily roundtrips with a focus on primarily serving Santa Clara County commuters. Expansion of ACE service is constrained due to operations on Union Pacific tracks in mixed freight.</p>
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		<p>3. There are many transportation projects that could improve travel and commute for Eastern Alameda County and would have a better cost-benefit ratio than the Valley Link Rail project and thus, a better and more efficient use of funds. Possible projects such as express bus service and bus rapid transit would fall into this category. Implementing Guideline #22 – “Fund Allocations” under the TEP would allow for such projects to be funded with the allocation.</p>	<p>BART conducted extensive alternatives analysis, as both part of the 2010 Program Environmental Impact Report (EIR) and as part of the subsequent Project EIR certified in 2018. The 2010 Program EIR included analysis of 10 alignment alternatives. The Project EIR included extensive analysis of four alternatives plus a no project alternative. The alternatives included an Express Bus/Bus Rapid Transit Alternative and an Enhanced Bus Alternative. Details of the alternatives can be found here. The analysis included detailed evaluation of potential benefits and impacts, including but not limited to: ridership, vehicle miles traveled, greenhouse gas emissions, capital and operating costs, travel times, integration with land use, and cost-effectiveness.</p> <p>In considering the Project EIR in 2018, the BART Board could not reach consensus on which transit alternative to adopt as a preferred alternative. The BART Board acted to not advance an alternative.</p> <p>The BART Project EIR found mixed performance results for the alternatives. While the cost per new rider for the Express Bus/BRT option was lower than for the rail alternatives, the rail alternatives carried significantly more riders and resulted in a higher reduction in vehicle miles traveled.</p> <p>The Tri-Valley San Joaquin Valley Regional Rail Authority (TVSJVRRA) was created by the State Legislature in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and commuter rail service in the Tri-Valley and</p>
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Agency	Date	Comments	Response
			<p>San Joaquin County that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities.</p> <p>When the BART Board directed the General Manager to not advance an alternative, it effectively passed over to the TVSJVRRRA the ability to plan for a connection to the Dublin/Pleasanton BART Station in July 2018. The TVSJVRRRA then assumed the lead role for the project, now known as Valley Link. The TVSJRRRA has requested Alameda CTC to amend the TEP to add Valley Link and move the \$400 million from the BART to Livermore TEP project to Valley Link. The TVSJVRRRA is currently evaluating alternatives as part of the Valley Link EIR, building off of the work done by BART as well as by ACE as part of the ACE Forward analysis.</p> <p>The 2014 Transportation Expenditure Plan (TEP) #22 Guideline notes, "Fund Allocations: Should a planned project become undeliverable, infeasible or unfundable due to circumstances unforeseen at the time this Plan was created, or should a project not require all funds programmed for that project or have excess funding, funding for that project will be reallocated to another project or program of the same type, such as Transit, Streets, Highways, Community Development Investments, or Bicycle and Pedestrian Safety, at the discretion of Alameda CTC." The Valley Link project is a Transit project as is the BART to Livermore Project and it is at the Commission's discretion to act on a plan amendment to use these funds for transit purposes.</p>

Agency	Date	Comments	Response
		4. Given the current financial climate and the uncertainty that lies ahead, it is within reason for ACTC to also consider reallocating the \$400 million to any number of under-funded capital projects throughout the county, including transit projects within the AC Transit service area.	The funds that were programmed to BART to Livermore must be used on Transit and the Commission programming actions are subject to geographic equity by planning area. Reprogramming \$400M to other parts of Alameda County, rather than exclusively towards improvements built in East County, will impact the original TEP geographic funding distribution by planning area.
Alameda County Board of Supervisors	June 10, 2020	5. Expressed support for the amendment; will fulfill a commitment made to the Tri-Valley to advance rail connectivity to Livermore and assure that our residents will finally benefit from the taxes they have paid.	Support noted.
		6. Noted key benefits of the project: <ul style="list-style-type: none"> - reduction of over 99.4 million Vehicle Miles Traveled - reduction of over 33,000 metric tons of greenhouse gas emissions per year - support advancement of transit-oriented development - protects open space 	Benefits noted.
BART General Manager	July 13, 2020 and May 27, 2020	7. Expressed support, with recommendations, of the TEP amendment.	Support noted.
		8. Staff believes this action is consistent with intent of Alameda County voters to invest in transit in the I-580 Corridor. It is important that the \$400 M sales tax investment does accrue to Alameda County residents and businesses.	Noted.

Agency	Date	Comments	Response
		<p>9. BART recommends that the amendment to the TEP clearly indicate that required improvements to the BART system in Alameda County resulting from the impacts of the Valley Link Rail project are priority components of the Phase 1 Valley Link Rail project.</p> <ul style="list-style-type: none"> - Base Project: Impacts to the BART system including additional rail cars and the reconfiguration of the Dublin/Pleasanton station - Core Improvements: improvements to destination stations of Valley Link patrons - I-580 Corridor Faregate Modernization: modernize faregates for all stations in the I-580 Corridor (Castro Valley, West Dublin/Pleasanton, and Dublin/Pleasanton stations) 	<p>Valley Link and BART are working together closely to identify potential future impacts and benefits to the BART system, including both capital and operating impacts. Over the course of project development, it is anticipated that the benefits and impacts will be better defined. Based on current ridership forecasts, it appears that there may be some degree of impact to the BART core system in the 2040 horizon. The TVSJVRRRA has proposed to enter into an MOU with BART to detail a process to identify and address these future potential impacts. Faregate modernization for non-Valley Link stations does not appear to be directly linked to impacts of the Valley Link project.</p>
BART Director McPartland	May 27, 2020	10. Expressed support for the project approval of TEP amendment.	Support noted.
		11. Noted key benefits of project: to fulfil commitment made to Tri-Valley and reduce traffic on 580/680 corridor and VMT.	Benefits noted.
City of Dublin	May 25, 2020 and July 10, 2020	12. Expressed support for the project and amendment that will fulfill a commitment made to the Tri-Valley to advance rail connectivity to Livermore and, after many decades of study, assure that residents will finally benefit from the taxes paid.	Support noted.

Agency	Date	Comments	Response
		<p>13. Noted key benefits of the project:</p> <ul style="list-style-type: none"> - reduction of over 99.4 million Vehicle Miles Traveled - reduction of over 33,000 metric tons of greenhouse gas emissions per year - support advancement of transit-oriented development - connects Northern California Megaregion's workforce to affordable housing - will provide an estimated 22,000 jobs during construction and went operational support 400 jobs per year 	Benefits noted.
City of Livermore	July 10, 2020 and May 28, 2020	<p>14. Expressed support for the project and amendment that will fulfill a commitment made to the Tri-Valley to advance rail connectivity to Livermore and, after many decades of study, assure that our residents will finally benefit from the taxes paid.</p>	Support noted.
		<p>15. Noted key benefits of the project:</p> <ul style="list-style-type: none"> - reduction of over 99.4 million Vehicle Miles Traveled - reduction of over 33,000 metric tons of greenhouse gas emissions per year - support advancement of transit-oriented development - protects open space - connects Northern California Megaregion's workforce to affordable housing - will provide an estimated 22,000 jobs during construction and went operational support 400 jobs per year 	Benefits noted.

Agency	Date	Comments	Response
City of Pleasanton	May 26, 2020 and June 26, 2020	16. Expressed support for the amendment. The Valley Link Project will complete the regional rail concept initially envisioned for the Tri-Valley decades ago and meets the vision and goals of Measure BB by expanding regional rail, providing traffic relief, improving air quality by providing clean transportation.	Support noted.
		17. Noted key benefits of the project: <ul style="list-style-type: none"> - reduction of greenhouse gas emissions - included renewable energy sources and sustainable construction practices - supports transit-oriented development - protects open space 	Benefits noted.
City of Union City	July 21, 2020	18. Expressed support for the amendment request.	Support noted.
		19. Noted benefits of the project: <ul style="list-style-type: none"> - mega-regional cooperation - provides connectivity to other transit providers - provides service between housing and job centers - facilitates the movement of goods - provides a transit alternative to reduce greenhouse gas emissions - supports transit-oriented development 	Benefits noted.
LAVTA	May 25, 2020	20. Expressed support for the project and amendment that will fulfill a commitment made to the Tri-Valley to advance rail connectivity to Livermore and, after many decades of study, assure residents will finally benefit from the taxes paid.	Support noted.

Agency	Date	Comments	Response
		<p>21. Noted key benefits of the project:</p> <ul style="list-style-type: none"> - reduction of over 99.4 million Vehicle Miles Traveled - reduction of over 33,000 metric tons of greenhouse gas emissions per year - support advancement of transit-oriented development - protects open space 	Benefits noted.
San Joaquin Regional Rail Commission	July 2, 2020	22. Expressed support for the amendment request.	Support noted.
		<p>23. Noted key benefits of the project:</p> <ul style="list-style-type: none"> - fulfill a commitment made to the Tri-Valley to advance rail connectivity to Livermore - supports an intermodal connection between ACE and the BART system and the advancement of the Altamont Corridor Vision. - will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor - estimated 28,000 are projected to ride the Valley Link system in 2040 - reduction of over 99.4 million Vehicle Miles Traveled (VMT) - reduction of over 33,000 metric tons of greenhouse gas emissions per year 	Benefits noted.

Public Comments

Organization/Individual	Date	Comments	Response
Bay Area Council	May 27, 2020	24. Expressed support for the project and amendment that will fulfill a commitment made to the Tri-Valley to advance rail connectivity to Livermore and, after many decades of study, assure residents will finally benefit from the taxes paid.	Support noted.
		25. Noted key benefits of the project: <ul style="list-style-type: none"> - reduction of over 99.4 million Vehicle Miles Traveled - reduction of over 33,000 metric tons of greenhouse gas emissions per year - supports advancement of transit-oriented development - protects open space 	Benefits noted.
Alameda County Taxpayers Association	May 22, 2020	26. Expressed opposition to transferring funds to Valley Link at this time.	Opposition noted.
		27. Encourages narrow reading of TEP as to intention of voters and sees need for full alternatives analysis completed including consideration of express bus. States that ACTA will vigorously oppose any plan to divert these funds away from a voter-approved project.	See response to Comment 3.

Organization/Individual	Date	Comments	Response
		28. Troubled by transferring funds before San Joaquin contribution is secured.	<p>The proposed TEP amendment states that funds are for construction only in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment.</p> <p>The TVSJVRRRA is working closely with cities in San Joaquin County, SJCOG, and the state to secure additional funding for the project. Thus far, the City of Tracy has committed to donation of a key 200-acre parcel under City ownership to the project to be used for an operations and maintenance facility. The property has an estimated value of \$40 million. In April 2020, the SJCOG Board approved an amendment to its 2018 Regional Transportation Plan to include the Valley Link project, including identification of \$163.9 million for the project in the plan from future measures and state funds.</p>
Bay Area Transportation Working Group	May 11, 2020 and May 23, 2020	29. Expressed opposition to the project and amendment.	Opposition noted.

Organization/Individual	Date	Comments	Response
		<p>30. A full unbiased feasibility study must be done, including assessment of projected ridership, cost-effectiveness, and funding opportunities of Valley Link and other transportation options for the corridor.</p> <p>Stated that the BART staff recommended a significantly upgraded bus option to its Board in 2017 that would better serve the transportation needs to Pleasanton and Livermore.</p> <p>Stated that the Bay Area Transportation Working Group conducted an extensive investigation of a bus alternative and concluded that in terms of improving the access of the people of Livermore to BART, well-appointed buses operating in bus-only lanes would be a far cheaper and better option.</p>	<p>See response to Comment 3.</p> <p>The BART staff did not recommend an alternative to the BART Board when considering the adoption of the Final BART to Livermore Environmental Impact Report on May 24, 2018.</p>
		<p>31. Valley Link primarily benefits non-Alameda County residents.</p>	<p>See response to Comment 2.</p>

Organization/Individual	Date	Comments	Response
		32. Changes brought about by COVID must be considered.	The long-term travel and commute impacts of COVID are unknown at this time. In developing the region's long-range transportation plan, Plan Bay Area 2050, MTC's direction is to assume that long-term travel and development patterns do not significantly change as a result of COVID-19; rather those impacts are largely concentrated in the early years of the Plan. Projects under development within the Bay Area must be consistent with MTC's long-range plan.
Bike East Bay	May 11, 2020	33. Bike East Bay supports transit but has questions and concerns regarding the project.	Support with concerns noted.
		34. Concerned there was not sufficient public outreach in Livermore to generate support for the project. Where are the residents of Livermore on the project?	To-date there has been extensive public outreach in Livermore, first as part of the BART to Livermore project and subsequently when the Tri-Valley San Joaquin Valley Regional Rail Authority (TVSJRRRA) developed the Project Feasibility Report. The TVSJRRRA documented outreach it conducted in Appendix B of the Project Feasibility Report . The City of Livermore also conducted significant outreach as part of the Isabel Neighborhood Specific Plan, which is closely tied to rail service in Livermore. Livermore also recently advanced an application to form a new Priority Development Area (PDA) by the proposed site for a future station, the Southfront Station PDA, which was approved by ABAG in February 2020.
		35. Hour headways off-peak is not high-quality transit. What can be done to convert this to good transit?	As the project development has advanced, the planning service frequencies have been updated. The TVSJRRRA is currently planning for 12-minute frequencies in the weekday peak, 24-minute frequencies in the off-peak, and 36-minute frequencies on weekends and holidays by 2040.

Organization/Individual	Date	Comments	Response
		36. Requested information regarding the potential impacts of the current financial crisis on the project.	<p>Alameda CTC is carefully monitoring the impact of COVID-19 on sales tax revenues. Sales tax revenues are received from the California Department of Tax and Fee Administration (CDTFA) two months in arrears, and staff has been updating the Commission as data becomes available.</p> <p>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. Revenue projections for FY2020-21 were included in the agency budget that was adopted in May 2020, which can be found on Alameda CTC's website at the following link: https://www.alamedactc.org/wp-content/uploads/2020/05/7.1_COMM_FY2020-21_Proposed_Budget_20200528.pdf.</p> <p>The budget for sales tax revenues for FY2020-21 will be updated if and when appropriate based on data received from the CDTFA.</p> <p>Formulas used to calculate Direct Local Distributions (DLD) are not affected by increases or decreases in sales tax revenue collections. Alameda CTC's website also includes sales tax projections for DLDs for FY2020-21 here. Alameda CTC currently does not anticipate any impact to payments to jurisdictions for other grants nor specific projects or programs due to COVID-19.</p>

Organization/Individual	Date	Comments	Response
Building and Construction Trades Council of Alameda County	May 26, 2020 (same as May 11 letter)	37. Expressed support for the project and amendment that has been under development dating back to the 1960s when the BART system was originally envisioned.	Support noted.
		38. Noted key benefits of the project: <ul style="list-style-type: none"> - cost effective and efficient in that it uses currently existing transportation rights of way - will provide transportation alternatives that will benefit the environment, economy and quality of life of residents and Bay Area workers - sustainable technology - reduction of over 99.4 million Vehicle Miles Traveled - reduction of over 33,000 metric tons of greenhouse gas emissions per year - supports transit-oriented development - will provide an estimated 22,000 jobs during construction and between \$2.6 billion and \$3.5 billion in revenues 	Benefits noted.

Organization/Individual	Date	Comments	Response
		39. Supports advancing the amendment now so the project can compete for additional funding.	Support noted. The ability to leverage local sales tax dollars to secure competitive regional, state and federal funds is a key principle of local sales taxes. By being able to show a commitment of local funding, the project will be more competitive for regional, state and federal funding.
Chabot-Las Positas Community College	May 25, 2020	40. Expressed support for the amendment and notes fulfillment of commitment to tri-valley and benefits for student population from both Tri-Valley and 580-880 corridors.	Support and benefits noted.
Innovation Tri-Valley Leadership Group	May 7, 2020	41. Expressed support for the amendment, which fulfills a long-standing vision for rail connections from Dublin/Pleasanton to Livermore, and is consistent with the original intent and vision of Measure BB for rail connectivity in the Tri-Valley.	Support noted.
		42. Noted congestion reduction benefits of the project and the need to provide transportation alternatives in the corridor to benefit the environment, the economy and the quality of life of residents and workers.	Benefits noted.
		43. Amending the TEP now is important to allow the Authority to leverage local funds with State, federal and private funding to complete the project.	Support noted.

Organization/Individual	Date	Comments	Response
Laborers' Local 304 (Rafael Gonzalez)	May 26, 2020	44. Expressed support for the project and amendment.	Support noted.
		45. Noted key benefits of the project: <ul style="list-style-type: none"> - cost effective and efficient in that it uses currently existing transportation rights of way - will provide transportation alternatives that will benefit the environment, economy and quality of life of residents and Bay Area workers - sustainable technology - reduction of over 99.4 million Vehicle Miles Traveled - reduction of over 33,000 metric tons of greenhouse gas emissions per year - supports transit-oriented development 	Benefits noted.
Livermore Chamber of Commerce	May 8, 2020	46. Expressed support for the proposed amendment to provide an urgently needed and long-awaited effective rail connection between Livermore and the Dublin/Pleasanton BART station.	Support noted.
Hacienda	June 9, 2020	47. Expressed support for the project and amendment that advance long-held objectives of creating a viable rail connection between alameda and San Joaquin Counties.	Support noted.

Organization/Individual	Date	Comments	Response
		48. Critical employment centers, such as Hacienda, need to make sure that all corridors leading into the Tri-Valley provide easy and convenient access for businesses whose labor supply extends into outlying areas. Likewise, residents at Hacienda similarly need the ability to enjoy access to corridors connecting the Tri-Valley with the larger region.	Support noted. Valley Link would provide access to support businesses and residents at Hacienda.
		49. Noted key benefits of the project: <ul style="list-style-type: none"> - reduction of over 99.4 million Vehicle Miles Traveled - reduction of over 33,000 metric tons of greenhouse gas emissions per year - supports advancement of transit-oriented development - protects open space 	Benefits noted.
Jon M Spangler	July 15, 2020	50. Expressed opposition to the project and amendment.	Opposition noted.
		51. Inadequate public noticing of the comment period: <ul style="list-style-type: none"> - The project was never on the 2014 Measure BB project list - Very limited public notice or input and almost no publicity - Process to submit public comment was not noticed on Alameda CTC's website 	<p>The following are amendment requirements as specified in the 2014 Transportation Expenditure Plan (2014 TEP) Implementing Guidelines:</p> <p>"4. 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. All jurisdictions within the county will be given a minimum of 45 days to comment on any proposed Plan amendment."</p>

Organization/Individual	Date	Comments	Response
			<p>The comment period is for jurisdictions in Alameda County. Alameda CTC staff provided notification to the governing boards of all cities, the county and transit operators in Alameda County who are represented on the Alameda CTC Commission of a 45-day comment period regarding the proposed amendment, which included direction on how comments must be submitted to the Commission. The notifications were sent via email and hard copy through the US Postal Service on May 29, 2020.</p> <p>The public noticing process is consistent with what is required in the TEP Implementing Guidelines. The process was described at the May Alameda CTC Committee and Commission agenda materials and discussed at the meetings. Alameda CTC is responding to all public comments received. Comments were received by member jurisdictions as well as advocacy organizations and individual members of the public expressing a diversity of viewpoints on the proposed amendment.</p>

Organization/Individual	Date	Comments	Response
		52. No environmental impact report is not complete so there is not detailed information available regarding the rail project's effects.	<p>As with all projects in the 2014 TEP, the project must meet specific environmental deadlines and comply with regional, state and federal requirements. There is no legal requirement and the TEP does not require that projects must complete an environmental document before being in the plan, nor does it require that full funding is required before being in the plan. Every project in the 2014 TEP has a funding shortfall; the sales tax dollars are intended to be leveraged with other local, regional, state and federal funds to deliver the projects.</p> <p>Most of the named capital projects in the 2014 TEP did not have completed EIRs when the TEP was approved by voters. Only four of the 21 named capital projects in the TEP had an approved EIR when the TEP was approved by voters. The Draft EIR is anticipated to be released in fall 2020.</p>
		53. No detailed evaluation of other alternatives such as extending BART service to Livermore.	See response to Comment 3.

Organization/Individual	Date	Comments	Response
		<p>54. Concerned with exurban sprawl and the need to re-establish patterns of living close to work. Before the Valley Rail project received any public funding, policies must be established to ensure that only higher-density, compact growth will be allowed in these outlying areas.</p>	<p>The TVSJVRRRA has adopted a Transit Oriented Development (TOD) Policy to support the regional goals of both San Joaquin County and the Bay Area to support the advancement of transit-oriented development (TOD) in Valley Link station areas. The policy mirrors the TOD guidelines outlined in MTC Resolution 3434 TOD guidelines and identifies key policy objectives and strategies to:</p> <ul style="list-style-type: none"> • Develop and implement station area plans that meet or exceed a corridor-level threshold of 2,200 housing units within a half mile radius of stations. • Develop station area plans that, at a minimum, define the land use plan for the area, zoning, design standards, parking policies and station access plans. <p>The intent of these policies is to develop strategies to create vibrant and livable station area communities within the proposed station environs. The advancement of transit-oriented development adjacent to stations aims to further reduce Vehicle Miles Traveled (VMT) and greenhouse gas emissions (GHG) for the project. Station area plans are currently under development at the Isabel, Downtown Tracy and River Islands stations. The Dublin/Pleasanton and Isabel Stations are in established MTC Priority Development Areas (PDA) and an application for a Southfront Station PDA was recently added as a new PDA.</p>
		<p>55. The additional demand on BART and the mechanism for funding BART's added costs should also be detailed ahead of making large expenditures like this.</p>	<p>See response to Comment 9.</p>

Organization/Individual	Date	Comments	Response
		56. Large-scale policy and planning decisions and clearer understanding of Valley Link's overall impacts on growth and additional sprawl in the exurbs and suburbs must be very carefully calculated before, not after, such a project is funded.	See response to Comment 52.
		57. With future sales tax revenues in doubt and existing transit systems in crisis, the funding should remain unspent, be allocated to other voter-approved Measure BB projects, or used to support existing transit agencies and services.	See responses to Comments 3 and 4.
Law Offices of Jason A. Bezis	May 28, 2020	58. Expressed opposition to the TEP Amendment.	Opposition noted.
		59. Stated that the Amendment would be a bait and switch while voters distracted by the COVID-19 pandemic and is a major decision that should not be made during an emergency.	The Alameda County Transportation Commission continues to operate during the COVID pandemic, including acting on advancing projects approved by voters in the 2014 Transportation Expenditure Plan.
		60. Stated that the Valley Link Rail project to Altamont Pass is a drastically different project than BART to Livermore and raised concerns about funding being spent outside of the county and for little to no benefit to Alameda County taxpayers.	See response to Comment 2.

Organization/Individual	Date	Comments	Response
		61. Stated that the Amendment upsets to overall geographic equity consensus that underpins the Measure BB TEP, as the benefits to the residents of the Tri-Valley are less than they would have been is BART to Isabel Avenue had advanced.	This Amendment preserves the original geographic funding distribution of the 2014 TEP. When the 2014 TEP was crafted by the Commission, it was done so to address geographic equity in investments and to reach consensus on a set of projects and programs that would provide benefits in all areas of Alameda County. The Amendment does not propose redistributing funds outside of the East Planning Area.
		62. Stated that the Commission is acting prematurely, with too many unknowns, and highlighted the need for the EIR to be released and an implementation plan and funding plan to be complete.	See responses to Comments 3 and 52. The proposed TEP amendment states that funds are for construction only in Alameda County and shall not be used until full funding commitments are identified and approved
		63. Raised concerns regarding potential impacts on crowded BART trains.	See response to Comment 9.
		64. States that alternatives need to be further evaluated. The commenter specifically advocated for an express bus alternative that was identified in the 2003 Caltrans I-580 widening study as a cost-effective alternative that could be implemented quickly, or for a t-BART proposal that would utilize existing rail corridors in the Tri-Valley.	See response to Comment 3. Conditions have changed since 2003 with the construction of the I-580 Express Lanes. BART did analysis in 2018 (Comment 3) and express bus was considered but not recommended to be advanced.
		65. Noted that voters in the Tri-Valley did not support Measure BB and suggested that voters in the Tri-Valley vote on whether or not to reallocate the \$400 million.	Measure BB passed based on total votes in the county, not based on geographies within the county. The TEP Implementing Guidelines lay out the Amendment process. This proposed Amendment is following that process.

Organization/Individual	Date	Comments	Response
		66. Stated that the decision should not be made until after the fall elections, which will result in new mayors for all three cities in the Tri-Valley and a new county supervisor.	Actions taken at the Alameda County Transportation Commission are done based upon the 22 members representing the full Commission and are not made on a planning area basis.
		67. Stated that Livermore residents would be betrayed if the Amendment proceeds, as they would continue paying taxes with no BART service and diminished local streets and road funding.	The Valley Link project includes rail stations, and rail service connecting directly into the BART system. The City of Livermore submitted a letter of support for the project. See also response to Comment 34.
		68. Raised concerns regarding the Measure BB campaign.	See Memorandum, Attachment A to this Comment Matrix.
Sierra Club	May 11, 2020 and July 13, 2020	69. Expressed opposition to the proposed actions. Recommend that no action be taken for the foreseeable future, at least until after completion of a full Environmental Impact Report process and other related documentation, and until there is a return to financial stability for Measure BB sales tax funds.	See response to Comments 52 (regarding environmental analysis) and 36 (regarding sales tax).
		70. Expressed no current position regarding the project itself, pending much more documentation and analysis for both decisionmakers and the public.	Noted the desire for more documentation and analysis.

Organization/Individual	Date	Comments	Response
		<p>71. Insufficient comment period:</p> <ul style="list-style-type: none"> - No notice was provided to the public or posted on the Alameda CTC website - The public was not informed how to communicate with elected representatives so that timely and informed comments by the jurisdiction could be submitted 	See response to Comment 51.
		72. Request that all comments by jurisdictions be posted on the Alameda CTC website by the end of July 2020 so that the public can communicate on this matter with their elected officials.	Per direction of the Commission in May 2020, all comments will be posted with the September materials for the Planning, Policy and Legislation Committee (PPLC) along with a comment and response matrix.
		73. Request information regarding the potential/expected impact on other transit recipients if Valley Link is approved as a new agency that is eligible for Measure BB funds, including for operations? Does the selective omission of Valley Link in the “redlined” Appendix C of the May 28 materials mean that Valley Link will not be an eligible recipient under the Category of “Transit: Operations, Maintenance, and Safety Program”?	The TEP amendment request did not include a request for operating funds and, therefore, consideration for operating funds is not subject to this amendment. Redistribution of funds for operations would require a separate amendment, which has not been requested.

Organization/Individual	Date	Comments	Response
		74. The entire package of proposed actions is premature before completion of a full Environmental Review process, which is necessary to determine the viability, appropriateness, and environmental impact of the proposed project.	See response to Comment 51.
		75. Concerned the actions are being rushed, especially given the magnitude of current revenue uncertainties.	<p>The TVSJVRRRA submitted its request for the TEP Amendment to Alameda CTC in September 2019. Over the past year, Alameda CTC has participated on a project Executive Steering Committee with MTC, BART, SJRRC, Caltrans, and the California State Transportation Agency to provide input on the development of the feasibility report and project development. Alameda CTC also evaluated initial project designs related to potential impacts on the I-580 Express Lanes; those discussions will continue as the design progresses.</p> <p>See response to Comment 36 regarding sales tax.</p>

Organization/Individual	Date	Comments	Response
		<p>76. Current financial projections and analyses identify significant shortfalls in sales tax revenues at all levels for the foreseeable future. Please identify your responses below both with, and without, the impact of ACTC approval of the proposed Valley Link actions:</p> <ul style="list-style-type: none"> - What are the current estimates and projections for Measures B and BB revenues (for at least the next 5 years), and as compared to previous actuals? - How will these changes in revenues affect DLD formulas, as well as other anticipated payments to jurisdictions and/or projects or programs? 	See response to Comment 36.

		<p>77. There is no “entitlement” for Measure BB funds from the cancelled “BART to Livermore” project for either the Tri-Valley planning area or even for a rail project, and the voters who actually approved Measure BB, with the “BART to Livermore” project, were, in large part, not primarily from the Tri-Valley. There should be an open, full and fair competitive assessment to determine any re-programming of that project’s successor, per Implementing Guideline 22 from the TEP.</p> <p>22. Fund Allocations: <i>Should a planned project become undeliverable, infeasible, or unfundable due to circumstances unforeseen at the time this Plan was created, or should a project not require all funds programmed for that project or have excess funding, funding for that project will be allocated to another project or program of the same type, such as Transit, Streets, 4 Highways, Community Development Investments, or Bicycle and Pedestrian Safety, at the discretion of Alameda CTC.</i></p>	See responses to Comments 3 and 4.
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Organization/Individual	Date	Comments	Response
		78. Valley Link violates the “inter-regional commuting” policy of SB 375 and Plan Bay Area.	SB 375 applies to regional transportation plans/sustainable communities strategies (RTP/SCS) that are adopted by metropolitan transportation organizations (MPOs) in the state of California. As it relates to this project, the two MPOs are the Metropolitan Transportation Commission (MTC) and the San Joaquin Council of Governments (SJCOG). The MTC Commission recently voted to include Valley Link in Plan Bay Area 2050, the RTP/SCS currently in development in the Bay Area region. SJCOG’s most recent RTP/SCS was amended in early 2020 to include the Valley Link project. MTC’s robust project performance assessment did not identify performance concerns with the Valley Link project regarding the project conflicting with the guiding principles of Plan Bay Area and identified it as a relatively well performing regional rail project.
		79. Valley Link would disadvantage Alameda County residents, taxpayers, and transit riders to the benefit of inter-regional travelers from San Joaquin County.	See response to Comment 2.
		80. ACTC should not act until there is at least a matching financial commitment from San Joaquin County. Any ACTC action should be conditioned on a firm commitment of adequate funds for both capital and continuing operations for this multi-county project.	See response to Comment 28.

	<p>81. The ACTC meeting materials from May 28th show the proposed project description only as it would be amended, without including the carefully negotiated original terms – approved by the voters – that are proposed for omission or change now.</p> <ul style="list-style-type: none"> - What difference does the “initial operating segment” make to the proposal’s potential draw on Alameda County funds? - What criteria will be used to assess whether the initial operating segment “most effectively meets” the adopted project goals, and which agency will make that determination? - When will “full funding commitments” be identified and approved for the full project? - Please also explain why the references to “detailed” analysis and “all” alternatives are being deleted. 	<p>No Measure BB funds may be expended outside of Alameda County. Measure BB funds could be used for an Initial Operating Segment that would be adopted by the TVSJVRRRA Board, which has established project goals against which the proposed project and project alternatives will be measured and considered when considering project adoption. The TVSJVRRRA-adopted project goals are:</p> <ul style="list-style-type: none"> • Improve connectivity within the Bay Area Megaregion: connecting housing, people and jobs. • Establish rail connectivity between the Bay Area Rapid Transit District’s rapid transit system and the Altamont Corridor Express commuter service. • Pursue project implementation that is fast, cost-effective and responsive to the goals and objectives of the communities it will serve. • Be a model of sustainability in the design, construction, and operation of the system. • Support the vision of the California State Rail Plan to connect the Northern California Megaregion to the State rail system. <p>Currently the TVSJVRRRA is considering two different potential initial operating segments: an extension from Dublin-Pleasanton BART to Greenville, or an extension from Dublin-Pleasanton BART to Mountain House.</p> <p>As stated in the proposed TEP Amendment language, a full funding plan must be identified before Alameda CTC would release Measure BB funds. In addition, Measure BB funds are only allowed to be used for construction.</p> <p>References to “detailed” and “all” are proposed to be removed for clarity and to remove vague qualifying statements. The BART</p>
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Organization/Individual	Date	Comments	Response
			to Livermore Project EIR evaluated a number of alternatives, and the Valley Link EIR is also evaluating a number of alternatives.
		82. Several places in the proposed “amendments” describe Valley link as “Commuter Rail,” despite the fact that it is proposed to operate throughout the day. Is this an attempt to obviate or avoid an obligation for ADA complementary paratransit service for passengers, or attempted passengers, who may have difficulty using the train service?	Valley Link will comply with all ADA regulations and will work with local transit operators to assure equitable access to the system. Under those regulations, Valley Link clearly falls within the definition of "commuter rail" as it will not operate in exclusive right-of-way and is not a light rail (street car) system by definition. See 49 CFR §37.3, §37.121(c).
		83. There is simply no need to rush into the proposed actions, particularly in the context of the current health and financial crises being faced by the State and local communities. Why not first take time for responsible analysis and an opportunity to see if-how-and-when recovery is able to occur, before committing funds that may not materialize for years to come?	See response to Comment 36.
Pleasanton Chamber of Commerce	May 27, 2020	84. Expresses support for amendment. Cites traffic reduction benefits, fulfilment of voter promise, reduction in VMT.	Support noted. Benefits noted.

Organization/Individual	Date	Comments	Response
Train Riders Association of California	May 26, 2020	85. Urge the Commission to defer action until an Environmental Impact Report is completed.	Comment noted.
		86. Without a certified EIR, there is no evidence to support the claim that the proposed Valley Link project will provide meaningful benefits to Alameda County taxpayers. The Commission has a special duty to taxpayers to make an affirmative finding of benefit, under Section 14 of the Expenditure Plan Guidelines: <ul style="list-style-type: none"> - No Expenditures Outside of Alameda County: Under no circumstances may the proceeds of this transportation sales tax be applied to any purpose other than for transportation improvements benefitting Alameda County. 	No Measure BB funding may be spent outside of Alameda County. See response to Comment 2.
		87. Valley Link may result in overcrowding on the BART system that would have serious implications as to whether the project could reasonably be judged as benefitting Alameda County residents.	See response to Comment 9.

Organization/Individual	Date	Comments	Response
		88. An EIR would determine whether Valley Link would result in the construction of any infrastructure or station that would be inconsistent with the land use constraining provisions of Alameda County year 2000 Measure D. An EIR will provide information on the Valley Link project's compliance with the County's Gateway Policy.	<p>The "gateway policy" is part of the Alameda County East County Area Plan - as amended by Measure D. The policies identified in the Plan (as noted in italics below) do not preclude the advancement of Valley Link. The Valley Link project will both facilitate the movement of commercial goods and improve safety in the corridor.</p> <ul style="list-style-type: none"> • <i>The County shall assign priority in funding decisions to arterial and transit improvements that would improve local circulation, and to improvements that would facilitate movement of commercial goods.</i> • <i>This policy shall not preclude the County from supporting or approving any rail projects or improvements required for roadway safety.</i>
		89. As the largest single capital project in Measure BB, BART to Livermore was the marquee project. Because of that special status, it demands special treatment above and beyond the 2/3 majority required for an amendment.	<p>The TEP implementing guidelines do not include any special requirements for specific projects. The TEP implementing guidelines specifically state:</p> <p>"4. 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. All jurisdictions within the county will be given a minimum of 45 days to comment on any proposed Plan amendment."</p>
		Because Measure BB resulted in financial trade-offs between the Tri-Valley and the North County cities through a reweighting of the basic allocation formula for local streets and roads, the entire Expenditure Plan would need to be reopened to assure fairness for all jurisdictions.	See response to Comment 4.

Organization/Individual	Date	Comments	Response
		90. Other alternative projects, including several that TRAC has advocated for, would potentially be far more cost-effective in providing the service that Valley Link seeks to offer.	See response to Comment 3.

Additional Comment Letters Submitted in Advance of the September 14, 2020 PPLC Meeting

Entity	Comments
Alameda County Board of Supervisors	91. Noted support for the project and the proposed amendment.
Alameda County Fairgrounds	92. Noted support for the project and the proposed amendment.
Assemblymember Bauer-Kahan	93. Noted support for the project and the proposed amendment.
Bay Area Council	94. Noted support for the project and the proposed amendment.
Building & Construction Trades Council of Alameda County	95. Noted support for the project and the proposed amendment.
California Automotive Retailing Group, Inc.	96. Noted support for the project and the proposed amendment.
CEMEX	97. Noted support for the project and the proposed amendment.
Chabot Las Positas Community College District	98. Noted support for the project and the proposed amendment.
City of Livermore	99. Noted support for the project and the proposed amendment.
City of Pleasanton	100. Noted support for the project and the proposed amendment.
City of San Ramon	101. Noted support for the project and the proposed amendment.
Dublin Chamber of Commerce	102. Noted support for the project and the proposed amendment.
East Bay Economic Development Alliance, East Bay Leadership Council, Innovation Tri-Valley Leadership Group joint letter	103. Noted support for the project and the proposed amendment.
GILLIG	104. Noted support for the project and the proposed amendment.
Hacienda Business Park	105. Noted support for the project and the proposed amendment.
Innovation Tri-Valley Leadership Group	106. Noted support for the project and the proposed amendment.
International Association of Sheet Metal, Air, Rail and Transportation Workers Local 104	107. Noted support for the project and the proposed amendment.
International Brotherhood of Electrical Workers Local 595	108. Noted support for the project and the proposed amendment.
Livermore Valley Chamber of Commerce	109. Noted support for the project and the proposed amendment.
Livermore Valley Winegrowers Association	110. Noted support for the project and the proposed amendment.

Entity	Comments
MAG Trucking	111. Noted support for the project and the proposed amendment.
Marshall Brothers Enterprises, Inc.	112. Noted support for the project and the proposed amendment.
Metropolitan Transportation Commission	113. Noted support for the project and the proposed amendment.
Northern California District Council LiUNA	114. Noted support for the project and the proposed amendment.
Pleasanton Chamber of Commerce	115. Noted support for the project and the proposed amendment.
Pleasanton City Councilmember Pentin	116. Noted support for the project and the proposed amendment.
Ponderosa Homes	117. Noted support for the project and the proposed amendment.
Robert and Cynthia Panas	118. Noted support for the project and the proposed amendment.
San Joaquin Council of Governments	119. Noted support for the project and the proposed amendment.
San Joaquin Regional Rail Commission	120. Noted support for the project and the proposed amendment.
Senator Steve Glazer	121. Noted support for the project and the proposed amendment.
Sensiba San Filippo CPAs and Business Advisor	122. Noted support for the project and the proposed amendment.
TopCon	123. Noted support for the project and the proposed amendment.
Trish Munro	124. Noted support for the project and the proposed amendment.
Tri-Valley Conservancy	125. Noted support for the project and the proposed amendment.
Tri-Valley San Joaquin Valley Regional Rail Authority	126. Noted support for the project and the proposed amendment.
Tri-Valley Transportation Council	127. Noted support for the project and the proposed amendment.
US Representative Eric Swalwell	128. Noted support for the project and the proposed amendment.
Wente Family Estates	129. Noted support for the project and the proposed amendment.

Verbal Comments & Letters Received for PPLC and Commission Meetings

May 11, 2020 Alameda CTC Planning, Policy and Legislation Committee meeting

The following public comments were heard during the May 11, 2020 PPLC meeting:

- Pat Piras, on behalf of the Sierra Club, spoke during public comment noting that there were too many issues and questions that should be addressed before the recommended actions move forward. Ms. Piras specifically questioned the lack of funding from San Joaquin County, consistency with SB 375, and the financial impact of COVID-19.

The following letters were received for the May 11, 2020 PPLC Meeting and received by Commissioners:

- Gerald Cauthen on behalf of Bay Area Transportation Working Group – expressing concern about reallocation, advocating for buses in bus-only lanes as a superior alternative.
- Dave Campbell on behalf of Bike East Bay – Raised questions about the lack of outreach in the City of Livermore. He mentioned concerns regarding how the financial crisis will impact the proposed project
- Kelly Ellen Marshal on behalf of Building and Construction Trades Council of Alameda County, AFL-CIO – Support of staff's recommendation
- Tim Sbranti on behalf of Innovation Tri-Valley Leadership Group – Support of staff's recommendation
- Dawn P. Argula on behalf of Livermore Chamber of Commerce – Support of staff's recommendation
- Sierra Club (San Francisco Bay Chapter) (Matt Williams, Dick Schneider, Eric Parfrey) – Noted too many issues and questions that should be addressed before the recommended actions move forward; and questioned the lack of funding from San Joaquin County, consistency with SB 375, and the financial impact of COVID-19

May 28, 2020 Alameda CTC Commission meeting:

The following public comments were heard during the May 28, 2020 Commission meeting:

- Jason Bezis stated he did not support staff's recommendation and noted his concerns about the \$400 Million being used by San Joaquin residents and not Alameda County residents.
- BART Director John McPartland stated that he supports staff's recommendation.

- Pat Piras, on behalf of the Sierra Club, urged Alameda CTC to defer this action and requested Alameda CTC respond to the letters and comments before the end of the 45-day comment period.
- Gerald Cauthen (President of Bay Area Transportation Working Group) expressed his opposition to staff's recommendation.

The following Public comment letters were received by the noticed deadline for the May 28, 2020 Commission Meeting and provided to Commissioners:

- Alameda County Taxpayers Association – Oppose staff's recommendation
- BART Director John McPartland – Support of staff's recommendation
- BART General Manager Robert Powers – Support of staff's recommendation
- Jim Wunderman writes on behalf of the Bay Area Council – Support of staff's recommendation
- Gerald Cauthen, President and co-founder of the Bay Area Transportation Working Group – Oppose staff's recommendation
- Andreas Culver, Secretary-Treasurer, of the Building and Construction Trades Council of Alameda County – Support of staff's recommendation
- Ronald P. Gerhard, Chancellor of the Chabot-Los Positas Community College District – Support of staff's recommendation
- Linda Smith, City Manager of the City of Dublin – Support of staff's recommendation
- John Marchand, Mayor of the City of Livermore – Support of staff's recommendation
- Nelson Fialho, City Manager of the City of Pleasanton – Support of staff's recommendation
- Tim Sbranti, on behalf of the business and civic leaders who comprise the Innovation Tri-Valley Leadership Group – Support of staff's recommendation
- Rafael Gonzalez on behalf of Laborers' Local 304 – Support of staff's recommendation
- David Haubert on behalf of the Livermore Amador Valley Transit Authority (LAVTA) – Support of staff's recommendation
- Steve Van Dorn, President and CEO of the Pleasanton Chamber of Commerce – Support of staff's recommendation
- David Schonbrunn, President of the Train Riders Association of California, writes to urge the Commission to defer action on amending the Expenditure Plan for Measure BB until Alameda CTC receives an environmental impact report for Valley Link

June 8, 2020 Alameda CTC Planning, Policy and Legislation Committee

1. Public Comment

Pat Piras, on behalf of the Sierra Club, commented on the Valley Link Project and the proposed 2014 Transportation Expenditure Plan amendment. Ms. Piras requested that Alameda CTC respond to questions raised by the Sierra Club, well in advance of the 45-day comment period that is required to amend the 2014 Transportation Plan. She requested to extend the 45-day comment period to end at a later date.

September 14, 2020 Alameda CTC Planning, Policy and Legislation Committee

The following public comments were heard during the September 14, 2020 PPLC meeting:

- Mark Roberts – City Manager, City of Livermore – Support staff's recommendation
- Val Menotti – Chief Planning and Development Officer, BART – BART staff support staff's recommendation and are working closely with Valley Link to develop a Memorandum of Understanding and to ensure potential impacts to the BART system are addressed and that a high-quality experience is provided to the customer
- Guisselle Nunez – Chabot Las Positas Community College – Support staff's recommendation
- Mark Triska – Tri-Valley Conservancy – Support staff's recommendation
- Dan Leavitt – San Joaquin Regional Rail Commission – noted the SJRRC is working closely with Valley Link and that a future Valley Link and ACE service are not duplicative of each other – Support staff's recommendation
- John McPartland – BART director – Support staff's recommendation
- Evan Branning – teacher in the Tri-Valley – Support staff's recommendation
- Steven Dunbar – resident of Livermore – Support staff's recommendation
- Linda Smith – City Manager, City of Dublin – Support staff's recommendation
- John Belperio – Carpenters Union – Support staff's recommendation
- Jennifer – Livermore resident – Support staff's recommendation
- Mario Santa Cruz – field representative for Local 102 – Support staff's recommendation
- Pat Piras – Sierra Club – Noted opposition of the amendment, as detailed in comment letter. Specific concerns noted verbally include: inconsistency with SB 375 and interregional commute; clarification that Plan Bay Area 2050

has not been adopted; premature to act on the amendment and urged the Committee to wait and see if San Joaquin County passes sales tax, and if an MOU with BART gets signed; and stated there were no credible sales tax estimates. – Oppose staff recommendation

- Martin Espinoza Jr – field rep for the pile drivers – Support staff's recommendation
- Regina –Livermore resident – Support staff's recommendation
- Candice –Alameda County resident – Support staff's recommendation

The following letters were received for the September 14, 2020 PPLC Meeting and received by Commissioners:

Letters of **support for the TEP Amendment** were submitted by the following:

- Alameda County Board of Supervisors
- Alameda County Fairgrounds
- Assemblymember Bauer-Kahan
- Bay Area Council
- Building & Construction Trades Council of Alameda County
- California Automotive Retailing Group, Inc.
- CEMEX
- Chabot Las Positas Community College District
- City of Livermore
- City of Pleasanton
- City of San Ramon
- Dublin Chamber of Commerce
- East Bay Economic Development Alliance, East Bay Leadership Council, Innovation Tri-Valley Leadership Group joint letter
- GILLIG
- Hacienda Business Park
- Innovation Tri-Valley Leadership Group
- International Association of Sheet Metal, Air, Rail and Transportation Workers Local 104
- International Brotherhood of Electrical Workers Local 595
- Livermore Valley Chamber of Commerce
- Livermore Valley Winegrowers Association
- MAG Trucking

- Marshall Brothers Enterprises, Inc.
- Metropolitan Transportation Commission
- Northern California District Council LiUNA
- Pleasanton Chamber of Commerce
- Pleasanton City Councilmember Pentin
- Ponderosa Homes
- Robert and Cynthia Panas
- San Joaquin Council of Governments
- San Joaquin Regional Rail Commission
- Senator Steve Glazer
- Sensiba San Filippo CPAs and Business Advisor
- TopCon
- Trish Munro
- Tri-Valley Conservancy
- Tri-Valley San Joaquin Valley Regional Rail Authority
- Tri-Valley Transportation Council
- US Representative Eric Swalwell
- Wente Family Estates



1111 Broadway, 24th Floor
Oakland, CA 94607-4036

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MEMORANDUM

September 3, 2020

TO: Alameda County Transportation Commission

FROM: R. Zachary Wasserman

RE: Comments from Jason Bezis regarding the 2014 campaign to approve Measure BB as part of Valley Link comments

Jason Bezis submitted a number of comments on the Valley Link amendment which are addressed as part of the Comment Matrix. In addition to comments about both the substance and the process for this amendment, he added irrelevant comments about the 2014 election that approved the extension and increase of the sales tax supporting transportation projects and programs in Alameda County. Mr. Bezis raised these issues in 2014 and 2015 with the Commission and with the State Fair Political Practices Commission ("FPPC"). The Commission retained an independent law firm, Renne Sloane Holtzman Sakai to investigate the issues he raised. Randy Riddle of that firm conducted a thorough factual investigation and legal analysis, resulting in a 62-page report. The report concluded that no laws were violated, that no public funds were improperly used and that no conflict of interest rules were violated by any of the actions raised by Mr. Bezis. Mr. Riddle did recommend that Commission staff receive formal ethics training about campaign rules. That training has been provided as part of a broader ethics training program.

Mr. Bezis made a complaint to the FPPC with similar issues. The FPPC reviewed the complaint and a response from ACTC and declined to investigate those complaints. A similar, but more vague complaint was made by Jerry Cauthen to the FPPC. After reviewing the report by Randy Riddle, the FPPC also declined to investigate that complaint.

These issues are entirely irrelevant to the Valley Link amendment and as noted have been thoroughly investigated and rejected by both the Commissions independent investigator and the FPPC. No further response is necessary.

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Alameda-Contra Costa Transit District

July 9, 2020
Mayor Pauline Cutter
Alameda County Transportation Commission Chair
1111 Broadway, Suite 800
Oakland, CA 94607

Re: Valley Link TEP Amendment

Dear Chair Cutter,

Thank you for providing AC Transit and other jurisdictions in Alameda County the opportunity to comment on the Alameda County Transportation Commission (ACTC) and Tri-Valley San Joaquin Valley Regional Rail Authority's (TVSJVRRA) proposed amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP) to reprogram \$400 million in the Measure BB funds from the BART to Livermore project to the Valley Link Rail project. Please note that AC Transit's Board of Directors has not had the opportunity to provide official comment and position on the proposed amendment and AC Transit's Board representative has indicated she will be guided by the board's direction. Therefore, this letter reflects the comments of AC Transit staff.

As a primary transportation provider in Alameda County, AC Transit has interest in the county's transportation services and the establishment of a comprehensive, multi-modal transit network. As a result, staff has the following comments with regard to the proposed amendment:

- Though the BART to Livermore project did not align with BART's service priorities, the project was primarily intended for Alameda County residents, employees and taxpayers. Any alternate use of the funding allocation should benefit the same population in the county. This is consistent with Implementing Guideline #14 - "No Expenditures Outside of Alameda County" under the TEP.

The Valley Link Rail project appears to have a primary purpose of transporting residents from San Joaquin County to Alameda County, with an ultimate destination in Santa Clara County, similar to existing ACE Train service. ACTC Staff and Valley Link Project staff were unable to clarify this issue when asked by the AC Transit Board. If the funding allocation is transferred to this project, Alameda County taxpayers would not directly benefit as much as San Joaquin County residents, especially if there are no committed funds from San Joaquin County.

- Appropriate use of the \$400 million in funding should be to help create a comprehensive multimodal transportation network that serves the residents, employees and taxpayers of Alameda County. There are many transportation projects

that could improve travel and commute for Eastern Alameda County and would have a better cost-benefit ratio than the Valley Link Rail project and thus, a better and more efficient use of funds. Possible projects such as express bus service and bus rapid transit would fall into this category. Implementing Guideline #22 – “Fund Allocations” under the TEP would allow for such projects to be funded with the allocation.

- Given the current financial climate and the uncertainty that lies ahead, it is within reason for ACTC to also consider reallocating the \$400 million to any number of under-funded capital projects throughout the county, including transit projects within the AC Transit service area that are identified in multiple countywide plan documents. Per Implementing Guideline #4 – “Amendments Require 2/3 Support” of the TEP, ACTC could amend the plan with a 2/3 supporting vote of the commission and distribute funds to existing planned or proposed projects.

Again, thank you for giving AC Transit the opportunity to comment on this proposed amendment to the TEP. Should you have any questions or need clarification on the above comments, please do not hesitate to contact AC Transit staff.

Sincerely,



Michael Hursh
General Manager



BOARD OF SUPERVISORS

June 10, 2020

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

Dear Chair Cutter:

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

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

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

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

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

Sincerely,

A handwritten signature in blue ink, appearing to read 'Richard Valle', with a stylized, cursive script.

Richard Valle, President
Alameda County Board of Supervisors

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

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

Pauline Cutter, Chair, and ACTC Commissioners
2020

May 22,

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

via: e-mail to Clerk of the Commission

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

Dear Chair Cutter:

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

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

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

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

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

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

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

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

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

Respectfully submitted,

Marcus Crawley -President of

ACTA



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

2020

May 27, 2020

Lateefah Simon
PRESIDENT

Mark Foley
VICE PRESIDENT

Robert Powers
GENERAL MANAGER

DIRECTORS

Debra Allen
1ST DISTRICT

Mark Foley
2ND DISTRICT

Rebecca Saltzman
3RD DISTRICT

Robert Raburn, Ph.D.
4TH DISTRICT

John McPartland
5TH DISTRICT

Elizabeth Ames
6TH DISTRICT

Lateefah Simon
7TH DISTRICT

Janice Li
8TH DISTRICT

Bevan Duffy
9TH DISTRICT

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

Dear Chair Cutter:

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

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

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

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

Sincerely,

John McPartland
BART Director, District 5

www.bart.gov

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



SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

300 Lakeside Drive, P.O. Box 12688

Oakland, CA 94604-2688

(510) 464-6000

2020

May 27, 2020

Via Email

Lateefah Simon
PRESIDENT

Mark Foley
VICE PRESIDENT

Robert Powers
GENERAL MANAGER

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

DIRECTORS

Debora Allen
1ST DISTRICT

Mark Foley
2ND DISTRICT

Rebecca Saltzman
3RD DISTRICT

Robert Raburn, Ph.D.
4TH DISTRICT

John McPartland
5TH DISTRICT

Elizabeth Ames
6TH DISTRICT

Lateefah Simon
7TH DISTRICT

Janice Li
8TH DISTRICT

Bevan Dufty
9TH DISTRICT

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

Chair Cutter:

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

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

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

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

Sincerely,

Robert M. Powers
General Manager



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

2020

July 13, 2020

Lateefah Simon
PRESIDENT

Mark Foley
VICE PRESIDENT

Robert Powers
GENERAL MANAGER

DIRECTORS

Debora Allen
1ST DISTRICT

Mark Foley
2ND DISTRICT

Rebecca Saltzman
3RD DISTRICT

Robert Raburn, Ph.D.
4TH DISTRICT

John McPartland
5TH DISTRICT

Elizabeth Ames
6TH DISTRICT

Lateefah Simon
7TH DISTRICT

Janice Li
8TH DISTRICT

Bevan Dufty
9TH DISTRICT

Via Email

Tess Lengyel, Executive Director
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 95607
tlengyel@alamedactc.org

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

Ms. Lengyel,

Thank you for the opportunity to comment on the above referenced item as part of the 45-day comment period that began following the Alameda County Transportation Commission's (Alameda CTC) initial action on May 28, 2020. On behalf of the staff of the San Francisco Bay Area Rapid Transit District (BART), I am writing to express my support, with recommendations detailed below, of the proposed amendment of the 2014 Transportation Expenditure Plan, specifically on the \$400 million (M) of the 2014 Measure BB funds identified for the BART to Livermore extension project.

The 2014 Transportation Expenditure Plan (TEP) that was approved by Alameda County voters did specify "a BART Extension within the I-580 Corridor ... using the most effective and efficient technology." In May 2018, the BART Board of Directors certified the Final Project EIR for the BART to Livermore extension, and directed staff not to advance a specific project in the Tri-Valley. Pursuant to AB 758 (Baker), the Tri-Valley-San Joaquin Valley Regional Rail Authority (TVSJVRRA) at that point assumed responsibility to advance a rail project in the corridor. Because of the BART Board's decision to not advance a project in the corridor, and TVSJVRRA's subsequent assumption of the lead for rail planning in the Tri-Valley, BART staff supports (with recommendations below) the proposed action to amend the TEP naming the TVSJVRRA as an eligible recipient of Measure BB funds and specifically naming the Valley Link project in place of BART to Livermore. Staff believes this action is consistent with intent of Alameda County voters to invest in transit in the I-580 Corridor. It is important that the \$400 M sales tax investment does accrue to Alameda County residents and businesses.

Since the TVSJVRRA assumed responsibility for a rail project in the Tri-Valley, BART staff have been engaged with the Authority during project feasibility and initial design of the proposed Valley Link Rail project, and this coordination continues as the project undergoes environmental review and design refinement. This coordination has been key to BART's review of the potential impacts that the Valley Link project is projected to have on riders of the BART system.

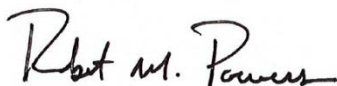
To ensure a safe, comfortable and seamless journey for transit riders, BART recommends that the amendment to the TEP clearly indicate that required improvements to the BART system in Alameda County resulting from the impacts of the Valley Link Rail project are priority components of the Phase 1 Valley Link Rail project. These fall into three areas of investments:

- 1) **Base Project:** As a result of our initial analysis of these impacts, BART projects that the increased ridership driven by the Valley Link Rail project will result in impacts to BART (including the need to acquire additional rail cars), station capital improvement needs (to accommodate safe and smooth passengers flows), and reconfiguration of the Dublin/Pleasanton station (to facilitate transfers between the two systems). These analyses will be further revised as coordination continues, in preparation for the release of the Draft Environmental Impact Report for the Valley Link Rail project scheduled for later this year
- 2) **Core Improvements:** Initial analysis indicates that many future Valley Link patrons would transfer to the BART system, and that capacity improvements of varying cost may be required at destination stations, such as the 12th St Oakland, 19th St Oakland, Castro Valley, Lake Merritt, and West Dublin / Pleasanton BART stations (i.e., platform width, emergency egress, vertical circulation). Measure BB funding eligibility must reflect the potential that expenses related to the Valley Link Phase 1 project may occur outside the I-580 corridor itself, but still within Alameda County.
- 3) **I-580 Corridor Fare Gate Modernization:** Funding is required to modernize faregates for BART stations within the I-580 Corridor (Castro Valley, West Dublin/Pleasanton and Dublin/Pleasanton stations) to the revised standard adopted by the BART Board of Directors. These new faregates address fare evasion at these stations and provide current and future travelers within the I-580 Corridor a safer and more secure experience.

The Valley Link project will not be successful for our riders and Alameda County taxpayers if the system does not adequately accommodate these new passengers. BART does not have funding to mitigate these impacts, which are critical to the overall success of this project. Therefore, BART anticipates that the close coordination with the Valley Link Rail project team will continue as the project advances. While ultimately other fund sources may be used for the core system BART impacts noted above, at this early phase it is important to maintain maximum flexibility of local funding so that they can be used to leverage additional region, state, and federal funding sources.

Thank you again for this opportunity to comment on this proposed action. Please do not hesitate to contact me or my staff with any additional questions.

Sincerely,



Robert M. Powers
General Manager



Bay Area Transportation Working Group (BATWG)

May 11, 2020

Hon. Elsa Ortiz, Chair, and Members of the Planning, Policy and Legislation Committee

Alameda County Transportation Commission (ACTC)

1111 Broadway, Suite 800 Oakland, CA 94607

Dear Commissioner Ortiz:

It has come to our attention that the ACTC is thinking of reallocating the Measure BB funds set aside for the Livermore BART connection to “Valley Link”. We urge you to desist.

For one thing such an action would make a mockery of what the Alameda County voters voted for in 2016. For another it would deny the people of Livermore the one good way of getting from their city to the East Dublin BART Station.

At the time the BART Board was considering whether or not to put the Measure BB \$400 million toward a proposed \$3.2 billion BART extension to Greenville Road, BATWG conducted an extensive investigation of the bus alternative. It was our conclusion that in terms of improving the access of the people of Livermore to BART, well-appointed buses (patterned after the privately-operated hi-tech buses) operating in bus-only lanes would be a far cheaper and better option. At the time we envisioned three separate lines originating in separate parts of Livermore all traveling out-of-traffic, at least during commute hours, to the Station.

Sincerely,

**Gerald Cauthen
Co-Founder and President,
Bay Area Transportation Working Group
510 208 5441
www.batwgblog.com**

**Bay Area Transportation Working Group
3001 Ashbrook Court
Oakland CA 94601
www.batwgblog.com**

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Bay Area Transportation Working Group

May 23, 2020

Pauline Cutter, Chair, and ACTC Commissioners

Alameda County Transportation Commission

1111 Broadway, Suite 800

Oakland, California 94607

via: e-mail to Clerk of the Commission

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

Dear Chair Cutter:

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

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

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

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

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

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

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

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

Respectfully submitted,

Gerald Cauthen PE

President and Co-founder

Bay Area Transportation Working Group (BATWG)

510 208 5441

www.batwgblog.com



May 27, 2020

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

Dear Chair Cutter:

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

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

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

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

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

Sincerely,

Jim Wunderman
President & CEO
Bay Area Council

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

From: [Angie Ayers](#)
To: [Angie Ayers](#)
Cc: [Tess Lengyel](#); [Vanessa Lee](#)
Subject: FW: Bike East Bay comments on Valley Link
Date: Monday, May 11, 2020 12:23:17 PM

Hello Commissioners,

Please see the below public comment for item 5.1.

Regards,
Angie

Angie Ayers, Associate Administrative Analyst
Alameda County Transportation Commission
1111 Broadway, Suite 800, Oakland, CA 94607
Phone: 510.208.7450 direct dial | 510.208.7400 main line
Email: aayers@alamedactc.org Website: www.alamedactc.org
Facebook: www.facebook.com/alamedactc Twitter: [@alamedactc](https://twitter.com/alamedactc)

From: Vanessa Lee
Sent: Monday, May 11, 2020 12:20 PM
To: Dave(dave@bikeeastbay.org) Campbell <dave@bikeeastbay.org>
Cc: Tess Lengyel <tlengyel@alamedactc.org>; Angie Ayers <aayers@alamedactc.org>
Subject: RE: Bike East Bay comments on Valley Link

Received. Thank you.

Vanessa Lee, Clerk of the Commission
Alameda County Transportation Commission

From: Dave Campbell <dave@bikeeastbay.org>
Sent: Monday, May 11, 2020 12:19 PM
To: Vanessa Lee <VLee@alamedactc.org>
Subject: Bike East Bay comments on Valley Link

Commission

We support transit, and possibly this project too, but have questions and concerns around:

1. The lack of public outreach in Livermore to generate support for this project. Measure BB in Livermore did not get a ton of support and BART was controversial. RM3 get even less support in Livermore. We don't want this project to be controversial like the BART project was. The Isabel Neighborhood Plan was controversial too because of BART. Where are the residents of Livermore on this project?;
2. Hour headways off -peak is poor public transit, and is in fact commuter rail. This corridor needs good transit. What can be done to convert this project from commuter rail to good transit?
3. Can we hear more about the financial crisis and how this project is affected? It's concerning to hear a presentation that does not acknowledge the current financial crisis.

Thank you for more clarifying information.

--

Dave Campbell
Advocacy Director
[Bike East Bay](#)

Office: 466 Water Street at Jack London Square in Oakland

Mail: PO Box 1736, Oakland, CA 94604

Cell: [\(510\) 701-5971](tel:5107015971)

BikeEastBay.org

[Learn how COVID-19 is impacting Bike East Bay events and activities.](#)

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

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Oakland, CA 94621
btca@btcalameda.org | (510) 430-8664

Andreas Cluver
Secretary-Treasurer

Rob Stoker
President

Rafael Gonzalez
Vice President

Che Timmons
Sergeant in Arms

Auto & Marine Painters, #1176

Boilermakers, #549

Brick & Tile Layers, #3

Carpenters, #713

Carpenters, #2236

Carpet & Linoleum, #12

Cement Masons, #300

Electrical Workers, #595

Elevator Constructors #8

Glaziers #169

Insulators & Asbestos Workers, #16

Iron Workers, #378

Laborers, #67

Laborers, #304

Lathers, #68L

Millwrights, #102

Operating Engineers, #3

Painters, #3

Pile Drivers, #34

Plasterers, #66

Plumbers & Steamfitters, #342

Roofers, #81

Sheet Metal Workers, #104

Sign & Display, #510

Sprinkler Fitters, #483

Teamsters, #853

U.A., Utilities / Landscape, #355

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

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

Sincerely,



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

AC:kem
09/29/afl-cio

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

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btca@btcalameda.org | (510) 430-8664

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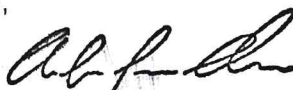
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Roofers, #81
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May 26, 2020

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Sincerely,



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

AC:kem
on: 5/29/afl-cio



May 25, 2020

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

Dear Chair Cutter:

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

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

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

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

Ronald P. Gerhard, Chancellor

OFFICE OF THE CHANCELLOR

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

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

Sincerely,

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

Ronald P. Gerhard
Chancellor

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



May 25, 2020

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

Dear Chair Cutter:

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

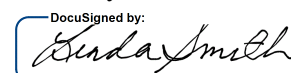
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We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

DocuSigned by:

Linda Smith

City Manager, City of Dublin

City Council
925.833.6650
City Manager
925.833.6650
Community Development
925.833.6610
Economic Development
925.833.6650
Finance/IT
925.833.6640
Fire Prevention
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Human Resources
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Parks & Community Services
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Police
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Public Works
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Cc: Alameda County Transportation Commission members
Tess Lengyel, ACTC Executive Director



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July 10, 2020

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

Dear Chair Cutter:

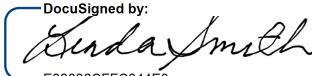
Subject: Support for ACTC Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment.

On May 28, 2020, the Alameda County Transportation Commission (ACTC) approved the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to amend the 2014 Measure BB Transportation Expenditure Plan (TEP) to add the Authority's Valley Link project into the TEP, remove the BART to Livermore project from the TEP, and to move \$400 million from the BART to Livermore TEP project to the Valley Link project. ACTC's action initiated 45-day comment period for all jurisdictions in Alameda County to comment on the proposed amendment. On behalf of the City of Dublin and as an ACTC member jurisdiction, I write to strongly support the amendment of the TEP to include Valley Link and to move \$400 million of Measure BB funding to Valley Link. The Valley Link project will fulfill a commitment made to the Tri-Valley to advance rail connectivity to Livermore and, after many decades of study, it will assure that our residents will finally benefit from the taxes they have paid.

An estimated 28,000 people are projected to ride the 42-mile, 7-station Valley Link system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. Valley Link will connect Northern California Megaregion's workforce to affordable housing, will provide opportunities for compact transit-oriented development, and will significantly reduce 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, Valley Link 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.

I support ACTC's approval of the 2014 Measure BB Transportation Expenditure Plan Amendment to include the Valley Link project. This action will ensure that this vital project moves forward.

Sincerely,

DocuSigned by:

#33886CFFC044E0...

Linda Smith
City Manager, City of Dublin

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



May 28, 2020

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

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

Dear Chair Cutter:

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

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

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

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

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

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

Sincerely,

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

John Marchand
Mayor

cc: Supervisor Scott Haggerty
Tess Lengyel, ACTC Executive Director



July 10, 2020

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

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

Dear Chair Cutter:

On behalf of the City of Livermore and as a member jurisdiction of the Alameda County Transportation Commission, 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 after many decades of study, it will assure that our residents will finally benefit from the taxes they have paid.

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

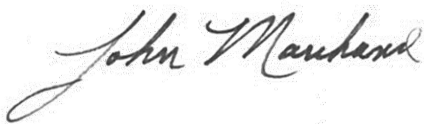
An estimated 28,000 commuters are projected to ride the 42-mile, 7-station Valley Link system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles

Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. An example of Valley Link supported TOD is the proposed Isabel Neighborhood Plan in Livermore, which includes 4,095 new housing units with a 20% minimum affordable inclusionary requirement per project with overall 25% affordability goal for the plan area.

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.

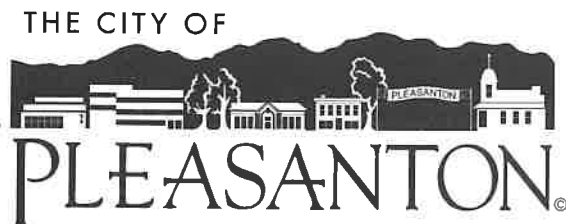
We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are finally met.

Sincerely,

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

John Marchand
Mayor

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



May 26, 2020

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

Via Email: vlee@alamedactc.org

Dear Chair Cutter:

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

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

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

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

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

123 Main Street

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

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

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

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

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

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

Sincerely,

DocuSigned by:

9B5F9FFD0C8544D...
Nelson Fialho
City Manager

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



June 26, 2020

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

Via Email: vlee@alamedactc.org

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

Dear Chair Cutter:

Thank you for the opportunity to comment on the proposed 2014 Transportation Expenditure Plan Amendment.

The Alameda County Transportation Commission (Alameda CTC) discussed and approved the request from the Tri-Valley San Joaquin Valley Regional Rail Authority's (TVSJVRRA) request for an amendment of the 2014 Measure BB transportation Expenditure Plan on May 28, 2020. The amendment proposes to complete several actions: 1) recognize the TVSJVRRA as a new agency that is eligible to receive Measure BB funds; 2) Replace the BART to Livermore project with the Valley Link project and retain the \$400 million in Measure BB funding for the Valley Link project.

The City of Pleasanton strongly supports the amendment to the 2014 Measure BB Transportation Expenditure Plan. As stated in the City's previous letter dated May 26th, 2020, the Valley Link Project will complete the regional rail concept initially envisioned for the Tri-Valley decades ago. The TVSJVRRA was created in 2017 to expedite the planning, development and construction of a rail service that connects BART to the Altamont Commuter Express. Valley Link not only benefits the Tri-Valley in creating regional mobility and reducing traffic along the 580 corridor; the project will connect San Joaquin County to the Bay Area servicing up to 28,000 riders per day.

The congestion reduction also provides numerous environmental benefits. Valley Link will reduce GHG emissions, pursue renewable energy sources, strive to attain 100 percent self-sufficiency, and apply global best practices to design and construct sustainable infrastructure. Valley Link will reduce GHG emissions by 24,000 metric tons of CO2 emissions annually in

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Economic Development
(925) 931-5038
Fax: 931-5485

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

The Honorable Pauline Cutter

June 26, 2020

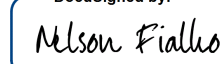
Page 2

2025, and 33,000 metric tons of CO2 emissions annually in 2040. The vehicle technology will provide additional environmental benefits by using Multiple Units featuring hybrid technology with the ability to convert to a fully-electric operation in the future.

Valley Link will also support the advancement of Transit Oriented Development by supporting MTC's Plan Bay Area; having four PDAs located along the Valley Link alignment will support more than 2,200 homes, all located within ½ mile of the stations. Housing and jobs in these areas will be within walking distance to regular Valley Link service, providing access throughout the day in both directions, and connecting with the Bay Area's BART system.

The project meets the vision and goals of Measure BB by expanding regional rail, providing traffic relief, improving air quality by providing clean transportation. The City of Pleasanton is encouraged by the TVSJVRRRA's progress on the Valley Link Project and looks forward to the approval of the use of the Measure BB funds to assist in the completion of this vital project.

Sincerely,

DocuSigned by:

9B5F9FED0C8544D...
Nelson Fialho
City Manager

Electronic cc: Mayor and City Council

Michael Tree, Executive Director of Tri-Valley – San Joaquin Valley Regional Rail Authority

Becky Hopkins, Assistant to the City Manager

Mike Tassano, Deputy Director of Community Development, Transportation



July 21, 2020

Pauline Cutter, Chair
Alameda County Transportation Commission
tepamendment@alamedactc.org

Re: Comments on ACTC 2014 Measure BB Expenditure Plan Amendment

Dear Chair Cutter:

I am pleased to support the Tri-Valley San Joaquin Valley Regional Rail Authority request to amend the 2014 TEP to replace the BART to Livermore project with the Valley Link rail project.

The project is an excellent example of mega-regional cooperation to facilitate the construction of key infrastructure improvements and leveraging different funding resources to enable more frequent passenger rail service between the Central Valley, the Tri-Valley, and the San Francisco Bay Area; provide connectivity to other transit providers, provide service between housing and job centers, and facilitate the movement of goods.

- The Stockton Diamond Grade Separation project facilitates the Phase 2 Valley Link connectivity to Stockton, will enable ACE to dispatch more passenger trains, and eliminates a choke point for freight movement on Union Pacific and BNSF rail lines.
- Valley Link will provide local service to several communities in the Tri-Valley and Central Valley while ACE provides express service to transit hubs in Alameda and Santa Clara counties.
- Union City looks forward to ACE providing service to Union City BART and our Station District.
- Greenhouse gas generation and Vehicle Miles Traveled will be reduced when automobile commuters are provided a rail alternative and additional rail capacity becomes available to automobile commuters.
- Transit Oriented Development (TOD) policies along the Valley Link Corridor will mirror MTC Resolution 3434 policies to exceed 2,200 housing units within ½ mile radius of stations.

I look forward to supporting projects that leverage funding sources to benefit multiple rail providers and provide seamless connectivity to transit hubs.

Sincerely,

A handwritten signature in blue ink that reads 'Carol Dutra-Vernaci'.

Carol Dutra-Vernaci
Mayor City of Union City

office of
the mayor

CITY OF UNION CITY

34009 Alvarado-Niles Rd • Union City • CA • 94587
unioncity.org

June 9, 2020

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

Re: Measure BB Amendment for Tri-Valley-San Joaquin Valley Regional Rail Authority

Dear Chair Cutter:

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

Hacienda is pleased to provide this letter to strongly support the approval sought by the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the \$400 million Measure BB funding identified for the BART to Livermore project. With the decision made not to pursue traditional BART rail service beyond its current eastern Alameda County terminus at the East Dublin/Pleasanton station, Valley Link offers a critical opportunity to advance long-held objectives of creating a viable rail connection between Alameda and San Joaquin Counties.

As you are aware, the Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the Interstate 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars and confronting an average 78-minute commute each way. Critical employment centers, such as Hacienda, need to make sure that all corridors leading into the Tri-Valley provide easy and convenient access for businesses whose labor supply extends into outlying areas. Likewise, residents at Hacienda similarly need the ability to enjoy access to corridors connecting the Tri-Valley with the larger region.

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

The Valley Link project is critical for the equitable and sustainable future of the Tri-Valley and Bay Area. We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment in support of moving this vital project forward and making a significant improvement to the quality of life and commutes in Hacienda, the Tri-Valley and the region.

Sincerely,

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

James Paxson
General Manager, HBPOA

cc: ACTC Commissioners
ACTC Executive Director, Tess Lengyel

fc: Letter_Measure BB Plan Amendment_060920.let
dc: BUS/TRI

From: [Vanessa Lee](#)
To: [Angie Ayers](#)
Subject: FW: Public Comment for item 5.1 at ACTC's PPLC meeting on Monday 5/11
Date: Monday, May 11, 2020 11:26:37 AM
Attachments: [hyperlinked_PPLC_Agenda_20200511.pdf](#)

[Vanessa Lee, Clerk of the Commission](#)
[Alameda County Transportation Commission](#)

From: Tim Sbranti <tsbranti@innovationtrivalley.org>
Sent: Thursday, May 7, 2020 1:42 PM
To: Vanessa Lee <VLee@alamedactc.org>
Cc: Tess Lengyel <tlengyel@alamedactc.org>
Subject: Public Comment for item 5.1 at ACTC's PPLC meeting on Monday 5/11

Hi Vanessa-

I hope you are staying healthy and safe. Considering that I cannot attend next Monday's PPLC meeting in person due to the SIP, please make sure my comments are read into the record for Public Comment as part of agenda item 5.1. Let me know if you have any questions or need anything else. Thanks!

Tim Sbranti
(925) 858-5303

Dear Chair Ortiz and Honorable Commissioners:

On behalf of the Innovation Tri-Valley Leadership Group, I respectfully request for the PPLC to support the Staff recommendation to amend the Measure BB Transportation Expenditure Plan to replace the BART to Livermore project with the Valley Link project.

I served on ACTC's Steering Committee as Mayor of Dublin when Measure BB was drafted. Our Committee worked to ensure that the Expenditure Plan included the fulfillment of plans dating back to the 1960's which envisioned a rail connection heading east from the Dublin/Pleasanton BART Station into Livermore. This vision was part of the plan approved by the voters of Alameda County. Another element of Measure BB gave the Commission the authority to make small modifications to the Plan as the need arose and future conditions warranted it.

Four years later in May of 2018, the BART Board certified the BART to Livermore EIR but transferred the planning and construction of passenger rail in the I-580 corridor of the Tri-Valley to the Tri-Valley - San Joaquin Valley Rail Authority. The Authority has since completed a Feasibility Report for Valley Link, a project proven to be cost effective and efficient, estimated to carry between 26,000 and 28,000 riders a day in the highly congested I-580 corridor.

With congestion on I-580 due to increase 75% by 2040, transportation alternatives for the area are a high priority that will benefit the environment, the economy and the quality of life of residents and

Bay Area workers. Amending the Measure BB Transportation Expenditure Plan to provide \$400 million to the Valley Link project for construction in the Alameda County portion of the project will be extremely important at this time so that the Authority can leverage local funds with State, federal and private funding to complete the project. By transferring the funding in Measure BB to Valley Link, it would also be consistent with the original intent and vision of Measure BB for rail connectivity in the Tri-Valley, and I urge the Committee to approve the item.

--



Tim Sbranti
Director of Strategic Initiatives
Innovation Tri-Valley Leadership Group
925.858.5303

tsbranti@innovationtrivalley.orgwww.innovationtrivalley.org



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

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

Hi Vanessa-

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

Tim Sbranti

Dear Chair Russo Cutter and Honorable Commissioners:

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

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

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

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

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

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

www.innovationtrivalley.org



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

July 15, 2020

Hon. Pauline Russo Cutter, Chair, Commission Members, and Staff
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

**RE: Oppose Reallocating \$400 Million of Measure BB Funds to
Valley Link Rail Project (TVSJVRRA)**

The “Valley Link” rail connector project is an intriguing effort to connect the far-flung San Joaquin Valley and Tri-Valley areas with the San Francisco Bay Region’s urban core. Any project that gets more commuters out of automobiles is usually worthy of the Alameda County Transportation Commission’s (ACTC’s) consideration — but not this one. Not now.

I am a Bay Area native. I grew up in Redwood City with steam-powered Southern Pacific commute trains. I have served on the BART Bicycle Advisory Task Force (BBATF) since 2011 and now serve as its Vice chair — although these comments are mine alone and are not made on behalf of the BBATF. I have been active in City of Alameda transportation and planning issues for 22 years and worked on regional transportation solutions.

INADEQUATE PUBLIC NOTICING FOR THIS COMMENT PERIOD

First, proponents of the relatively new Valley Link rail connector project are asking ACTC to reallocate \$400 million for a project that was never even on the 2014 Measure BB project list — or on any transit funding ballot measure. This alone is troubling to someone like me who worked hard to pass Measure BB.

Secondly, this request is coming before you with very limited public notice or input and almost no publicity — a glaring omission. Had I not stumbled on discussions of this ACTC reallocation and the Valley Rail project — on Twitter — within the past week I would not have known that \$400 million in Measure BB funds were about to be reallocated for a project I had never heard of before. Where did this come from? Frankly, it reminds me of the mid-19th-century promoters who built rail lines across the United States (and across the island of Alameda) in pursuit of real estate profits.

Thirdly, I was unable to find a way to submit public comment on the ACTC website. For that, I had to ask others who knew about the project and the looming close of public comment that opened May 28 — in the midst of the pandemic's shutdown. What happened to the ACTC's once-effective and hard-to-miss public noticing process? And where is the careful consideration of the Valley Link project's potentially massive negative impacts on the region, including sprawl, energy use, and global climate change that should precede major funding?

NO ENVIRONMENTAL IMPACT REPORT, TOO MANY SPRAWL-RELATED RISKS

Valley Link has not undergone a full environmental analysis: there is no Environmental Impact Report (EIR) on the rail project's effects on exurban sprawl, climate change, or its potential harm to open space and agricultural land by stimulating the building of more McMansions on the San Joaquin Valley farmlands. Nor is there any detailed evaluation of other land use, transportation, and economic alternatives, such as extending some form of BART service to Livermore — much less re-focusing on building affordable, high-density housing in the urban core areas where the jobs exist.

Does the Alameda County Transportation Commission (ACTC) want to accelerate exurban sprawl? This project appears to guarantee that much more housing will be built on what is now open space and agricultural land, further diminishing those resources. To significantly improve sustainability and create a greener California while reducing energy use, global warming, and sprawl, we would halt home construction so far from our workplaces and re-establish traditional patterns of living close to work and stop enabling more super-commuting road warriors — or even rail warriors.

Before the Valley Rail project received any public funding, policies must be established to ensure that only higher-density, compact growth will be allowed in these outlying areas: it is fruitless to build a transit system to serve sprawling tracts of McMansions whose low densities do not support transit.

The additional demand on BART and the mechanism for funding BART's added costs should also be detailed ahead of making large expenditures like this.

These broad policy and priority discussions need to take place before public funds are committed to any transit project that promises to blow up what remains of “compact growth” initiatives throughout the Bay Area and the mega-region. The Valley Rail project's overall impacts on growth and additional sprawl in the exurbs and suburbs must be very carefully calculated before, not after, such a project is funded.

A QUESTIONABLE FUNDING STREAM: SALES TAX REVENUE IN THE PANDEMIC AND ONLINE SHOPPING ERA

We are in the middle of a viral pandemic with no end in sight — partly because of federal failures in leadership. This new Valley Link project is asking for \$400 million in sales tax revenue that may never exist because of the pandemic-caused economic crisis on top of a long-term drop in “brick and mortar” retail sales.

With future sales tax revenues in doubt and our existing metropolitan transit systems already in crisis, the \$400 million should remain unspent, be reallocated to support other voter-approved Measure BB projects, or be used to support existing transit agencies and service. For decades, BART pursued an “expansionist” policy to the detriment of maintaining and improving its core system and original infrastructure: ACTC and other transportation stakeholders should learn from BART’s strategic mistake. In conclusion, there are too many questions about the overall costs and environmental effects of the Valley Rail (TVSJVRRA) proposal, especially the great likelihood of sharply increasing exurban sprawl far beyond the nine-county Bay Region. Many more large-scale policy and planning decisions need to be made before we further expand the costly and unsustainable mega-commute. And without a stable local retail economy or stable existing transit agencies, ACTC should not engage in expansionist, sprawl-inducing projects.

Please do not reallocate Measure BB funds to Valley Link/TVSJVRRA at this time.

Respectfully submitted,

Jon M. Spangler

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

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

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

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

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

I thank you for your consideration.

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

**Livermore Amador Valley
TRANSIT AUTHORITY**



May 25, 2020

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

Dear Chair Cutter:

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

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

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

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

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

Sincerely,

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

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

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

May 28, 2020

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

Re: May 28, 2020 Meeting: Agenda Item 8.1: Opposition to Measure BB TEP Amendent

To Chair Cutter and Commissioners:

This office represents Alameda County citizens opposed to a request by the Tri-Valley-San Joaquin Valley Regional Rail Authority for a 2014 Measure BB Transportation Expenditure Plan Amendment.

This \$400 million revision of the Measure BB TEP would completely change the largest capital expenditure in Measure BB. It is an epic “bait-and-switch” against Alameda County voters while they are distracted by a global state of emergency.

A major amendment of a voter-passed ballot measure is a major decision that should not be made during the COVID-19 emergency. Commissioners should carefully consider the Statement on Government Coronavirus Emergency Transparency by 140-plus organizations:

Government bodies should not opportunistically take advantage of the public’s inability to attend large gatherings to make critical decisions affecting the public’s interest if those decisions can reasonably be postponed. Just as citizens are being asked to defer nonessential travel and errands, so should government agencies defer noncritical policy-making decisions until full and meaningful public involvement can be guaranteed.

The voter-approved text of Measure BB Transportation Expenditure Plan (TEP) states, “BART to Livermore (\$400 M) This project funds the first phase of a BART Extension within the I -580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange using the most effective and efficient technology.”

This proposed amendment would substantially revise the TEP to state, “Valley Link Rail in Alameda County (\$400 M) This project funds the first phase of a Valley Link rail extension from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology.”

“Valley Link Rail” to Altamont Pass is a drastically different project than BART within I-580 to western Livermore. Your Commission is constrained by this implementing guideline: “Under no

circumstances may the proceeds of this transportation sales tax be applied to any purpose other than for transportation improvements benefitting Alameda County.” Alameda County receives little or no benefit by paying for a very costly rail line through Altamont Pass. Very few people live in Altamont Pass. There will be no station in Altamont Pass. A rail line funded by Alameda County taxpayers through Altamont Pass effectively is a gift of Alameda County funds to San Joaquin Valley real estate development interests. This is not what Alameda County voters contemplated in the 2014 election. Valley Link is a much different project than was sold to voters in 2014 – a BART line that ends in western Livermore. As such, it is akin to a “revision” of Measure BB, not a mere “amendment.”

Moreover, this proposed \$400 million amendment upsets the “overall geographic equity” consensus that underpins the Measure BB TEP. Measure BB spending on Valley Link in Altamont Pass does not “benefit” the Tri-Valley to the same extent that BART to Isabel Avenue would. Measure BB claims to distribute local street and road funding based on population and road miles, but ACTC manipulates the formula to reward certain cities and punish others based on other parts of the TEP. This \$400 million amendment affects other funding formulas in the TEP and effectively revises them. The “geographic equity” is thrown off. To ensure “overall geographic equity,” local street and road funding and other formulas need to be re-visited as part of this amendment process, pursuant to Implementing Guideline Nos. 12 and 13 and other authorities.

Your Commission would acting prematurely if it were to undertake this drastic revision of the Measure BB TEP today. “Valley Link” is an unproven and unknown project in many respects. Too little is known about it. A much-anticipated environmental impact report is not yet released. A 2003 Caltrans I-580 widening analysis stated that there is insufficient existing right-of-way to accommodate both a rail line and HOV lanes. Even if more freeway right-of-way were obtained, the new HOT lanes would need to be destroyed. The financing of Valley Link is questionable, which likely is why Valley Link wants to use this \$400 million for construction in the Altamont Pass, which would not benefit Alameda County.

Before approving the TEP amendment, careful consideration also must be made about the impacts on BART. Before the COVID-19 emergency, the Dublin/Pleasanton BART line trains had been packed during commute hours. During the morning commute, many passengers board at West Dublin/Pleasanton, ride backwards to (East) Dublin/Pleasanton, and then jockey for space in the crowded trains.

Your Commission first should consider alternatives to Valley Link. The 2003 Caltrans I-580 widening study included an express bus alternative that deserves careful consideration. That 2003 analysis considered an express bus connection directly from I-580’s HOV lanes to and from (East) Dublin/Pleasanton BART station. That likely would be the most cost-effective solution and could be implemented many years before an I-580 rail concept.

Your Commission also should re-consider the “t-BART” proposals that were much discussed in the early 2000s (sister project to “e-BART” in eastern Contra Costa County). There was a “t-BART” proposal that utilized the existing rail corridor in the Tri-Valley with a link to (East) Dublin/Pleasanton BART via Hacienda Business Park and the former Southern Pacific (Iron

Horse Trail) corridor, with a possible extension to Bishop Ranch in San Ramon. The “t-BART” proposals could be less costly and more effective to solving Tri-Valley transportation challenges than Valley Link. Your Commission should not rush into giving \$400 million to Valley Link.

Voters in the Tri-Valley communities of Livermore, Pleasanton and Dublin did not support the Measure BB sales tax increase in the November 2014. Attached please find a map generated by the County Registrar of Voters that illustrates the depth of disapproval of Measure BB in eastern and southern Alameda County. The Tri-Valley is a sea of red. Measure BB won in just one precinct in Livermore, one precinct in Pleasanton, and maybe one or two precincts in Dublin. Measure BB won just 49 percent of the vote in Livermore. One solution could be for voters in the Tri-Valley to vote on whether or not the \$400 million should be reallocated.

This major \$400 million revision should not be decided by “lame duck” ACTC commissioners. A new county supervisor will be elected in November in eastern Alameda County. All three Tri-Valley cities could have new mayors after November. Let this controversial issue be publicly debated during these campaigns.

Livermore voters should feel especially betrayed. They have paid BART property taxes since circa 1962. They have paid the BART sales tax since circa 1970. They have paid a special Alameda County transportation sales tax since 1987. In 2014, after all those years of paying for BART service everywhere else, they were promised \$400 million for BART to Livermore through Measure BB. Livermore got stuck with yet another ½ percent sales tax increase through Measure BB. Then ACTC manipulated the Measure BB local street and road funding formula to give Livermore much less than its “fair share” of funds based on population and road miles. Now Livermore would be stuck with higher taxes, no BART, diminished local street and road funding, and a forced subsidy of a costly and ineffective railroad through Altamont Pass.

Alameda County Transportation Commission and Measure BB beneficiaries jointly engaged in one of the most sordid political campaigns in county history to persuade voters – especially Tri-Valley voters – to support the Measure BB in 2014:

- The “Yes on BB” campaign literally was headquartered out of your general counsel’s law office. ACTC more than doubled the size of your general counsel’s contract after the “BB” passed.
- Another ACTC attorney was married to the Yes on BB campaign manager, who had earlier received a special ACTC consulting contract to develop Measure BB.
- Tess Lengyel, ACTC’s current executive director, managed ACTC’s supposedly neutral “public information” efforts concerning Measure BB. Ms. Lengyel was unavailable during the final weeks of the Measure BB campaign to fulfill her official duties. She failed to answer Public Records Act and other inquiries about Measure BB before the election. It was later revealed that Ms. Lengyel had been preoccupied with engaging in partisan, pro-BB propaganda. Video of a “Yes on BB” campaign fundraiser shows Ms. Lengyel openly participating in pro-BB election activities. The video shows Ms. Lengyel leading “Yes on BB” campaign donors in a pro-BB cheer. See: <https://www.youtube.com/watch?v=GdjuU6DrURs>

- With ACTC’s legal advisors and ACTC’s “Public Information” officer (Ms. Lengyel) working for the “Yes on BB” campaign, ACTC effectively (and illegally) became an arm of the “Yes on BB” campaign.
- ACTC used public funds to hire the Bay Area Council Economic Institute to conduct a supposedly “independent” economic analysis of Measure BB benefits. The Bay Area Council endorsed Measure BB.
- In August 2014, an official dedication ceremony for the ACTC Iron Horse Trail project in Pleasanton was inappropriately transformed into a “Yes on BB” campaign rally. Speeches expressly advocated for passage of Measure BB. A “Yes on BB” campaign sign was hung prominently behind the dais and at the ribbon cutting location.
- In October 2014, just a few days before the Measure BB election, ACTC’s official dedication ceremony for the State Route 84 widening project in Livermore was inappropriately transformed into a “Yes on BB” campaign rally. As the ribbon was cut, the backdrop was a crowd of Building and Construction Trades union members waving “Yes on BB” campaign signs.
- Any semblance of a “firewall” between ACTC and the “Yes on BB” campaign was demolished. Just before election day, “Yes on BB” transferred thousands of dollars to arms of the Democratic Party to aid distribution of “slate cards” that not only boosted Measure BB, but also “picked winners” in mayoral and city council races around the county. This raises the concern the ACTC staff and contractors engaged in partisan political activities that altered the composition of ACTC itself.

Many of these same parties, including the Bay Area Council and Building and Construction Trades unions, are today advocating for amendment of Measure BB.

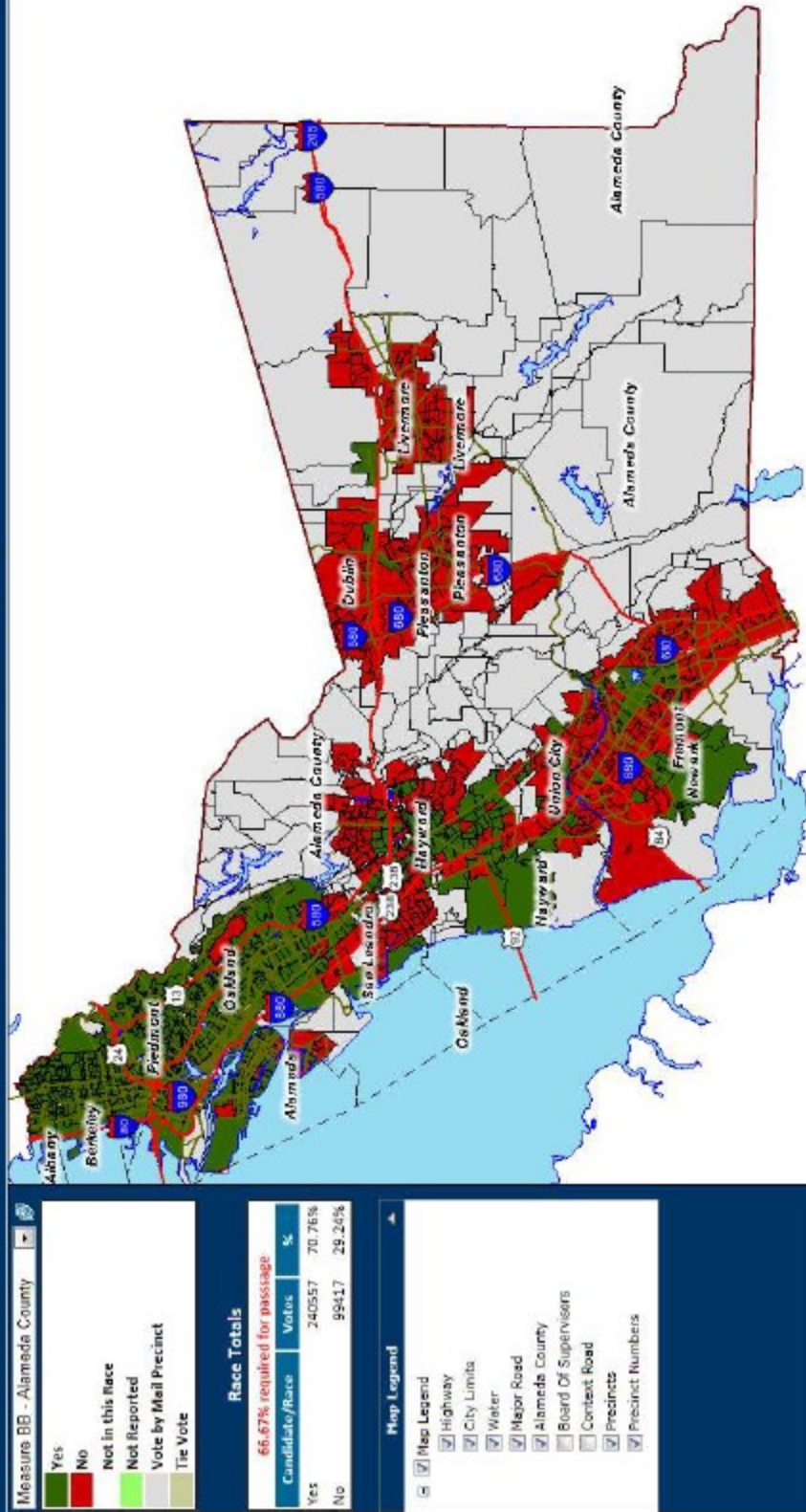
For these reasons, your Commission should not take this major action today to reallocate \$400 million to a controversial, unproven project that voters have not approved.

Sincerely,



JASON A. BEZIS

11/4/2014 – General Election Measure BB – Alameda County





May 8, 2020

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

Re: PPLC Agenda Item 5.1 – Tri-Valley-San Joaquin Valley Regional Rail Authority Request for
2014 Measure BB Transportation Expenditure Plan Amendment – **SUPPORT**

Dear Chair Ortiz:

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

LVCC supports the above referenced item, advancing the efforts to close the gap in the I-580 corridor for an urgently needed and long-awaited, effective rail connection between Livermore and the Dublin/Pleasanton East BART station. I reiterate the support formerly expressed by LVCC over many years for planning and funding support for such a project. LVCC appreciates the wisdom of the leaders of the Alameda County Transportation Commission in designating significant funding in Measure BB (which was supported by LVCC) to provide for a future rail connection in this corridor. In light of events that have transpired since the approval of BB, your prudent actions necessary to amend the expenditure plan to accommodate the request by the Tri-Valley-San Joaquin Valley Regional Rail Authority is welcomed and appreciated. LVCC recognizes and strongly supports the efforts of the TVSJRRRA to effectively deliver a rail connection project in this corridor within the next few years.

We look forward to moving forward with this initiative and this project, and stand ready to support you in this action.

Respectfully,
Dawn P. Argula
Dawn P. Argula
CEO/President

C: Scott Haggerty, First District Supervisor, Alameda County BOS
Tess Lengyel, Executive Director, Alameda County Transportation Commission
Michael Tree, Executive Director, Valley Link
John Marchand, Mayor, City of Livermore

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May 27, 2020

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

Dear Chair Cutter:

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

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

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

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

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

Sincerely,

A handwritten signature in blue ink, appearing to read "Steve Van Dorn".

Steve Van Dorn
President & CEO

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

www.pleasanton.org

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



Serving Alameda, Contra Costa, Marin and San Francisco counties

May 11, 2020

Via email to: vlee@alamedactc.org

Hon. Elsa Ortiz, Chair, and Members of the Planning, Policy and Legislation (PP&L) Committee
Alameda County Transportation Commission (ACTC)
1111 Broadway, Suite 800
Oakland, CA 94607

RE: PP&L Agenda item #5.1 – Approve Tri-Valley- San Joaquin Valley Regional Rail Authority (TVSJVRRA, aka Valley Link) Request for a 2014 Measure BB Transportation Plan Expenditure (TEP) Amendment

Dear Chair Ortiz and Members of the PP&L Committee:

On behalf of our more than 13,500 members in Alameda County, the Sierra Club writes to respectfully express great concern about Item #5.1 on your Agenda for Monday May 11, 2020. We believe that there are far too many issues and questions that should be addressed before the recommended actions move forward.

We recognize that the proposed actions before your Committee are just the beginning of a process to reprogram the sales tax funds that were approved by voters for “BART to Livermore.” But as set forth in the staff memo, the proposed actions, and their timing, would establish dangerous precedents for lack of planning and financial responsibility. There is simply no need to rush into the proposed actions, particularly in the context of the current health and financial crises being faced by the State and local communities. Why not first take time for responsible analysis and an opportunity to see if-how-and-when recovery is able to occur, before committing funds that may not materialize for years to come?

Every responsible forecast is anticipating that “the future of work” will be different, post-pandemic, than we have ever been experiencing previously. Why base such a massive investment of public funds on what is already and at best “old data?”

The first Agenda request is that the TVSJVRRA be acknowledged as a new agency in Alameda County that can be an eligible recipient of Measure BB funds. While this

2

should be the least controversial element of the requests, nothing in the staff memo identifies the potential magnitude of impacts on other Measure BB transit recipients. There is no operating budget provided in the Committee materials. Can taxpayers and pre-pandemic passengers be assured that this new system will not become a drain on other, voter-approved transit agencies in the County?

The second and third requests would remove “BART to Livermore” from the TEP and substitute Valley Link with no consideration of possible alternatives – why? The project list for Measure BB was the result of years of input and deliberation by Community and Technical Working Groups. Why not have a full and fair competition for alternative uses of these funds, throughout the full list of “BART, Bus, Senior, and Youth Transit” options identified as the relevant “Type” on page 3 of the TEP (page 24 of the Committee packet), especially with the enormous uncertainties facing projections for both traffic and funding revenues?

Implementing Guideline 22 of the Measure BB TEP is surprisingly omitted from the staff memo, but supports this broadened approach, stating:

22. Fund Allocations: Should a planned project become undeliverable, infeasible, or unfundable due to circumstances unforeseen at the time this Plan was created, or should a project not require all funds programmed for that project or have excess funding, funding for that project will be allocated to another project or program of the same type, such as Transit, Streets, Highways, Community Development Investments, or Bicycle and Pedestrian Safety, at the discretion of Alameda CTC.

Even the language from AB 758 (Eggman/Baker, PUC section 132658) that is quoted in the “superseded” request dated September 11, 2019, recognized that there was no entitlement to the “local funds controlled by the Alameda County Transportation Commission.”

It should also be noted that the proposed description and conditions regarding Valley Link delete and/or change significant descriptive and cautionary language (which was carefully negotiated and voter-approved) before funds may actually be “used.” The text below sets forth full “before and after” language in a single view for the information of Commissioners and the public:

~~BART to Livermore (\$400 M)~~
Valley Link rail in Alameda County (\$400 M)

~~This project funds the first phase of a BART Extension within the I-580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange~~
Valley Link rail extension from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology.

Funds are for construction for any element of this first phase project and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an ~~detailed~~ alternative assessment of ~~all~~ fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Why are voter and environmental protections proposed to be removed for this new project? Do Commissioners really think this is wise and appropriate? Why not, at a minimum, wait until the requisite Environmental Review is both released in draft form and then completed? – This critical document is already a year behind the previous schedule.

Where is the San Joaquin County commitment to support their own residents who are likely to be the primary beneficiaries of this project? The proposed resolution merely states that:

SJCOG: In April 2020, the SJCOG Board approved an amendment to its 2018 Regional Transportation Plan to include the Valley Link project, including identification of \$163.9 million for the project in the plan from **future** measures and state funds. **(emphasis added)**

Any ACTC action should be conditioned on a firm commitment of adequate funds for both capital and operations for this multi-county project. “Leveraging” of other funds should, at a minimum, be based on full and fair participation from designated “partners.”

Several places in the proposed “amendments” describe Valley link as “Commuter Rail,” despite the fact that it is proposed to operate throughout the day. Subsection 49 CFR 37.3 in relevant part defines “commuter rail” as

Commuter rail transportation means short-haul rail passenger service operating in metropolitan and suburban areas, whether within or across the geographical boundaries of a state, usually characterized by reduced fare, multiple ride, and commutation tickets and by morning and evening peak period operations. This term does not include light or rapid rail transportation.

Is this an attempt to obviate or avoid an obligation for ADA complementary paratransit service for passengers, or attempted passengers, who may have difficulty using the train service?

We must also ask if ACTC or Valley Link have informed MTC and ABAG that the proposed project will facilitate inter-regional commuting, contrary to the intent of SB 375 and the Bay Area's Sustainable Communities Strategy.

This message sets forth only some of the most obvious concerns about the proposed Measure BB actions. There are certain to be more, but disclosure by ACTC and Valley Link should not be delayed until the end of the requisite "public comment" period. The Sierra Club respectfully requests, and urges at a minimum, that the questions and issues noted above be addressed before any Commission action to consider Valley Link's requests. To do any less would call into question Commissioners' significant public service obligations to Alameda County voters, taxpayers, and residents. We look forward to working with you and ACTC staff to consider a full range of responsible uses of Measure BB funds. If you have any questions, or desire further information, please do not hesitate to contact Matt Williams at mwillia@mac.com.

Sincerely,

ss/

Matt Williams

Chair, Chapter Transportation and Compact Growth Committee

ss/

Dick Schneider

Chair, Chapter Tri-Valley Group Executive Committee

ss/

Eric Parfrey

Volunteer Leader, Mother Lode Chapter

Cc: Sierra Club California Director Phillips
San Francisco Bay Chapter Executive Committee Chair Bolotina
San Francisco Bay Chapter Director Berbeco



Serving Alameda, Contra Costa, Marin and San Francisco counties

July 13, 2020

6 pages via email to:
tepamendment@alamedactc.org
and vlee@alamedactc.org

Hon. Pauline Russo Cutter, Chair, and Members
Alameda County Transportation Commission (ACTC)
1111 Broadway, Suite 800
Oakland, CA 94607

RE: Sierra Club Comments in Opposition to Proposed ACTC TEP Amendment and
Actions regarding "Valley Link" Rail

Dear Chair Cutter and Commissioners:

Based on the reasons outlined in this letter and in our previous correspondence and public comments, the Sierra Club opposes the actions proposed by the Alameda County Transportation Commission (hereinafter ACTC or Commission) at your meeting of May 28, 2020, regarding the "Valley Link" rail project. We further recommend that no action be taken on these matters for the foreseeable future, at least until after completion of a full Environmental Impact Report (EIR) process and other related documentation, and until there is a return to financial stability for Measure BB sales tax funds.

Given the dearth of substantive information on the proposed project itself, and the uncertainty regarding local, regional, and state financial revenues, the Sierra Club does not currently express a position regarding the actual project, since that would be objectively premature pending much more documentation and analysis for both decisionmakers and the public. We urge the Commission to follow this example. In the meantime, on behalf of our more than 13,500 members in Alameda County, we offer the questions and concerns below.

How can there be a "comment period" without published public notice, especially given the critical information that ACTC has omitted from sharing with its Commissioners?

Implementing Guideline #4 of the 2014 Transportation Expenditure Plan (TEP) for Measure BB states in part "All jurisdictions within the county will be given a minimum of 45 days to comment on any proposed Plan amendment." We understand that

information regarding the proposed amendments and process was sent to Alameda County jurisdictions, but we have been unable to find any notice, anywhere on the ACTC website, notifying the public of this voter-approved opportunity, or of its parameters. How are members of the public supposed to know how to communicate with their elected representatives so that timely and informed comments by the jurisdictions can be submitted?”

This appears to be a serious breach of the intent of proper government procedure, even during the current pandemic circumstances. Such an apparent opposition to public transparency is not likely to engender taxpayer support for any future requests by ACTC to voters. We have tried in this letter to identify several key issues that are not addressed adequately, if at all, in the ACTC correspondence, so that Commissioners can have a more informed basis for their consideration when they are requested to act.

Further, we request that all comments by jurisdictions be posted on the ACTC website by the end of July 2020, so that the public can communicate on this matter with their elected officials.

What is the potential/expected impact on other transit recipients in Alameda County if Valley Link is approved as a new agency that is eligible for Measure BB funds, including for operations?

We have previously asked this question, but received no response. It must be answered with regard to the “Direct Local Distribution” (DLD) formula, as well as for the capital request. Director Joel Young of the AC Transit Board asked a similar question during an ACTC presentation to their agency, but unfortunately, a direct response was not provided then either. Does the selective omission of Valley Link in the “redlined” Appendix C of the May 28 materials mean that Valley Link will not be an eligible recipient under the Category of “Transit: Operations, Maintenance, and Safety Program”? Please respond directly to this question.

The entire package of proposed actions is premature before completion of a full Environmental Review process, which is necessary to determine the viability, appropriateness, and environmental impact of the proposed project.

This essential analysis is already a year delayed in its schedule, so neither the public nor regulatory agencies can identify the potential impacts of the proposed project, any mitigations needed, or any potential benefits or harms.

The 2019 “Feasibility Report” required by AB 758 (Eggman/Baker) was little more than a compilation of previous presentations to the Valley Link Board, with no independent analysis, and seriously lacking in objectivity. The “Feasibility Report” is not a “Viability Report.” We note that current financial reports and projections for two of the most recent new rail systems in the country (SMART and Sound Transit), which were implemented with assistance of Valley Link’s consultants, have identified significant shortfalls into the foreseeable future. What reason is there to believe that Valley Link will fare any differently?

There is no valid reason for ACTC Commissioners to rush into the proposed actions until the project is better understood and documented for the County's voters, and for ACTC itself.

Current financial projections and analyses identify significant shortfalls in sales tax revenues at all levels for the foreseeable future – How can ACTC responsibly commit \$400 million under these circumstances?

ACTC's Finance and Administration Committee most recently met on May 11th, with sales tax revenue data as of March and thereby not reflecting coronavirus and related "shutdown" conditions and impacts. Presentation materials from that meeting project only modest reductions in sales tax revenues, and clearly need updating.

Please identify your responses below both with, and without, the impact of ACTC approval of the proposed Valley Link actions:

- What are the current estimates and projections for Measures B and BB revenues (for at least the next 5 years), and as compared to previous actuals?
- How will these changes in revenues affect DLD formulas, as well as other anticipated payments to jurisdictions and/or projects or programs?

Recently "60 Minutes" reported that the non-partisan Congressional Budget Office is predicting that it will take up to 9 years for a full recovery from the financial effects of the Coronavirus pandemic. MTC staff reports are a bit more optimistic, but still do not predict financial recovery until approximately 2024 or 2025. Any current revenue predictions are speculative at best. If ACTC finds itself short of funds, how will decisions be made, and what will be cut? Please identify how impacts on social equity will be addressed.

What is the rush to commit \$400 million in hypothetical revenues from the public trust? This is more than a rhetorical question – Why now, given the magnitude of current revenue uncertainties?

There is no "entitlement" for Measure BB funds from the cancelled "BART to Livermore" project for either the Tri-Valley planning area or even for a rail project, and the voters who actually approved Measure BB, with the "BART to Livermore" project, were, in large part, not primarily from the Tri-Valley. There should be an open, full and fair competitive assessment to determine any re-programming of that project's successor.

Documentation from ACTC has notably failed to mention even the existence of Implementing Guideline #22 from the TEP:

22. Fund Allocations: Should a planned project become undeliverable, infeasible, or unfundable due to circumstances unforeseen at the time this Plan was created, or should a project not require all funds programmed for that project or have excess funding, funding for that project will be allocated to another project or program of the same type, such as Transit, Streets,

Highways, Community Development Investments, or Bicycle and Pedestrian Safety, at the discretion of Alameda CTC.

This policy clearly identifies that there is no entitlement or guarantee, for either a rail project or for the Tri-Valley area, of the money that is no longer needed for BART-to-Livermore. Rather the money can – when it is actually available – be used for any transit project anywhere throughout the County. Why not act as responsible stewards of the public trust, and study what might be the highest and best use of the funds? Examples might include funding BART faregates and the enclosing of cross-paid-area elevators throughout Alameda County stations, and/or providing a strong down-payment for vehicles and infrastructure for a large portion of the CARB-required Zero Emission Bus fleets for all of the public transit bus systems in the County. Another option would be to help backfill the loss of fare revenues for all transit agencies. How might BART “development” projects on their property help to achieve other ACTC and Sierra Club goals, such as enhancing success of Priority Development Areas (PDAs) for Plan Bay Area?

Valley Link violates the “inter-regional commuting” policy of SB 375 and Plan Bay Area.

According to MTC’s *Frequently Asked Questions | Plan Bay Area*:

“Regions also must demonstrate that their plans accommodate all future projected households without further growth in in-commuting, or the amount of people traveling from neighboring areas to the region (i.e. from outside of the Bay Area to the Bay Area).” (*emphasis added*)⁴

Not only does Valley Link violate the premise of discouraging inter-regional commutes – and reliance on a “Mega-Region” is not relevant or applicable under current law -- but the public descriptions indicate that Valley Link would disadvantage Alameda County residents, taxpayers, and transit riders to the benefit of inter-regional travelers from San Joaquin County. In a return to pre-pandemic BART service and ridership, trains arriving at Bayfair station on the Blue Line are often full already – will local passengers have any chance of a seat after Valley Link passengers get first choice? ACTC officials should not approve such a disservice to your constituents without much more explanation.

ACTC should not act until there is at least a matching financial commitment from San Joaquin County.

The proposed resolution provided by Valley Link does not present adequate commitment from San Joaquin County as a funding partner for this potentially massive proposal to benefit their commuters. It merely states that

“SJCOG: In April 2020, the SJCOG Board approved an amendment to its 2018 Regional Transportation Plan to include the Valley Link project, including identification of \$163.9 million for the project in the plan from *future* measures

and state funds.” (*emphasis added*)

Any ACTC action should be conditioned on a firm commitment of adequate funds for both capital and continuing operations for this multi-county project. A one-sided “leveraging” of funds is not prudent public policy.

The “technical amendment” to the Valley Link project description is disingenuous if not misleading, and changes the conditions approved by voters.

The ACTC meeting materials from May 28th show the proposed project description only as it would be amended, without including the carefully negotiated original terms – approved by the voters – that are proposed for omission or change now. The excerpt below tries to more transparently and concurrently portray the full language under consideration (with additions underlined and deletions ~~crossed out~~). Commissioners are urged to please seriously consider what is intended by the changes, and what might be unintended consequences.

~~“BART to Livermore (\$400 M)-~~
Valley Link rail in Alameda County (\$400 M)

This project funds the first phase of a ~~BART Extension within the I-580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange~~ Valley Link rail extension from the existing Dublin/ Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology.

Funds are for construction for any element of this first phase project and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an ~~detailed~~ alternative assessment of ~~all~~ fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.”

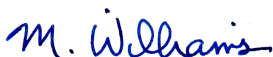
Among other questions, what difference does the “initial operating segment” make to the proposal’s potential draw on Alameda County funds? What criteria will be used to assess whether the initial operating segment “most effectively meets” the adopted project goals, and which agency will make that determination? When will “full funding commitments” be identified and approved for the full project? Please also explain why the references to “detailed” analysis and “all” alternatives are being deleted.

In conclusion --

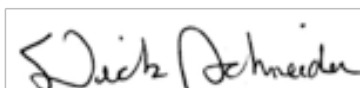
For these reasons, the Sierra Club strongly opposes all of the proposed actions laid out in your Commission materials of May 28, 2020. We further urge no further consideration on these matters until our concerns have been resolved.

If you have any questions regarding these comments, or wish further information, please do not hesitate to contact Matt Williams at mwillia@mac.com.

Sincerely,



Matt Williams
Chair, Chapter Transportation and Compact Growth Committee



Dick Schneider
Chair, Chapter Tri-Valley Group Executive Committee



Volunteer Leader, Mother Lode Chapter

cc: San Francisco Bay Chapter Executive Committee Chair Bolotina
San Francisco Bay Chapter Director Berbeco
Sierra Club California
Mother Lode Chapter
Metropolitan Transportation Commission (MTC)
California Air Resources Board (CARB)



SAN JOAQUIN
REGIONAL
RAIL COMMISSION

Chair, **Christina Fugazi**, City of Stockton
Vice Chair, **Leo Zuber**, City of Ripon
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Commissioner, **Scott Haggerty**, Alameda County
Commissioner, **John Marchand**, City of Livermore
Commissioner, **Nancy Young**, City of Tracy

Executive Director, **Stacey Mortensen**

July 2, 2020

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

Dear Chair Cutter:

Subject: Support for ACTC Action to allocate \$400 million in Measure BB funds to the Tri-Valley-San Joaquin Valley Regional Rail Authority for the Valley Link Project

San Joaquin Regional Rail Commission (SJRRRC) is a project partner and member of the Tri-Valley – San Joaquin Valley Regional Rail Authority (Authority). The Authority is requesting that the Alameda County Transportation Commission (ACTC) take action to allocate \$400 million Measure BB funding to the Valley Link Project that is currently identified for the BART to Livermore Project. This action is consistent with Assembly Bill 758 (AB 758), the Authority's enabling legislation. This action will fulfill a commitment made to the Tri-Valley to advance rail connectivity to Livermore. It will also support an intermodal connection between ACE and the BART system and the advancement of the Altamont Corridor Vision.

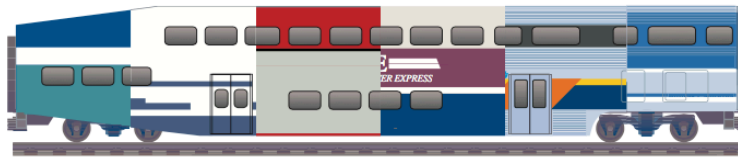
The Authority was created in 2017 by AB 758 for the purpose of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the ACE commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. An estimated 28,000 are projected to ride the Valley Link system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year.

SJRRRC urges approval of the ACTC Action to allocate \$400 million in Measure BB funds to the Tri-Valley-San Joaquin Valley Regional Rail Authority for the Valley Link Project. This action will ensure that the Valley Link project moves forward and it supports the Altamont Corridor Vision that SJRRRC and the Authority are diligently working jointly to advance.

Sincerely,

Christina Fugazi, Chair
San Joaquin Regional Rail Commission

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



Officers

David Schonbrunn
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Marin County

Greg Thompson
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San Diego County

John Deeter
Sacramento County

Fred Glienna
Los Angeles County

William F. McGeehan III
Contra Contra County

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

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

Dear Chair Cutter:

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

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

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

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

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

May 26, 2020

Submitted to:
contact@alamedactc.org

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

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

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

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

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

Thank you for considering these comments.

Sincerely yours,

/s/ DAVID SCHONBRUNN

David Schonbrunn, President, TRAC



Memorandum

7.1F

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: September 17, 2020

TO: Alameda County Transportation Commission

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

SUBJECT: **ADDITIONAL COMMENT LETTERS:** 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 of the Planning, Policy and Legislation Committee meeting attached here as Attachment F:

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

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

ALAMEDA COUNTY FAIRGROUNDS

P L E A S A N T O N

September 11, 2020

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

Dear Chair Cutter:

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

As a business within the jurisdiction of the Alameda County Transportation Commission (ACTC), supporting a work force of more than 50 employees, I write to strongly support approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to amend the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the \$400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley to advance rail connectivity to Livermore and support our economy by providing our Bay Area work force with a chance to have safe and affordable choices about where they can live and work.

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

Valley Link will provide an estimated 33,000 daily rides on the 42-mile, 7-station system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of an estimated 32,220 to 42,650 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy



mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

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

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

Sincerely,



Jerome P. Hoban

CEO, Alameda County Agricultural Fair Association

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

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

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



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

September 10, 2020

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

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

Dear Chair Cutter:

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

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

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

Sincerely,

A handwritten signature in blue ink, appearing to read "RBK", followed by a long horizontal flourish.

Rebecca Bauer-Kahan
Assemblymember, 16th District

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September 10, 2020

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

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

Dear Chair Cutter:

I write to strongly support approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to amend the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the \$400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley to advance rail connectivity to Livermore and support our economy by providing our Bay Area work force with a chance to have safe and affordable choices about where they can live and work.

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

Valley Link will provide an estimated 33,000 daily rides on the 42-mile, 7-station system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of an estimated 32,220 to 42,650 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.



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

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

Sincerely,

A handwritten signature in black ink, appearing to read 'Jim Wunderman', is written over a light grey circular background.

Jim Wunderman
President & CEO
Bay Area Council

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



BOARD OF SUPERVISORS

June 10, 2020

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

Dear Chair Cutter:

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

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

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

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

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

Sincerely,

A handwritten signature in blue ink, consisting of a series of loops and a final flourish.

Richard Valle, President
Alameda County Board of Supervisors

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

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

7750 Pardee Lane, Suite 100

Oakland, CA 94621

btca@btcalameda.org | (510) 430-8664

Andreas Cluver
Secretary-Treasurer

Rob Stoker
President

Rafael Gonzalez
Vice President

Che Timmons
Sergeant in Arms

Auto & Marine Painters, #1176

Boilermakers, #549

Brick & Tile Layers, #3

Carpenters, #713

Carpenters, #2236

Carpet & Linoleum, #12

Cement Masons, #300

Electrical Workers, #595

Elevator Constructors #8

Glaziers #169

Insulators & Asbestos Workers, #16

Iron Workers, #378

Laborers, #67

Laborers, #304

Lathers, #68L

Millwrights, #102

Operating Engineers, #3

Painters, #3

Pile Drivers, #34

Plasterers, #66

Plumbers & Steamfitters, #342

Roofers, #81

Sheet Metal Workers, #104

Sign & Display, #510

Sprinkler Fitters, #483

Teamsters, #853

U.A., Utilities / Landscape, #355

September 10, 2020

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

Dear Chair Cutter:

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

As a business within the jurisdiction of the Alameda County Transportation Commission (ACTC), supporting a work force of more than a thousand employees (collectively), I write to strongly support approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to amend the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the \$400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley to advance rail connectivity to Livermore and support our economy by providing our Bay Area work force with a chance to have safe and affordable choices about where they can live and work.

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

Valley Link will provide an estimated 33,000 daily rides on the 42-mile, 7-station system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of an estimated 32,220 to 42,650 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the

MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

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

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

Sincerely,



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

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



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

September 8, 2020

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

Dear Chair Cutter:

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

As a business within the jurisdiction of the Alameda County Transportation Commission (ACTC), supporting a work force of more than 800 employees, I write to strongly support approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to amend the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the \$400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley to advance rail connectivity to Livermore and support our economy by providing our Bay Area work force with a chance to have safe and affordable choices about where they can live and work.

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

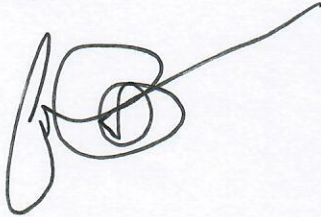
Valley Link will provide an estimated 33,000 daily rides on the 42-mile, 7-station system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of an estimated 32,220 to 42,650 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

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

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

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

Sincerely,

A handwritten signature in black ink, appearing to be 'J. B.', with a long horizontal line extending from the end of the signature.

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



September 10, 2020

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

Dear Chair Cutter:

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

CEMEX has multiple business operations within the jurisdiction of the Alameda County Transportation Commission (ACTC), supporting a workforce of more than 200 employees, many of who commute from the Valley region. I write, on behalf on CEMEX, to strongly support approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to amend the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the \$400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley to advance rail connectivity to Livermore and support our economy by providing our Bay Area workforce with a chance to have safe and affordable choices about where they can live and work.

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

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

Sincerely,

A handwritten signature in blue ink, appearing to read "Debbie Haldeman".

Debbie Haldeman
Director, Government Affairs & Communications
CEMEX

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



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



September 8, 2020

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

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

Dear Chair Cutter:

I write on behalf of Chabot-Las Positas Community College District to again underscore strong support for the Tri-Valley-San Joaquin Valley Regional Rail Authority request to amend the 2014 Measure BB TEP. This action will directly benefit the taxpaying residents of the Tri-Valley, our students and employees, connect our Alameda County service work force, and importantly, it will create new jobs to stimulate our faltering economy.

CLPCCD provides educational opportunities and support for completing of students' transfer, associate degree, basic skills, career technical education, and retraining goals. We serve, annually, approximately 29,000 students. Our employees and students use public transportation to get to and from their homes to our places of work. Our research shows that our public transportation usage average is 10,000 individual rides per month and nearly 500 students take the bus each business day. Of our total student population, 20% take classes at both campuses. Valley Link to Livermore would support and facilitate the needs of student populations from both the Tri-Valley and 880/580 corridors.

We know there is still a great need for additional public transportation options for all of our students and employees. Valley Link and TEP Amendment will advance TOD plans currently underway at proposed stations – adding new and affordable housing units where they are needed most. It will also reduce congestion and improve safety on Interstate 580 – ranked as one of the Bay Area's most congested goods movement corridors that serves the Port of Oakland.

The time to act is now as this action will help position this vital project for federal and state stimulus funds. This project meets the moment and the urgency of this moment is now as we position our County and region for economic recovery and support the needs of our vital, taxpaying work force.

Chabot-Las Positas Community College District urges the Commission to consider the approval of Measure BB Transportation Expenditure Plan amendments for Valley Link.

Respectfully,

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

Ronald P. Gerhard
Chancellor

CC: Michael Tree, Executive Director, Tri-Valley – San Joaquin Valley Regional Rail Authority

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

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

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

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September 14, 2020

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

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

Dear Chair Ortiz:

As a project partner and member of the Tri-Valley – San Joaquin Valley Regional Rail Authority (Authority), I write to request the support of the Planning, Policy and Legislation Committee's (PPLC) for the approval of the Authority's request to amend the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the \$400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley to advance rail connectivity to Livermore. It will also support an intermodal connection between ACE and the BART system in the Tri-Valley and support the advancement of the Altamont Vision.

The Authority was created in 2017 by Assembly Bill 758 for the purpose of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the ACE commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities.

The Valley Link rail project would cover 42 miles connecting the existing Dublin/Pleasanton BART Station to the proposed ACE North Lathrop Station. This project will utilize existing transportation rights of-way where feasible. A second phase would extend service from the North Lathrop Station to the ACE and Amtrak Stockton Station. This rail-based solution was developed by the Authority through extensive studies and public outreach. The studies evaluated many alternatives, including rail alignments and transit modes, for potential benefits and impacts, including ridership, vehicle miles traveled, greenhouse gas emissions, capital and operating costs, travel

times, integration with land use, and cost-effectiveness. Along this corridor, studies have shown buses do not provide sufficient travel time reduction or capacity to be effective. Valley Link rail was found to carry significantly more riders and resulted in a much higher reduction in vehicle miles traveled.

Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 93,400 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. Valley Link will operate 74 daily round trips, providing an estimated 33,000 daily rides in 2040. This will result in the reduction of almost 100 million Vehicle Miles Traveled (VMT) and the reduction of an estimated 32,220 to 42,650 metric tons of greenhouse gas emissions per year.

Livermore residents are in support of utilizing Measure BB tax dollars for what they were originally intended for. The voters of Alameda County approved Measure BB funds to improve the Tri-Valley's access to BART. Livermore residents have been paying taxes for over 50 years for rail improvements to access BART which would be realized with the Valley Link project.

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

Sincerely,



John Marchand, Mayor
City of Livermore

Cc: Scott Haggerty, Alameda County, Supervisor District 1
Tess Lengyel, Alameda CTC Executive Director
Vanessa Lee, Alameda CTC, Clerk of the Commission
Michael Tree, Authority, Executive Director



September 11, 2020

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

Via Email: vlee@alamedactc.org

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

Dear Chair Ortiz:

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

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

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

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

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

123 Main Street

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

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

Economic Development
(925) 931-5038
Fax: 931-5485

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

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

Sincerely,

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

Kathy Narum
City of Pleasanton, Vice Mayor

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



CITY OF SAN RAMON

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

9/8/2020

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

Dear Chair Cutter:

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

As a project partner and member of the Tri-Valley – San Joaquin Valley Regional Rail Authority (Authority), I write to support the approval of the Authority's request to amend the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the \$400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley to advance rail connectivity to Livermore. It will also support an intermodal connection between ACE and the BART system in the Tri-Valley and support the advancement of the Altamont Vision.

The Authority was created in 2017 by Assembly Bill 758 for the purpose of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the ACE commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 93,400 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. Valley Link will operate 74 daily round trips, providing an estimated 33,000 daily rides in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of an estimated 32,220 to 42,650 metric tons of greenhouse gas emissions per year.

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

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

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

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

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

Sincerely,

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

Bill Clarkson
Mayor, City of San Ramon

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

September 11, 2020

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

Dear Chair Cutter:

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

The Dublin Chamber of Commerce represents over 250 business organizations most who are within the jurisdiction of the Alameda County Transportation Commission (ACTC), supporting a work force of more than 5600 employees, I write to strongly support approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to amend the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the \$400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley to advance rail connectivity to Livermore and support our economy by providing our Bay Area work force with a chance to have safe and affordable choices about where they can live and work.

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

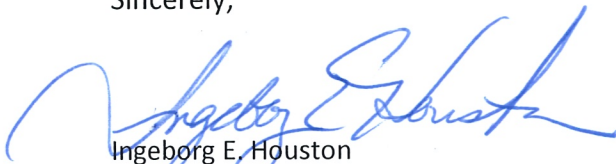
Valley Link will provide an estimated 33,000 daily rides on the 42-mile, 7-station system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the

reduction of an estimated 32,220 to 42,650 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

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

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

Sincerely,



Ingeborg E. Houston
President and CEO

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



September 8, 2020

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

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

Dear Chair Cutter:

On behalf of the East Bay Economic Development Alliance, the East Bay Leadership Council and Innovation Tri-Valley Leadership Group, which represent a broad range of private and public sector employers in Alameda County, we are writing to express our strong support of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to amend the 2014 Measure BB Transportation Expenditure Plan (TEP). This Amendment acknowledges the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the \$400 million Measure BB funding identified for the BART to Livermore project.

This action will fulfill a commitment made to the voters of Alameda County to advance rail connectivity to Livermore and support our economy by providing our Bay Area work force with a chance to have safe and affordable choices about where they can live and work. It will help address both immediate and long-term transportation, housing, economic, and environmental needs in Alameda County as well as provide tremendous benefits to the greater Bay Area region. The recently completed Feasibility Report provided to the state legislature demonstrates that the Project is financially viable and provides significant increases in regional rail ridership in the Altamont Corridor.

The Altamont Corridor that connects the San Joaquin Valley to Alameda County and the greater Bay Area is one of the most heavily traveled and fastest growing corridors in the Northern California megaregion. In addition, the Altamont Corridor is also the primary gateway for goods movement between the Bay Area and the Central Valley and Southern California and relieving congestion is essential for maintaining and improving the health of our state's economy. According to a recent report in the Orange County Register, commuters in Northern San Joaquin County lead the nation in "super commuters" traveling 90 miles or more to work each day, which causes significant environmental harm. Furthermore, the Bay Area Council estimated that congestion will increase an additional 75% by 2040. To achieve state and regional environmental and economic development goals, a robust passenger rail alternative is needed in the Altamont Corridor to increase mobility by providing a sustainable transportation option, provide greater connectivity, as well as a better quality of life and access to educational opportunities, health care facilities, and other regional amenities.

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

Valley Link's 42-mile, 7 station system is estimated to have a ridership of 28,000 by 2040. It will reduce the amount of greenhouse gases and air pollution emissions by diverting trips that would have previously been taken by an automobile. Specifically, this will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted Transit Oriented Development (TOD) Policy, Valley Link will also support the advancement of affordable housing and TOD by fostering more compact and sustainable growth centered around a robust rail network adjacent to its stations, which will further reduce VMT and greenhouse emissions. The TOD policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space.

The Project would also have a transformative effect on underserved communities by providing a convenient and inexpensive alternative to the rising costs and impacts of automobile usage. Connecting San Joaquin Valley to the Bay Area's large economic centers would increase safe and affordable transportation options between these communities while also providing an opportunity to rebalance job centers equitably. The Project addresses the social justice concerns caused by the displacement of former Bay Area residents living in San Joaquin County who rely on jobs in the Bay Area for their family's economic survival. Simply put, jobs will ultimately leave the Bay Area if we do not provide a reliable transit connection for those who are most in need.

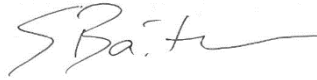
During these challenging economic times, it is also important to note that Valley Link is projected to provide an estimated 22,000 jobs during construction, and when operational, support 400 jobs per year with labor income of over \$19 million per year and \$69 million in business sales annually. In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

In summary, Valley Link is consistent with the intent of the voters of Alameda County to extend rail service into the Tri-Valley. It is consistent with the State Rail Plan, MTC Regional Rail Plan, MTC Plan Bay Area 2050, and MTC Resolutions 3829 and 2007. We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,



Kristin Connelly
President & CEO
East Bay Leadership Council



Stephen Baiter
Executive Director
East Bay Economic Development Alliance



Lynn Naylor
CEO
Innovation Tri-Valley
Leadership Group

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

###

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

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

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

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September 9, 2020

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

Dear Chair Cutter:

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

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

As a business within the jurisdiction of the Alameda County Transportation Commission (ACTC), I write to you today to strongly support approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to amend the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the \$400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley to advance rail connectivity to Livermore and support our economy by providing our Bay Area work force with a chance to have safe and affordable choices about where they can live and work.

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

Valley Link will provide an estimated 33,000 daily rides on the 42-mile, 7-station system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of an estimated 32,220 to 42,650 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

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

Sincerely,

A handwritten signature in black ink, appearing to read "D Maunus". The signature is fluid and cursive.

Derek Maunus
President & CEO, GILLIG

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

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September 9, 2020

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

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

Dear Chair Cutter:

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

Hacienda writes to strongly support approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to amend the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the \$400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley to advance rail connectivity to Livermore and support our economy by providing our Bay Area work force with a chance to have safe and affordable choices about where they can live and work.

The Tri-Valley is a thriving Bay Area job center with two national labs and headquarters for more than 450 technology companies, many of them located at Hacienda, and regional gross domestic product (GDP) of an estimated \$42 billion. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the Interstate 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars and confronting an average 78-minute commute each way. Critical employment centers, such as Hacienda, need to make sure that all corridors leading into the Tri-Valley provide easy and convenient access for businesses whose labor supply extends into outlying areas. Likewise, residents at Hacienda similarly need the ability to enjoy access to corridors connecting the Tri-Valley with the larger region.

Valley Link will provide an estimated 33,000 daily rides on the 42-mile, 7-station system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of an estimated 32,220 to 42,650 metric tons of greenhouse gas emissions per year. In addition, through the Transit Oriented Development Policy adopted by the Authority's Board, Valley Link will support the advancement of transit-oriented projects, such as Hacienda, adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. Hacienda's existing and proposed development along with the proposed Isabel Neighborhood Plan are examples of how this can happen throughout the system.

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

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

Sincerely,

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

James Paxson
General Manager, HBPOA

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

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



IBEW Local Union 595

International Brotherhood of Electrical Workers

Established in 1907 - Over 100 Years of Service

GREG BONATO

Business Manager

Financial Secretary

September 10, 2020

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

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

Dear Chair Cutter:

As a Union within the jurisdiction of the Alameda County Transportation Commission (ACTC), supporting a work force of more than 2500 members, I write to strongly support approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to amend the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the \$400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley to advance rail connectivity to Livermore and support our economy by providing our Bay Area work force with a chance to have safe and affordable choices about where they can live and work.

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

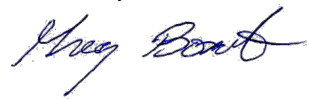
Valley Link will provide an estimated 33,000 daily rides on the 42-mile, 7-station system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of an estimated 32,220 to 42,650 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy

mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

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

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

Sincerely,



Greg Bonato
Business Manager-Financial Secretary

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

GB:klp
opeiu #29
afl-cio

Rob Stoker

POLITICAL AND PUBLIC RELATIONS DIRECTOR

September 8, 2020

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

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

Dear Chair Cutter:

On behalf of the International Association of Sheet Metal, Air, Rail and Transportation Workers, Sheet Metal Workers' Local Union No. 104, which encompasses approximately two thirds of the state of California, I am writing to express our strong support of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to amend the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the \$400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley to advance rail connectivity to Livermore and support our economy by providing our Bay Area work force with a chance to have safe and affordable choices about where they can live and work.

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

Valley Link will provide an estimated 33,000 daily rides on the 42-mile, 7-station system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of an estimated 32,220 to 42,650 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

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

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

Respectfully submitted,

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

Rob Stoker
Political & Public Relations Director

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

September 10, 2020

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

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

Dear Chair Cutter:

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

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

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

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

Sincerely,



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

Myth vs. Fact

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

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

Fact: This is simply not true.

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

Myth: Valley Link primarily benefits non-Alameda County residents

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

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

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

Valley Link is vitally needed to support the interconnected economies of the Northern California Megaregion: both the Bay Area and San Joaquin County. An estimated 93,400 of our Bay Area workers are now living in Northern San Joaquin County, including those delivering our most vital services – firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs. Valley Link will connect our displaced workforce to housing and jobs, help companies attract and retain employees in Alameda County and cease the tide of companies seeking to move elsewhere.

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

Myth: Valley Link will duplicate ACE service

Fact: They are complimentary and coordinated services

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

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

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

Myth: Valley Link will create sprawl

Fact: Valley Link will support compact development at stations

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

Myth: Valley Link does not support the objectives of SB375

Fact: Will achieve significant reductions in greenhouse emissions

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

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

Myth: A bus alternative would be more cost-effective

Fact: The bus alternatives fall way short

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

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

Fact: No lane loss and minimal disruption is anticipated

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

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

Myth: Insufficient study of alternatives

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

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

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

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

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

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

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

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

Myth: San Joaquin County commitment inadequate

Fact: The inter-regional cooperation occurring is unprecedented

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

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

Myth: Lack of outreach community support in Livermore

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

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

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

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

Fact: This has not been required of other projects

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

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September 9, 2020

Via Email

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

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

Dear Chair Cutter and Commissioners:

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

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

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

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

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

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

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

Respectfully,

Dawn P. Argula

Dawn P. Argula
CEO & President

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



September 9, 2020

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

Dear Chair Cutter:

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

As a business within the jurisdiction of the Alameda County Transportation Commission (ACTC), supporting a work force of winery and hospitality employees, I write to strongly support approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to amend the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the \$400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley to advance rail connectivity to Livermore and support our economy by providing our Bay Area work force with a chance to have safe and affordable choices about where they can live and work.

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

Valley Link will provide an estimated 33,000 daily rides on the 42-mile, 7-station system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of an estimated 32,220 to 42,650 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation

infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

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

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

Sincerely,

Chris Chandler

Executive Director
Livermore Valley Winegrowers Association

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

MAG TRUCKING, INC

3500 ENTERPRISE AVE
HAYWARD CA 94545

DIR 1000014378 O. 510-782-8801

LBE CERTIFIED ALAMEDA COUNTY/PORT OF OAKLAND
Hazardous certified

9/11/20

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

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

Dear Chair Cutter:

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

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

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

As a business within the jurisdiction of the Alameda County Transportation Commission (ACTC), supporting a work force of more than 35 employees and more than 150 subcontractors, I write to strongly support approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to amend the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the \$400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley to advance rail connectivity to Livermore and support our economy by providing our Bay Area work force with a chance to have safe and affordable choices about where they can live and work.

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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,

Debbie Ferrari

Debbie Ferrari
Operations Manager

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



September 9, 2020

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

Dear Chair Cutter:

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

As a business within the jurisdiction of the Alameda County Transportation Commission (ACTC), supporting a work force of more than 65 employees, I write to strongly support approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to amend the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the \$400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley to advance rail connectivity to Livermore and support our economy by providing our Bay Area work force with a chance to have safe and affordable choices about where they can live and work.

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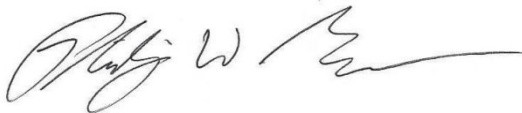
Valley Link will link our Northern California Megaregion's workforce to affordable housing, provide opportunities for compact transit-oriented development and will have a significant impact on the reduction of greenhouse gas emissions. It will also provide an estimated 22,000 jobs during construction

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,

MARSHALL BROTHERS ENTERPRISES, INC.

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

Phillip W. Marshall
Sr. VP of Operations

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



METROPOLITAN
TRANSPORTATION
COMMISSION

Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105
415.778.6700
www.mtc.ca.gov

September 14, 2020

Scott Haggerty, Chair
Alameda County

Alfredo Pedroza, Vice Chair
Napa County and Cities

Eddie Abn
San Francisco Bay Conservation
and Development Commission

Jeannie Bruins
Cities of Santa Clara County

Damon Connolly
Marin County and Cities

Dave Cortese
Santa Clara County

Carol Dutra-Vernaci
Cities of Alameda County

Dorene M. Giacomini
U.S. Department of Transportation

Federal D. Glover
Contra Costa County

Nick Josefowitz
San Francisco Mayor's Appointee

Sam Liccardo
San Jose Mayor's Appointee

Jake Mackenzie
Sonoma County and Cities

Gina Papan
Cities of San Mateo County

David Rabbitt
Association of Bay Area Governments

Hillary Ronen
City and County of San Francisco

Libby Schaaf
Oakland Mayor's Appointee

Warren Slocum
San Mateo County

James P. Spering
Solano County and Cities

James Stracner
U.S. Department of Housing
and Urban Development

Tony Tavares
California State
Transportation Agency

Amy R. Worth
Cities of Contra Costa County

Therese W. McMillan
Executive Director

Alix Bockelman
Deputy Executive Director, Policy

Andrew B. Fremier
Deputy Executive Director, Operations

Brad Paul
Deputy Executive Director,
Local Government Services

Tess Lengyel
Executive Director
1111 Broadway, Suite 800
Oakland, CA 94607

RE: Valley Link Transit Rail Project

Dear Ms. Lengyel:

I am aware that the Alameda County Transportation Commission (ACTC) Planning, Policy and Legislation Committee is taking up an amendment to the 2014 Measure BB expenditure plan (item 5.1) at its September 14, 2020 meeting. As you know, MTC has long supported actions to build the Tri-Valley Link Project and has committed over \$60 million dollars since 2018 to bring this project forward. Most recently, at our June 24, 2020 meeting the Commission discussed the project at length and acted to allocate \$46.8 million to the Tri-Valley - San Joaquin Valley Regional Rail Authority for completion of 30% design, environmental review documents and for various operations and technical reports/studies on the Valley Link project. The action your committee is contemplating to amend the expenditure to direct \$400 million to the project is an important part of the overall financial plan for the project.

As well, the Valley Link project is featured as a higher performing, early implementation transit expansion project for inclusion into Plan Bay Area 2050. MTC approved the transportation element of Plan Bay Area 2050 that included Valley Link, in July. Known as the 'Blueprint' at this point in the process, the Joint MTC Planning/ABAG Administrative Committee took action on Friday, September 1, 2020 to forward Valley Link among other projects, as part of the larger transit investment and GHG reduction strategy to the Commission and ABAG Executive Board for their approval this month.

When integrated with the Plan Bay Area 2050 Regional Growth Forecast the Blueprint will be further analyzed this fall in advance of approval of the Preferred Alternative for the Plan Bay Area 2050 EIR.

Please contact me if you have further questions.

Sincerely,

Therese W. McMillan
Executive Director, MTC

cc: Scott Haggerty, MTC Chair

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September 10, 2020

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

Dear Chair Cutter:

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

As a labor union within the jurisdiction of the Alameda County Transportation Commission (ACTC), supporting a work force of more than 35,000 members, I write to strongly support approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to amend the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the \$400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley to advance rail connectivity to Livermore and support our economy by providing our Bay Area work force with a chance to have safe and affordable choices about where they can live and work.

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transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

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

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

Sincerely,



Oscar De La Torre
Business Manager

ODLT:dle
liuna67

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

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

FYI

Sent from my iPhone

Begin forwarded message:

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

September 6, 2020

Ms. Vanessa Lee

Alameda County Transportation Commission

1111 Broadway, Suite 800
Oakland, CA 94607

Dear Ms Lee:

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

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

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

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

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

Sincerely,

Robert and Cynthia Panas

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

Website: valleylinkrail.com

Myth vs. Fact

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

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

Fact: This is simply not true.

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

Myth: Valley Link primarily benefits non-Alameda County residents

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

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

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

Valley Link is vitally needed to support the interconnected economies of the Northern California Megaregion: both the Bay Area and San Joaquin County. An estimated 93,400 of our Bay Area workers are now living in Northern San Joaquin County, including those delivering our most vital services – firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs. Valley Link will connect our workforce to housing and jobs, help companies attract and retain employees on both sides of the Altamont Pass, and cease the tide of companies seeking to move elsewhere.

Myth: Valley Link will duplicate ACE service

Fact: They are complimentary and coordinated services

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

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

Myth: Valley Link will create sprawl

Fact: Valley Link will support compact development at stations

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

Myth: Valley Link does not support the objectives of SB375

Fact: Will achieve significant reductions in greenhouse emissions

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

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

Myth: A bus alternative would be more cost-effective

Fact: The bus alternatives fall short

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

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

Fact: No lane loss and minimal disruption is anticipated

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

Myth: Insufficient study of alternatives

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

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

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

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

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

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

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

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

Myth: San Joaquin County commitment inadequate

Fact: The inter-regional cooperation occurring is unprecedented

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

Myth: Lack of outreach community support in Livermore

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

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

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

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

Fact: This has not been required of other projects

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

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September 9, 2020

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

Dear Chair Cutter:

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

The Pleasanton Chamber of Commerce represents over 750 business organizations many of which fall within the jurisdiction of the Alameda County Transportation Commission (ACTC), supporting a total work force of more than 25,000 employees. Our members strongly support approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to amend the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the \$400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley to advance rail connectivity to Livermore and support our economy by providing our Bay Area work force with a chance to have safe and affordable choices about where they can live and work.

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

Valley Link will provide an estimated 33,000 daily rides on the 42-mile, 7-station system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of an estimated 32,220 to 42,650 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

www.pleasanton.org

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

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

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

Sincerely,



Steve Van Dorn
President & CEO

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



September 11, 2020

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

Via Email: vlee@alamedactc.org

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

Dear Chair Ortiz:

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

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

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

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

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

123 Main Street

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

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

Economic Development
(925) 931-5038
Fax: 931-5485

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

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

Sincerely,

A handwritten signature in black ink, appearing to read "Jerry Pentin". The signature is fluid and cursive, with a large initial "J" and a stylized "P".

Jerry Pentin
City of Pleasanton, City Councilmember

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

PONDEROSA

HOMES

September 8, 2020

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

Dear Chair Cutter:

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

As a business within the jurisdiction of the Alameda County Transportation Commission (ACTC), supporting a work force of more than 30 employees, I write to strongly support approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to amend the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the \$400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley to advance rail connectivity to Livermore and support our economy by providing our Bay Area work force with a chance to have safe and affordable choices about where they can live and work.

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

An estimated 28,000 are projected to ride the 42-mile, 7-station system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

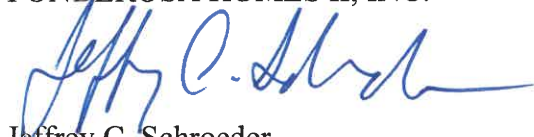
Valley Link will link our Northern California Megaregion's workforce to affordable housing, provide opportunities for compact transit-oriented development and will have a significant impact on the reduction of greenhouse gas emissions. It will also provide an estimated 22,000 jobs during construction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

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

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

Sincerely,

PONDEROSA HOMES II, INC.



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

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

Congress of the United States
Washington, DC 20515

September 10, 2020

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

Dear Chair Cutter:

I write to support approval of the Tri-Valley – San Joaquin Valley Regional Rail Authority (Authority) request to amend the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County and an eligible recipient of Measure BB funds. The amendment would also update the TEP by adding Valley Link for the \$400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley to advance rail connectivity to Livermore. It will also support an intermodal connection between Altamont Corridor Express (ACE) and the Bay Area Rapid Transit (BART) system in the Tri-Valley and support the advancement of the Altamont Vision.

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

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

Sincerely,



Eric Swalwell
Member of Congress

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

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

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

SENATOR.GLAZER@SENATE.CA.GOV

California State Senate

SENATOR
STEVEN M. GLAZER
SEVENTH SENATE DISTRICT

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

COMMITTEES
AGRICULTURE
EDUCATION
GOVERNMENTAL ORGANIZATION
INSURANCE

September 10, 2020

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

Dear Chair Cutter:

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

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

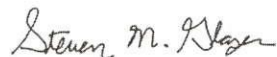
Valley Link is an opportunity to deliver a fast and efficient inter-regional rail service, connecting people, housing and jobs in the Northern California region and providing much needed congestion relief in one of the Bay Area's most congested corridors. Currently, there are over 98,500 daily commuters,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

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

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

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

Respectfully,



Steven M. Glazer
CA State Senator
District 7

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

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August 31, 2020

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

Dear Chair Cutter:

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

As a business within the jurisdiction of the Alameda County Transportation Commission (ACTC), supporting a work force of more than 100 employees, I write to strongly support approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to amend the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the \$400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley to advance rail connectivity to Livermore and support our economy by providing our Bay Area work force with a chance to have safe and affordable choices about where they can live and work.

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

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

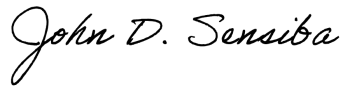
An estimated 28,000 are projected to ride the 42-mile, 7-station system daily in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented

Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

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

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

Sincerely,



John D. Sensiba, CPA
Managing Partner

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

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SAN JOAQUIN COUNCIL OF GOVERNMENTS

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

September 11, 2020

Sol Jobrack

CHAIR

Leo Zuber

VICE CHAIR

Andrew T. Chesley

EXECUTIVE DIRECTOR

Member Agencies

CITIES OF

ESCALON,

LATHROP,

LODI,

MANTECA,

RIPON,

STOCKTON,

TRACY,

AND

THE COUNTY OF SAN

JOAQUIN

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

Dear Chair Cutter:

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

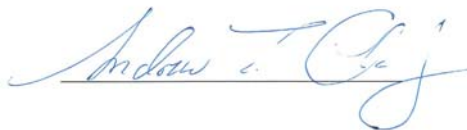
The following are a list of positive steps we and our member jurisdictions and agencies have taken to advance Valley Link and passenger rail service across the Altamont:

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

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

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

Sincerely yours,

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

Andrew T. Chesley
Executive Director

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SAN JOAQUIN
REGIONAL
RAIL COMMISSION

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

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

Executive Director, **Stacey Mortensen**

September 10, 2020

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

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

Dear Chair Cutter:

As a project partner and member of the Tri-Valley – San Joaquin Valley Regional Rail Authority (Authority), SJRRC writes to support the approval of the Authority's request to amend the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the \$400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley to advance rail connectivity to Livermore. It will also support an intermodal connection between ACE and the BART system and support the advancement of the Altamont Corridor Vision.

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

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

Sincerely,

Christina Fugazi
Chair, San Joaquin Regional Rail Commission

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

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September 11, 2020

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

Dear Chair Cutter:

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

As a business within the jurisdiction of the Alameda County Transportation Commission (ACTC), supporting a work force of more than 420 employees, I write to strongly support approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to amend the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the \$400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley to advance rail connectivity to Livermore and support our economy by providing our Bay Area work force with a chance to have safe and affordable choices about where they can live and work.

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

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7400 National Drive
Livermore, CA 94550
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Valley Link will provide an estimated 33,000 daily rides on the 42-mile, 7-station system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of an estimated 32,220 to 42,650 metric tons of greenhouse gas emissions per year.

In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

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

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

Sincerely,

DocuSigned by:

E4D259954140483...

Ray Vallejo, Chief Operations Officer

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

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

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

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

Dear Chair Cutter:

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

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

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

Sincerely,
Trish Munro

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

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

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



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Laura Mercier

September 10, 2020

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

Dear Chair Cutter:

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

As a business within the jurisdiction of the Alameda County Transportation Commission (ACTC), supporting a work force of 3 employees, I write to strongly support approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to amend the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the \$400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley to advance rail connectivity to Livermore and support our economy by providing our Bay Area work force with a chance to have safe and affordable choices about where they can live and work.

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

Valley Link will provide an estimated 33,000 daily rides on the 42-mile, 7-station system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of an estimated 32,220 to 42,650 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space.

The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

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

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

Sincerely,



Laura Mercier
Executive Director

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



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Executive Director

September 10, 2020

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

Dear Chair Cutter:


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

On behalf of the Tri-Valley – San Joaquin County Regional Rail Authority, I write to underscore strong support for approval of our agency's request to amend the 2014 Measure BB TEP. The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the \$400 million Measure BB funding identified for the BART to Livermore project. This action will directly benefit the taxpaying residents of the Tri-Valley.

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

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

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


Sincerely,
Scott Haggerty
Board Chair

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

TRI-VALLEY TRANSPORTATION COUNCIL

September 9, 2020

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

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

Dear Chair Cutter:

Representing the Tri-Valley Transportation Council (TVTC), I write to strongly support approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to amend the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the \$400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley to advance rail connectivity to Livermore and support our economy by providing our Bay Area work force with a chance to have safe and affordable choices about where they can live and work.

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

Valley Link will provide an estimated 33,000 daily rides on the 42-mile, 7-station system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of an estimated 32,220 to 42,650 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

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

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met. If you have any questions, please contact Lisa Bobadilla, TVTC administrator at (925) 973-2651 or email at lbobadilla@sanramon.ca.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Scott Perkins". The signature is fluid and cursive, with the first name "Scott" written in a larger, more prominent script than the last name "Perkins".

Scott Perkins
TVTC Chair

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

WENTE

FAMILY ESTATES

August 8, 2020

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

Dear Chair Cutter:

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

As a business within the jurisdiction of the Alameda County Transportation Commission (ACTC), supporting a work force of more than 250 employees, I write to strongly support approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to amend the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the \$400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley to advance rail connectivity to Livermore and support our economy by providing our Bay Area work force with a chance to have safe and affordable choices about where they can live and work.

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An estimated 28,000 are projected to ride the 42-mile, 7-station system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

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5565 TESLA ROAD, LIVERMORE, CA 94550

WENTE

FAMILY ESTATES

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

Sincerely,

A handwritten signature in black ink, appearing to read 'Karl D. Wente', written over a horizontal line.

Karl D. Wente & The Wente Family

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



Memorandum

8.2

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: September 17, 2020

TO: Alameda County Transportation Commission

FROM: Liz Rutman, Director of Express Lanes Implementation and Operations

SUBJECT: Adoption of the Alameda CTC Express Lanes Toll Enforcement Ordinance

Recommendation

It is recommended that the Commission waive the reading and adopt an ordinance repealing the existing I-580 Express Lanes Toll Enforcement Ordinance and replacing it with an ordinance for the administration of tolls and enforcement of toll violations for Alameda County Transportation Commission (Alameda CTC) Express Lanes and incorporation of Article 4, Chapter 1, Division 17 of the Vehicle Code by reference.

Summary

Alameda CTC is authorized pursuant to California Streets and Highways Code section 149.5 to conduct, administer, and operate a value pricing high-occupancy vehicle program (also known as express lanes) on one transportation corridor in Alameda County. Alameda CTC's Express Lanes Program includes Express Lanes implemented on Interstate 580 (I-580) in Alameda County.

In July 2015, Alameda CTC adopted the I-580 Express Lanes Toll Enforcement Ordinance pursuant to, and consistent with, Vehicle Code Section 40250, to establish usage requirements for the I-580 Express Lanes and to establish civil penalties for the evasion of those tolls or noncompliance with other policies set forth in the ordinance. The Ordinance for the Administration of Tolls and Enforcement of Toll Violations for Alameda CTC Express Lanes and Incorporation of Article 4, Chapter 1, Division 17 of the Vehicle Code by Reference, also to be known as the Alameda CTC Express Lanes Toll Ordinance, is proposed to replace the I-580 Express Lanes Toll Enforcement Ordinance in order to update certain user rules and other policies set forth in that ordinance.

As the ordinance is incorporating the relevant provisions of the Vehicle Code by reference, the ordinance must be introduced, noticed, and adopted pursuant to specific procedures under state law. Introduction and adoption of the ordinance must take place at two separate meetings. The ordinance was introduced at the Alameda County

Commission Meeting held on July 23, 2020. In advance of this meeting, a public hearing notice was published twice in a newspaper of general circulation in Alameda County. The public hearing notice was also published in Chinese and Spanish on two occasions in a Chinese-language and two Spanish-language publications. An ordinance summary highlighting the relevant provisions and including a web link to the full ordinance was also published in all of the above-referenced publications. After conclusion of the Public Hearing at this meeting, it is recommended that the Commission waive reading and adopt the ordinance

Background

Supported by state law, Alameda CTC's currently adopted toll policies and business rules require that all motorists traveling in Alameda CTC's Express Lanes facilities are required to be in a vehicle with either (1) a properly-mounted and properly-functioning valid transponder on board, or (2) valid vehicle license plates properly attached pursuant to Vehicle Code Section 4850.5 or 5200, and, in either case, being associated with a valid FasTrak® account having a balance sufficient to pay the toll. Every motorist traveling in the facilities during its hours of operation is required to pay the applicable toll using a FasTrak® account. For the purposes of this ordinance, FasTrak accounts are those established with the Bay Area Toll Authority (BATA) or any other members of the California Toll Operator's Commission to administer the payment of tolls, including accounts established to administer the payment of tolls without the use of a transponder that are also known as License Plate Accounts.

All motorists seeking toll discounts, including toll-free use of the express lanes, are required to self-declare eligibility for these discounts by using an appropriate FasTrak transponder, properly mounted and linked to a valid FasTrak account. For qualifying high occupancy vehicles (HOVs) and motorcycles, this is a FasTrak Flex® transponder, also known as "switchable", which allows motorists to declare the occupancy of the vehicle as "1", "2", or "3+". For qualifying clean air vehicles (CAVs), this is a FasTrak transponder marked for use by CAVs; occupancy for these users must also be self-declared via a switchable transponder so that the maximum toll discount for which the vehicle is eligible may be applied.

Motorists traveling in Alameda CTC's express lanes with either a valid FasTrak transponder or a license plate linked to a valid FasTrak account will be charged the applicable toll via the associated FasTrak account. All other motorists are deemed violators.

Toll policy changes adopted in June 2020 necessitate amending the I-580 Express Lanes Toll Enforcement Ordinance for consistency. Attachment A is a toll enforcement ordinance, prepared by legal counsel and Alameda CTC staff, which conforms to the legal requirements. Key differences include the following.

Item	I-580 Express Lanes Toll Enforcement Ordinance (July 2015)	Alameda CTC Express Lanes Toll Enforcement Ordinance
User Requirement	All users must carry a valid FasTrak transponder	All users must have either a valid FasTrak transponder or a license plate associated with

	associated with a valid FasTrak account	a valid FasTrak account; license plate accounts are acceptable
HOV3+	Not addressed	Provides for HOV2 discounts for motorists traveling in an HOV3+ facility; simplifies future amendments as may be needed should the occupancy policy change
CAV	Not addressed	Specifies user requirement to carry a special CAV transponder to receive discount
Noticing Process	Outlined in detail	Incorporates by reference the statutory requirements and administrative procedures provided in Article 4, Chapter 1 of Division 17 of the Vehicle Code and the procedures adopted by BATA

In addition, provisions have been made within this ordinance to simplify future amendments, such as modifications or expansion of the Alameda CTC Express Lanes toll system. In addition, staff was requested to clarify that first-time violators can get a violation penalty waived if they sign up for FasTrak, which the Commission has authorized under the Executive Director's authority and as is in practice with BATA violation notices.

Staff recommends that the Commission waive reading and adopt the ordinance.

Fiscal Impact: There is no fiscal impact associated with this action.

Attachment:

- A. Ordinance for the Administration of Tolls and Enforcement of Toll Violations for Alameda CTC Express Lanes and Incorporation of Article 4, Chapter 1, Division 17 of the Vehicle Code by Reference

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ALAMEDA COUNTY TRANSPORTATION COMMISSION

**ORDINANCE FOR ADMINISTRATION OF
TOLLS AND ENFORCEMENT OF TOLL VIOLATIONS
FOR ALAMEDA CTC EXPRESS LANES AND INCORPORATION OF ARTICLE
4 CHAPTER 1 DIVISION 17 OF THE VEHICLE CODE**

PREAMBLE

The Alameda County Transportation Commission (“Alameda CTC”) is authorized pursuant to California Streets and Highways Code section 149.5 to conduct, administer, and operate a value pricing high-occupancy vehicle program on one transportation corridor in Alameda County. Alameda CTC’s Express Lanes Program includes Express Lanes implemented on Interstate 580 (“I-580”) in Alameda County.

While traveling in Alameda CTC’s Express Lanes facilities, motorists are required to be in a vehicle with either (1) a properly-mounted and properly-functioning valid transponder on board, or (2) valid vehicle license plates properly attached pursuant to Vehicle Code Section 4850.5 or 5200, and, in either case, being associated with a valid FasTrak® account having a balance sufficient to pay the toll. Every motorist traveling in the facilities during its hours of operation is required to pay the applicable toll using a FasTrak® account. Vehicle Code Section 23302.5 provides that it is unlawful for a person to evade or attempt to evade the payment of tolls or other charges on any vehicular crossing or toll highway, and further provides that such acts are subject to civil penalties. Vehicle Code Division 17, Chapter 1, Article 4, commencing with Section 40250, provides for enforcement of civil penalties for violation of Vehicle Code Section 23302.5 and any ordinance enacted by local authorities, including joint powers authorities, pursuant to civil administrative procedures set forth in Article 4. This Ordinance establishes the usage requirements for the Alameda CTC Express Lanes, as well as administrative procedures and penalties, enacted pursuant to Article 4, to ensure that motorists who evade the payment of tolls are subject to civil penalties, while also ensuring fairness in the treatment of violators.

In addition to this Ordinance, the Alameda CTC has also adopted supplemental administrative policies applicable to its facilities. These policies are available online on the Alameda CTC Express Lanes Website and hard copies are available upon request.

Now, therefore, the Alameda County Transportation Commission hereby ordains as follows:

ARTICLE I - GENERAL

Section 1. Title

This Ordinance shall be known as the “Alameda CTC Express Lanes Toll Enforcement Ordinance.”

Section 2. Purpose

The purpose of this Ordinance is to establish usage requirements for the Alameda CTC Express Lanes and civil penalties for the evasion of those tolls or noncompliance with other policies set forth in this Ordinance. Every Motorist entering the Alameda CTC Express Lanes shall be subject to and must abide by this Ordinance. This Ordinance repeals and replaces the previous I-580 Express Lanes Toll Enforcement ordinance passed and adopted July 23, 2015.

Section 3. Definitions

The following definitions shall apply throughout this Ordinance. Unless specifically defined below, the words and phrases used in this Ordinance shall have the same meaning as they have in common usage. When not inconsistent with the context, words used in the present tense include the future tense, words in the plural number include the singular number, and words in the singular number include the plural number. The words “shall” and “must” are always mandatory and not merely directive.

(a) “Alameda CTC” means the Alameda County Transportation Commission, its employees, agents, and contractors.

(b) “Article 4” means California Vehicle Code Division 17, Chapter 1, Article 4, commencing with Section 40250.

(c) “Commission” means the governing body of the Alameda County Transportation Commission.

(d) “Authorized emergency vehicle” means a vehicle satisfying all of the conditions specified in Vehicle Code Section 21655.5 or Section 23301.5 for an exemption from paying a toll on the Alameda CTC Express Lanes.

(e) “BATA” means the Bay Area Toll Authority.

(f) “CAV Transponder” means a Transponder associated with a FasTrak Account that either BATA or any other California toll operator agency abiding by CTOC interoperability guidelines has designated for use by an eligible Clean Air Vehicle.

(g) “Clean Air Vehicle” means a motor vehicle referenced in Section (b)(5) of Section 166 of Title 23 of the United States Code that displays a valid decal, label, or other identifier issued pursuant to Vehicle Code Section 5205.5(a) or any other California law that enables toll-free or reduced-rate passage on the Alameda CTC Express Lanes.

(h) “CTOC” means the California Toll Operators Committee.

(i) “Delinquent Penalty” means the amount assessed when a Violation is deemed to be delinquent in accordance with the procedures adopted in **Section 8**.

(j) “Discount” or “Discounted” means a reduced-rate Toll expressed as a percent of the full Toll as specified in the Schedule of Discounts/Surcharges in Appendix A, attached hereto and incorporated herein. Appendix A may be updated from time to time by a resolution of the Commission. Upon adoption of such resolution, the updated rates will be effective and deemed included in this Ordinance.

(k) “FasTrak[®]” or “FasTrak” means the electronic toll collection system, administered by BATA for the Alameda CTC Express Lanes, as well as the electronic toll collection systems administered by any other California toll operator agency abiding by CTOC interoperability guidelines.

(l) “FasTrak Account” shall mean an account established with BATA or any other California toll operator agency abiding by CTOC interoperability guidelines to administer the payment of tolls, including License Plate FasTrak Accounts.

(m) “High Occupancy Vehicle” means a vehicle with the minimum number of occupants specified by Alameda CTC for entering the Alameda CTC Express Lanes as a high occupancy vehicle as set forth in Appendix A to this Ordinance and as displayed on signs and other official signs or traffic control devices throughout the Alameda CTC Express Lanes.

(n) “Hours of Operation” of the Alameda CTC Express Lanes means the hours when the Alameda CTC is charging a Toll as displayed on Alameda CTC Express Lanes signs and other official signs or traffic control devices.

(o) “HOV 3+” means a high occupancy vehicle requirement of three or more occupants.

(p) “HOV 2+” means a high occupancy vehicle requirement of two or more occupants.

(q) “Alameda CTC Express Lanes” means any express lane under the jurisdiction of Alameda CTC, as more fully described in Appendix B attached hereto and incorporated herein.

(r) “Alameda CTC Express Lanes Website” means the website at <http://alamedactc.org/expresslanes> or any new or updated website hosted by Alameda CTC containing information about the Alameda CTC Express Lanes.

(s) “License Plate FasTrak[®] Account” shall mean an account established with BATA or any other California toll operator agency abiding by CTOC interoperability guidelines to administer the payment of tolls without the use of a Transponder.

(t) “Motorist” shall mean the registered owner, rentee, lessee and/or driver of a Vehicle.

(u) “Non-revenue Transponder” means a Transponder associated with a FasTrak Account that has been designated within the account as exempt from having a toll being charged on the Alameda CTC Express Lanes.

(v) “Notice of Delinquent Toll Evasion Violation” shall mean the written notice provided to the registered owner of a Vehicle when a Penalty has not been timely received by the Alameda CTC.

(w) “Notice of Toll Evasion Violation” shall mean the written notice provided to the registered owner of a Vehicle which has committed a Violation.

(x) “Pay-by-Plate” means use of on-road vehicle license plate identification recognition technology to accept payment of tolls in accordance with Alameda CTC or CTOC policies.

(y) “Penalty” shall mean the monetary amounts assessed for each toll Violation, including the unpaid Tolls, the Toll Evasion Penalty and the Delinquent Penalty, and constitutes a toll evasion penalty under Vehicle Code Section 40252(b).

(z) “Penalties Schedule” shall mean the schedule of Penalties, attached hereto and incorporated herein as Appendix C, outlining the current Penalties for Toll Violations. Appendix C may be updated from time to time by a resolution of the Commission. Upon adoption of such resolution, the new schedule will be effective and deemed included in this Ordinance.

(aa) “Processing Agency” shall mean BATA, as designated in accordance with Vehicle Code Sections 40252 and 40253 and Streets and Highway Code Section 149.5, as the party responsible for the processing of the Notices of Toll Evasion and Notices of Delinquent Toll Evasions.

(bb) “Repeat Violator” means any Motorist for whom more than five (5) Notices of Toll Evasion Violation have been issued in any calendar month within the preceding twelve (12) month period.

(cc) “Switchable Transponder” shall mean a Transponder, including FasTrak Flex[®], with a switch or other mechanism that allows Motorists to self-declare the number of vehicle occupants.

(dd) “Terms and Conditions” shall mean the obligations of Alameda CTC and a FasTrak customer with regard to the usage and maintenance of a FasTrak Account as published by, BATA, or any other California toll operator agency abiding by CTOC interoperability guidelines from time to time.

(ee) “Toll” shall mean the monetary charges for use of the Alameda CTC Express Lanes as applicable at the time a Motorist enters an Alameda CTC Express Lanes facility, as determined through the Toll pricing system established through policies adopted by Alameda CTC.

(ff) “Toll Evasion Penalty” is the amount assessed under **Section 8** and Appendix C of this Ordinance.

(gg) “Transponder” shall mean an electronic device that meets the specifications of California Code of Regulations Title 21 and is used to pay Tolls electronically.

(hh) “Vehicle” shall mean any vehicle as defined in Vehicle Code Section 670.

(ii) “Violation” shall mean the commission of any activity proscribed in Sections 4 and 5 of this Ordinance.

Section 4. Alameda CTC Express Lanes Usage Requirements

(a) Every Motorist traveling in the Alameda CTC Express Lanes is required to be in a Vehicle with either (i) a properly-mounted and properly-functioning valid Transponder on board, or (ii) valid vehicle license plates properly attached to the Vehicle as required by Vehicle Code Section 4850.5 or 5200, and, in either case, being associated with a valid FasTrak® Account having a balance sufficient to pay the Toll. Every Motorist traveling in the Alameda CTC Express Lanes is required to pay the Toll using the FasTrak Account associated with the applicable Transponder or license plate.

(1) “Properly-mounted” means that, except as specified in Section 4(a)(2) below, the Transponder shall be (i) affixed to the Vehicle in a location and in a manner as directed by the agency issuing the Transponder that ensures that it can be read by the Alameda CTC’s detection equipment; and (ii) visible for the purposes of enforcement at all times while the Vehicle is in the Alameda CTC Express Lanes.

(2) A motorcyclist shall use any one of the methods specified in Vehicle Code Section 23302(a)(3) to comply with the requirement to have a properly-mounted Transponder as long as the Transponder is able to be read by the Alameda CTC’s detection equipment.

(3) Every Motorist traveling in the Alameda CTC Express Lanes with the minimum number of Vehicle occupants to qualify for high occupancy lane use at that time must have a Switchable Transponder set to the required number of occupants prior to travel or they will be charged the posted single occupancy Toll.

(4) Motorists traveling in the Alameda CTC Express Lanes without a Switchable Transponder in the Vehicle will be charged the posted single occupancy Toll rate.

(5) A Motorist with a valid License Plate FasTrak® Account traveling in the Alameda CTC Express Lanes will be charged the posted single occupancy Toll rate via Pay-by-Plate payment. A License Plate Account surcharge as specified in Appendix A to this Ordinance shall apply to Pay-by-Plate Toll payments.

(b) FasTrak Account holders who are Motorists in the Alameda CTC Express Lanes shall adhere to the Terms and Conditions provided at the time of account opening as updated thereafter with notification to the FasTrak Account holders.

Section 5. Exemptions from Tolls and Discount Tolls

(a) The following Vehicles are exempt from paying Tolls imposed by this Ordinance:

- Hours of Operation;
- (1) Vehicles entering the Alameda CTC Express Lanes outside the
 - (2) High Occupancy Vehicles, identified as exempt in Appendix A;
 - (3) Motorcycles;
 - (4) California Highway Patrol vehicles policing the Alameda CTC
- Express Lanes;
- (5) Authorized Emergency Vehicles; and
 - (6) Motorists having a properly-mounted, Non-revenue Transponder.

(b) To use the exemption from tolls afforded under **Section 5(a)**, every Motorist entering the Alameda CTC Express Lanes during its Hours of Operation who is entitled to that exemption must use a properly-mounted Switchable Transponder to accurately indicate a toll-exempt status or follow such other methods for indicating eligibility for exemption as specified by the Alameda CTC in its adopted policies. Otherwise, such Motorist entering the Alameda CTC Express Lanes during its Hours of Operation shall be charged the applicable Toll.

(c) Two-occupant Vehicles traveling in HOV 3+ Alameda CTC Express Lanes shall pay the applicable Discounted Toll, if any, specified in Appendix A to this Ordinance. To be eligible for the Discounted Toll, two-occupant Vehicles must use a properly-mounted, valid, Switchable Transponder to accurately indicate HOV 2 status (by switching the Transponder to the '2' setting) or follow such other methods for indicating eligibility for the Discount as shall be specified by the Alameda CTC in its adopted policies. An exception is for class I Vehicles designed by the manufacturer to be occupied by not more than two persons, including the driver; in this case, if the Vehicle is occupied by two persons, the Vehicle qualifies as Toll-exempt, but must use a properly-mounted Switchable Transponder switched to the '3+' setting or follow such other methods for indicating eligibility for exemption as shall be specified by the Alameda CTC in its adopted policies.

(d) Motorists driving clean air vehicles shall be eligible to claim the Discounted Toll, if any, specified in Appendix A to this Ordinance. In order for a single-occupant Clean Air Vehicle Motorist to be eligible for a Discounted Toll, the Motorist must

(i) use the properly-mounted CAV Transponder issued for that Vehicle by the FasTrak Account managing agency and accurately declaring the number of occupants in the Vehicle (by switching the Transponder to the '1', '2', or '3+' setting), or (ii) follow such other methods for indicating eligibility for the Discount as specified by the Alameda CTC in its adopted policies.

Section 6. Liability for Failure to Pay Toll

(a) Except as provided herein, the registered owner, and the driver, rentee or lessee of a Vehicle which is the subject of any Violation shall be jointly and severally liable for any Penalty imposed under this Ordinance, unless the registered owner can demonstrate that the Vehicle was used without the express or implied consent of the registered owner. Anyone who pays any Penalty pursuant to this Ordinance shall have the right to recover the same from the driver, rentee or lessee, and not from the Alameda CTC or the Processing Agency.

(b) A driver, rentee, or lessee of a Vehicle who is not the owner of the Vehicle may contest a Notice of Toll Evasion Violation as applied to the driver, rentee, or lessee without the consent of the registered owner in accordance with this Ordinance.

(c) Any Motorist assessed a Penalty for a Violation shall be deemed to be charged with a non-criminal, civil violation.

Section 7. Violations and Enforcement

(a) It shall be a Violation of this Ordinance to:

- (1) Fail to comply with **Section 4(a)**;
- (2) Fail to comply with **Section 4(a)(1)**;
- (3) Fail to comply with **Section 4(a)(2)**;
- (4) Fail to comply with **Section 4(a)(3)**;
- (5) Fail to comply with **Section 4(a)(4)**.

(b) Vehicle occupancy violations while in the Alameda CTC Express Lanes, including using a Switchable Transponder to declare an occupancy status for Toll exempt or Discounted Tolls when such declaration is not justified or permitted hereunder, and other moving violations while in the Alameda CTC Express Lanes, including entry into the Alameda CTC Express Lanes by a Vehicle that is not authorized by the laws of the State of California to travel in such facility, are subject to citation by the California Highway Patrol.

(c) A Motorist traveling in the Alameda CTC Express Lanes without either a properly-mounted and properly-functioning valid Transponder on board that is associated with a valid FasTrak account or valid vehicle license plates properly attached to the Vehicle pursuant to Vehicle Code Section 4850.5 or 5200 are subject to citation by the California Highway Patrol.

(d) Toll violations, including using Switchable Transponder to declare an occupancy status for Toll Exempt or Discounted Tolls when such declaration is not justified or permitted hereunder, are subject to enforcement by the Alameda CTC, as detailed in this Ordinance and in the Alameda CTC's adopted policies. Toll violations are subject to the Penalties provided in the Penalties Schedule in Appendix C.

Section 8. Penalties and Processing of Violation(s)

(a) This Ordinance adopts and incorporates by this reference, as though fully set forth herein, the statutory requirements, and administrative procedures provided in Article 4, Chapter 1 of Division 17 of the Vehicle Code for the imposition, processing, and collection of Toll Evasion Violations, as may be amended from time to time hereafter. The processing of Notices of Toll Evasion Violations and Notices of Delinquent Toll Evasion Violations shall also be conducted in accordance with those procedures and penalties adopted by BATA, as the Processing Agency for the Alameda CTC within the meaning of Section 40253 of the Vehicle Code. The FasTrak® Regional Customer Service Center Policies set forth in Attachment A to BATA Resolution No. 52, Revised, as amended from time to time, shall be applicable to the Alameda CTC Express Lanes and this Ordinance (except to the extent they conflict with the provisions of this Ordinance or the Vehicle Code) and are hereby adopted and incorporated by reference into this Ordinance as though fully set forth herein.

(b) Alameda CTC or the Processing Agency may access data saved electronically by the toll system in order to investigate Violations under this Ordinance. Such data may include, but is not limited to, the vehicle license plate number, Transponder occupancy setting, and Transponder's associated FasTrak Account number, as permitted by law.

(c) The Penalties for a Violation of this Ordinance shall be the amounts set forth in the Penalties Schedule attached hereto as **Appendix C** and incorporated by reference herein. The Penalties Schedule may be updated by resolution of the Commission from time to time. Penalties may not be greater than the amounts established under Vehicle Code Section 40258 as the maximum Penalties for civil Toll Evasion Violations. If the driver of any Vehicle is arrested pursuant to Article 1 (commencing with Section 40300) of Chapter 2 of the Vehicle Code, the civil procedure for enforcement of violations established by this Ordinance shall not apply. Revenues received from the Penalties assessed pursuant to this subsection shall be returned to the Alameda CTC.

Section 9. Confidentiality

Any information obtained during the enforcement of Violations shall not be used for any purpose other than to pursue the collection of Violations or process Tolls.

Section 10. Other Notices

Provided that the applicable requirements of Article 4, Chapter 1 of Division 17 of the Vehicle Code are met, nothing herein shall prohibit the Alameda CTC or the Processing Agency from establishing informal methods of notifying Motorists of Violations and/or from collecting Tolls and Penalties for Violations through such means.

Section 11. Implementation

Alameda CTC's Executive Director is hereby authorized and directed to develop procedures, forms, documents and directives which may be necessary to implement the terms of this Ordinance, and the Executive Director may delegate such duties and obligations under this Ordinance to staff of, or consultants under contract to, the Alameda CTC.

Section 12. Severability

If any term, covenant or condition of this Ordinance shall be held by a court of competent jurisdiction to be invalid or unenforceable, then that term, covenant, or condition shall be deemed stricken and the remainder of this Ordinance shall not be affected and each remaining provision shall be valid and enforceable to the fullest extent permitted by law unless any of the stated purposes of this Ordinance would be defeated.

ARTICLE II –PUBLICATION/EFFECTIVE DATE OF ORDINANCE.

A summary of this Ordinance shall be prepared by the General Counsel. At least five (5) days prior to the Commission meeting at which this Ordinance is scheduled to be adopted, the Clerk of the Commission shall (1) publish the summary, which will include a web address for access to the full version and a statement that a hard copy of the full ordinance will be mailed to members of the public upon request, in a newspaper of general circulation printed and published within the jurisdiction of the Alameda CTC, and (2) post in the Alameda CTC's Office a certified copy of this Ordinance. Within fifteen (15) days after the adoption of this Ordinance, the Clerk shall (1) publish the summary in a newspaper of general circulation, which will include a web address for access to the full version, printed and published within the jurisdiction of the Alameda CTC, and (2) post in the Alameda CTC Office a certified copy of the full text of this Ordinance along with the names of those Commission members voting for and against this

Ordinance or otherwise voting. The Clerk of the Commission shall attest to such adoption and publication of this Ordinance. This Ordinance shall become effective thirty (30) days after adoption.

PASSED AND ADOPTED by the Alameda County Transportation Commission on _____
_____ by the following vote:

AYES:

NOES:

EXCUSED:

Date Published: _____ (Alameda County)

Attested to:

Dated: _____

Clerk of the Commission

APPENDIX A

SCHEDULE OF DISCOUNTS/SURCHARGES

Facilities and Tolls

Under the Alameda CTC Express Lanes Toll Enforcement Ordinance, discounts/exemptions applicable to two- and three-occupant Vehicles and single-occupant Clean Air Vehicles shall be as set forth in Table A-1.

Table A-1
(as adopted by the Commission on _____.)

Vehicles Eligible for Discounts	Discounts based on HOV Requirements (Discounts may not be combined.)	
	Posted requirement: HOV-2 (Minimum of two- occupant requirement)	Posted requirement: HOV-3 (Minimum of three- occupant requirement)
Vehicle with two occupants	Meets minimum occupancy requirement. No Toll.	TBD (This discount will be set before HOV-3 lanes become operational)
Vehicle with three occupants	Meets minimum occupancy requirement. No Toll.	Meets minimum occupancy requirement. No Toll.
Single-Occupant Clean Air Vehicle	50% Toll Discount	

License Plate FasTrak Account Surcharge

For the Alameda CTC Express Lanes, the surcharge for License plate FasTrak Account transactions shall be \$0.00.

Appendix B

Operational Alameda CTC Express Lanes Under Jurisdiction of Alameda CTC

(as adopted by the Commission on _____.)

- Westbound I-580: Greenville Road to Interstate 680
- Eastbound I-580: Hacienda Drive to Greenville Road

Appendix C

Penalties Schedule

(as adopted by the Commission on _____.)

Toll Evasion Penalty: Original Toll plus up to a maximum \$25 toll evasion penalty

Delinquent Penalty: Original Toll plus up to a maximum \$70 penalty – i.e., \$25 Toll Evasion

Penalty plus \$45 late fee

Exceptions:

1. If the violation is determined to be the fault of the Alameda CTC.
2. For first time offense, a non-customer can open a FasTrak[®] account and the toll evasion penalty will be waived.

Department of Motor Vehicles (DMV) Processing Fee:

A processing fee will be applied to violations sent to the DMV for a registration hold in the amount of the DMV recording fee authorized pursuant to Vehicle Code 4773, as said amount may be amended from time to time.

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Memorandum

9.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: September 17, 2020

TO: Alameda County Transportation Commission

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

SUBJECT: Federal, state, regional, and local legislative activities update

Recommendation

This item is to provide the Commission with an update on federal, state, regional, and local legislative activities.

Summary

The September 2020 legislative update provides information on federal and state legislative activities. Given the dynamic nature of the state and federal government's responses to the COVID-19 pandemic and the timing of the end of the legislative session in Sacramento, additional updates will be provided at the Commission meeting.

Background

The Commission approved the 2020 Legislative Program in January 2020. The purpose of the legislative program is to establish funding, regulatory, and administrative principles to guide Alameda CTC's legislative advocacy.

Each month, staff brings updates to the Commission on legislative issues related to the adopted legislative program, including recommended positions on bills as well as legislative and policy updates. Attachment A is the Alameda CTC adopted legislative platform.

State Update

The State legislature convened for a shortened session in August. The Governor has until September 30 to sign or veto bills passed by the Legislature. Staff is currently reviewing final actions on bills and will provide a full update to the Planning, Policy and Legislation Committee in October.

Federal Update

There has been no progress on additional COVID-19 stimulus legislation or a new reauthorization of the surface transportation program. The House, Senate and White House are at an impasse, with continued disagreement over the size of the relief package and what elements will be included. Staff continues to monitor potential infrastructure-related stimulus efforts but no significant action is anticipated.

Extensions of the Fixing America's Surface Transportation (FAST) Act, which expires at the end of the federal fiscal year on September 30, 2020, are under discussion. The FAST Act is the current law governing the nation's surface transportation programs and funding. Congressional leaders indicated that a short-term extension of the FAST Act is likely to be approved before it expires. The extension of the current law may last as long as a year.

Fiscal Impact: There is no fiscal impact. This is an information item only.

Attachment:

- A. Alameda CTC 2020 Legislative Program



2020 Alameda County Transportation Commission Legislative Program

The legislative program herein supports Alameda CTC's transportation vision below adopted for the 2020 Countywide Transportation Plan:

9.1A

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"Alameda County residents, businesses and visitors will be served by a premier transportation system that supports a vibrant and livable Alameda County through a connected and integrated multimodal transportation system promoting sustainability, access, transit operations, public health and economic opportunities. Our vision recognizes the need to maintain and operate our existing transportation infrastructure and services while developing new investments that are targeted, effective, financially sound and supported by appropriate land uses. Mobility in Alameda County will be guided by transparent decision-making and measurable performance indicators. Our transportation system will be:

- **Accessible, Affordable and Equitable** – Improve and expand connected multimodal choices that are available for people of all abilities, affordable to all income levels and equitable.
- **Safe, Healthy and Sustainable** – Create safe facilities to walk, bike and access public transportation to promote healthy outcomes and support strategies that reduce adverse impacts of pollutants and greenhouse gas emissions by reducing reliance on single-occupant vehicles.
- **High Quality and Modern Infrastructure** – Upgrade infrastructure such that the system is of a high quality, is well-maintained, resilient and maximizes the benefits of new technologies for the public.
- **Economic Vitality** – Support the growth of Alameda County's economy and vibrancy of local communities through an integrated, reliable, efficient, cost-effective and high-capacity transportation system."

Issue	Priority	Strategy Concepts
Transportation Funding	Increase transportation funding	<ul style="list-style-type: none">• Oppose efforts to repeal transportation revenues streams enacted through SB1.• Support efforts that protect against transportation funding diversions.• Support efforts to lower the two-thirds voter threshold for voter-approved transportation measures.• Support the implementation of more stable and equitable long-term funding sources for transportation.• Ensure fair share of sales tax allocations from new laws and regulations• Seek, acquire, accept and implement grants to advance project and program delivery.
	Protect and enhance voter-approved funding	<ul style="list-style-type: none">• Support legislation and increased funding from new and/or flexible funding sources to Alameda County for operating, maintaining, restoring, and improving transportation infrastructure and operations.• Support increases in federal, state, and regional funding to expedite delivery of Alameda CTC projects and programs, including funding to expand the Affordable Student Transit Pass program.• Support efforts that give priority funding to voter-approved measures and oppose those that negatively affect the ability to implement voter-approved measures.• Support efforts that streamline financing and delivery of transportation projects and programs.• Support rewarding Self-Help Counties and states that provide significant transportation funding into transportation systems.• Support statewide principles for federal surface transportation reauthorization and/or infrastructure bills that expand funding and delivery opportunities for Alameda County.
Project Delivery and Operations	Advance innovative project delivery	<ul style="list-style-type: none">• Support environmental streamlining and expedited project delivery, including contracting flexibility and innovative project delivery methods.
	Ensure cost-effective project delivery	<ul style="list-style-type: none">• Support efforts that reduce project and program implementation costs.• Support funding and policies to implement transportation projects that create jobs and economic growth, including for apprenticeships and workforce training programs.
	Protect the efficiency of managed lanes	<ul style="list-style-type: none">• Support HOV/managed lane policies that protect toll operators' management of lane operations and performance, toll rate setting and toll revenue reinvestments, deployment of new technologies and improved enforcement.• Support high-occupancy vehicle (HOV)/express lane expansion in Alameda County and the Bay Area, and efforts that promote effective and efficient lane implementation and operations.• Oppose legislation that degrades HOV lanes that could lead to congestion and decreased efficiency.
	Reduce barriers to the implementation of transportation and land use investments	<ul style="list-style-type: none">• Support legislation that increases flexibility and reduces barriers for infrastructure improvements that support the linkage between transportation, housing and jobs.

Issue	Priority	Strategy Concepts
Multimodal Transportation, Land Use and Safety		<ul style="list-style-type: none"> Support local flexibility and decision-making regarding land-uses for transit oriented development (TOD) and priority development areas (PDAs). Support funding opportunities for TOD and PDA implementation, including transportation corridor investments that link PDAs.
	Expand multimodal systems, shared mobility and safety	<ul style="list-style-type: none"> Support policies that provide increased flexibility for transportation service delivery through programs that address the needs of commuters, youth, seniors, people with disabilities and low-incomes, and do not create unfunded mandates. Support policies that enable shared mobility innovations while protecting the public interest, including allowing shared and detailed data (such as data from transportation network companies and app based carpooling companies) that could be used for transportation and land use planning and operational purposes. Support investments in active transportation, including for improved safety and Vision Zero strategies. Support investments in transportation for transit-dependent communities that provide enhanced access to goods, services, jobs and education; and address parking placard abuse. Support parity in pre-tax fringe benefits for public transit, carpooling, and vanpooling and other modes with parking. Support legislation to modernize the Congestion Management Program, supporting the linkage between transportation, housing, and multi-modal performance monitoring. Support efforts to increase transit priority throughout the transportation system, such as on freeway corridors and bridges serving the county.
Climate Change and Technology	Support climate change legislation and technologies to reduce greenhouse gas (GHG) emissions	<ul style="list-style-type: none"> Support funding for infrastructure, operations, and programs to relieve congestion, improve air quality, reduce emissions, expand resiliency and support economic development, including transitioning to zero emissions transit fleets and trucks. Support rewarding Self-Help Counties with cap-and-trade funds for projects and programs that are partially locally funded and reduce GHG emissions. Support emerging technologies such as alternative fuels and fueling technology to reduce GHG emissions. Support legislation and policies to facilitate deployment of connected and autonomous vehicles in Alameda County, including data sharing that will enable long-term planning. Support the expansion of zero emissions vehicle charging stations. Support efforts that ensure Alameda County jurisdictions are eligible for state funding related to the definition of disadvantaged communities used in state screening tools.
Rail Improvements	Expand goods movement and passenger rail funding and policy development	<ul style="list-style-type: none"> Support a multimodal goods movement system and passenger rail services that enhance the economy, local communities, and the environment. Support policies that enhance Bay Area goods movement and passenger rail planning, funding, delivery and advocacy. Support legislation and efforts that improve the efficiency and connectivity of the goods movement system, including passenger rail connectivity. Ensure that Alameda County goods movement needs and passenger rail needs are included in and prioritized in regional, state and federal goods movement planning and funding processes. Support rewarding Self-Help Counties that directly fund goods movement and passenger rail infrastructure and programs. Leverage local funds to the maximum extent possible to implement goods movement and passenger rail investments in Alameda County through grants and partnerships with regional, state and federal agencies.
Partnerships	Expand partnerships at the local, regional, state and federal levels	<ul style="list-style-type: none"> Support efforts that encourage regional and mega-regional cooperation and coordination to develop, promote, and fund solutions to regional and interregional transportation problems and support governmental efficiencies and cost savings. Partner to increase transportation funding for Alameda CTC's multiple projects and programs and to support local jobs.

Issue	Priority	Strategy Concepts
		<ul style="list-style-type: none">• Support efforts to maintain and expand local-, women-, minority- and small-business participation in competing for contracts.

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Memorandum

10.1

1111 Broadway, Suite 800, Oakland, CA 94607

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• www.AlamedaCTC.org

DATE: September 17, 2020

TO: Alameda County Transportation Commission

FROM: Patricia Reavey, Deputy Executive Director of Finance and Administration

SUBJECT: FY2019-20 Sales Tax Revenues Update

Recommendation

This item is to provide the Commission with an update on FY2019-20 sales tax revenues due to the effect of COVID-19 and the resulting shelter-in-place order.

Summary

Due to the conservative manner in which Alameda CTC budgets for sales tax revenues, revenues for FY2019-20 came in only slightly under budget by 3.0 percent as a result of COVID-19 and the resulting shelter-in-place order on sales in Alameda County. The budget established for FY2019-20 was \$320.0 million, and sales tax revenues were coming in at \$310.3 million for the fiscal year. This is a 7.1 percent decrease from FY2018-19 sales tax revenue collections. In addition to budgeting conservatively, before the pandemic hit, sales tax revenues for FY2019-20 were running approximately 7.0 percent over budget which helped to offset the decrease in sales tax revenue collections incurred during the last few months of the fiscal year. In addition, supplemental revenues related to sales in FY2019-20 may be realized as late as November 2020 when returns are filed related to the sales tax relief for small businesses provided by the Governor's Order issued in March in the form of automatic return extensions, penalty and interest relief, and the zero-interest payment plans for qualifying taxpayers.

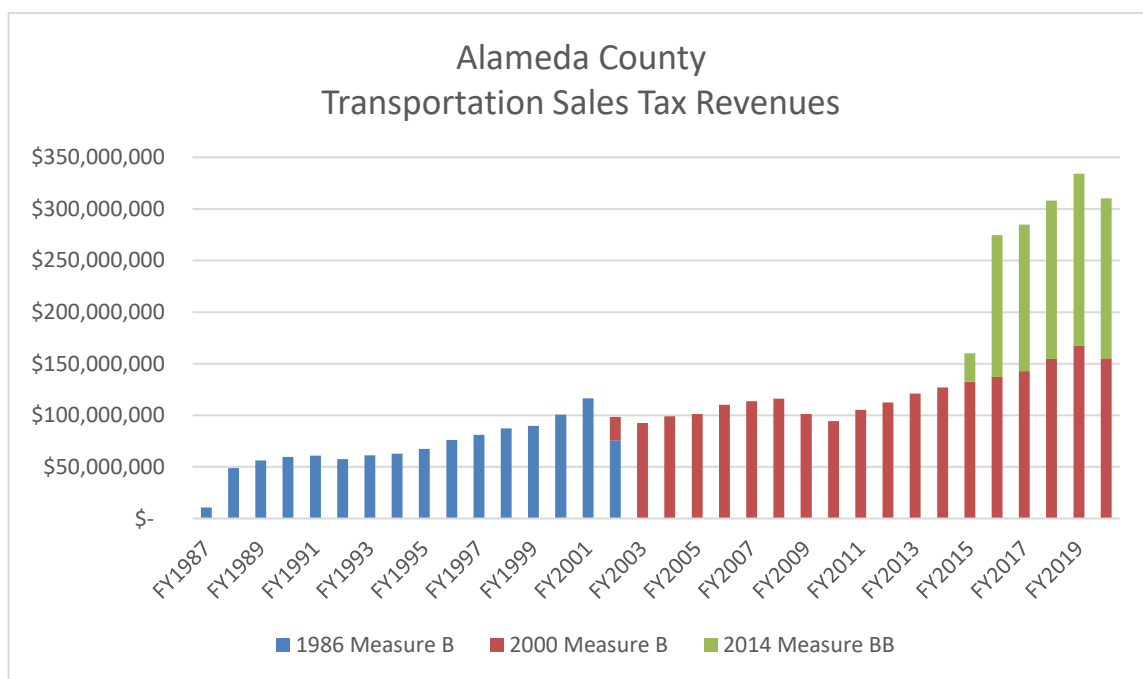
This leaves the Alameda CTC in a stronger than expected position with regards to sales tax revenues than was feared when the pandemic first hit. The decision to budget in a conservative manner was made in order to ensure that transportation projects in Alameda County are not adversely affected by a downturn in the economy and to minimize the financial effects of financial downturns on the agency and DLD recipients.

Alameda CTC has not yet received any information from the CDTFA to indicate how FY2020-21 sales tax revenues will be affected. However, the last quarter of FY2019-20 included three

months with the full effect of the pandemic. The last quarter collections were 6.6 percent under budget. Using this logic to project the effects of the pandemic on all four quarters of FY2020-21 would indicate a projection closer to \$298.9 million compared to the \$290.0 million sales tax revenue budget currently established for FY2020-21. Staff will continue to keep the Commission updated on sales tax revenue collections in FY2020-21 and will propose an update to the sales tax revenue budget if and when it becomes appropriate based on information received.

Background

Alameda CTC has successfully weathered downturns in sales tax revenues in the past. The 1986 Measure B experienced two downturns in sales tax revenues during its lifecycle; one in FY1992, early in the life cycle of the measure, of 5.8 percent and again in its last year, FY2002, which rolled into the first year of the 2000 Measure B collections for another decrease of 5.8 percent. The 2000 Measure B was also affected by an additional downturn in sales tax revenues during FY2009 and FY2010 for an overall decrease in revenues over the two years of 19.6 percent, the largest decrease in the existence of transportation sales tax revenues in Alameda County. See the chart below for the ebbs and flows of sales tax revenues throughout the lifecycle of the three measures.



Since the agency had moved forward with delivery of the two Measure B programs early in their lifecycles, there were savings in construction costs that helped to offset the economic downturns and successfully negated the effect of the downturns on the agency's ability to deliver all of the projects in the respective Transportation Expenditure Plans (TEP). Staff believes that this most recent downturn of 7.1 percent in sales tax revenues for FY2019-20 that affected both the 2000 Measure B and the 2014 Measure BB programs also will not have an effect on the agency's ability to deliver the projects and

programs as outlined in their respective TEPs. However, as was originally anticipated, the agency will continue to be required to seek out additional funding sources to ensure the delivery of the entire 2014 Measure BB program. Staff also will continue to pay close attention to cash flow needs and availability as the agency programs funds in the Comprehensive Investment Plan.

Fiscal Impact: There is no fiscal impact. This is an information item only.

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Memorandum

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DATE:	September 14, 2020
TO:	Members of the Alameda County Transportation Commission
FROM:	Tess Lengyel, Executive Director
SUBJECT:	Annual Performance Review of the Executive Director

Recommendation

The Finance and Administration Committee recommended approval of the annual performance evaluation of the Executive Director for 2020, objectives for 2021, and a salary adjustment of three percent pursuant to the approved contract at its September 14, 2020 meeting.

Summary

I would like to preface this evaluation by sharing with you what an honor and privilege it is to serve the Commission. It has been a great pleasure working so closely with the Chair and Vice-Chair, and all members of the Commission, as we have developed and delivered major planning, policy, programming and capital projects this year. Under your guidance, the agency has advanced many important transportation objectives, achieved major project milestones and delivered a multitude of significant projects and programs as promised to voters.

I am proud of the Commission members and agency staff in adapting to the challenges the COVID pandemic created and the perseverance and nimbleness to continue to successfully fulfill the agency's work, provide strategic COVID relief programs, and significantly leverage funds to advance major transportation infrastructure into construction to serve as a catalyst for economic development. Further, the Commission has worked throughout the year on establishing a new long-range transportation plan for the County that establishes a 2020 and Beyond vision and a 10-year priority list to achieve measurable results. A full detailed list of accomplishments is included in Attachment A.

I believe the Commission has been faced with and tackled some of the most challenging transportation issues this year and you have successfully made astute policy decisions to move projects and programs into fruition. I am proud to serve you and to work with staff to bring you sound technical analyses and recommendations to inform your policy discussions and decisions. You continue to be one of the highest performing governing boards and transportation organizations in this region.

The FAC Committee reviewed the Executive Director's achievements in the areas of project delivery, programming, planning, programs implementation, express lanes operations, fiscal stewardship, partnership building and agency administration as summarized below and in Attachment A and proposed initiatives for 2021 as shown in Attachment B. As a basis for this recommendation, the Finance and Administration Committee received comparable salary survey data to address a salary recommendation included in Attachment C.

Background

The Alameda CTC's employment agreement with the Executive Director calls for an annual performance evaluation by the Finance and Administration Committee, which will then be reported to the full Commission. The employment agreement calls for the Executive Director to provide the Committee with a self-evaluation as a first step in the evaluation process. The Executive Director's self-evaluation is included in Attachment A under the following categories: project delivery, programming, planning, programs implementation, express lanes operations, fiscal stewardship, partnership building and agency administration.

Over this past year, under the Commission's leadership and direction, I have led the agency in accomplishing many significant achievements meeting the Commission's overarching goals to plan, fund, and deliver projects and programs to improve mobility and access throughout Alameda County. The many accomplishments and on-going services are detailed in Attachment A. Attachment B includes proposed initiatives for 2021.

2020 Key Accomplishment Highlights Include:

- ✓ **Project Delivery:** Construction complete for northbound I-680 (Oct. 2020); Gilman Interchange, San Leandro Landscaping, I-680/84 Interchange and Route 84 move into construction and major advancement of Freight ITS construction. GoPort project design complete on 7th Street East and five additional projects moved into design; four projects completed environmental clearance documents and will move into design; and major multimodal corridors finalize initial scoping processes – all advancing a pipeline of project delivery.
- ✓ **Programming/Leveraging Measure B/BB Dollars:** Over \$274.8 million awarded to Alameda CTC from external funding sources since January 2020; six separate grant applications for over \$335 million submitted; Alameda CTC small cities program developed; Bay Bridge Forward Programming for transit priority and Bike Link; COVID-19 grant programs launched; strategic plan development finalized; call for projects in fall 2020.

- ✓ **Planning:** New Countywide Transportation Plan (Transportation 2020 and Beyond) with 10-year prioritized list; New Technology Mobility Framework; advancement of rail safety program; multimodal corridors advance safety improvements; Bay Bridge forward and bike improvements technical work.
- ✓ **Programs implementation:** Affordable Student Transit Pass Program moves on-line for access while school is in remote teaching and onboarding of new districts; Safe Routes to Schools Program provides on-line learning toolkits; Senior and Disabled Transportation services offer Meals on Wheels services.
- ✓ **Express Lanes Operation:** Advanced new toll policies for 580 and 680; construction of Northbound I-680 and express lane equipment and programming; modification of operations due to COVID; new CHP contracts; work on consolidation of traffic management centers.
- ✓ **Fiscal Stewardship:** Award-winning Comprehensive Annual Financial Report received; clean audit expected from the independent auditor for the fiscal year ended June 30, 2020. In addition, the Independent Watchdog Committee issued another "clean" annual report to the public. Developed fiscally sound budget that is responsive to COVID and enables projects and programs to move forward.
- ✓ **Partnership Building:** Strong regional, California Transportation Commission, state and federal partnerships resulting in significant funding to Alameda CTC; Executive Director selected by peers to chair the Bay Area County Transportation Agencies, the 9-county transportation agencies, in 2021, which meet monthly and coordinate around Bay Area planning, policy and delivery; co-chair of the Transportation and Land Use subcommittee of East Bay EDA.
- ✓ **Agency Administration:** Fully operational and efficient agency operations prior to and during COVID, including strategic approach to working remotely; staffing reorganization to support work plan; new hires to fill positions and address workload; Commission and Committee support; internal agency process improvements to improve morale and increase efficiencies.

Regarding compensation, my current employment agreement specifies, "Alameda CTC agrees to consider increasing the annual salary paid to Employee [Executive Director] by up to four percent based upon the Employee annual performance evaluation." Attachment C is the most recent salary survey of other comparable transportation agencies and includes the commission approved salary range at Alameda CTC as well as my current salary.

Fiscal Impact: Per historical practice, the allowable maximum increase in the Executive Director contract is within the FY 2020-21 agency budget and allows an effective date of September 1, 2020.

Attachments:

- A. Goal Evaluation and Status of the Executive Director's Objectives for 2020
- B. Next Year (FY 2021) Objectives
- C. Salary Comparison

ATTACHMENT A

Executive Director Performance Evaluation:

Summary of Executive Director's Key Initiatives in 2020

The Alameda CTC's employment agreement with the Executive Director calls for an annual performance evaluation by the Finance and Administration Committee and requires the Executive Director to perform a Self-Evaluation as part of the review process. Below summarizes my self-evaluation of key initiatives this year in table format followed by more detailed descriptions and specific accomplishments.

<u>Key Initiatives</u>	<u>STATUS</u>
Project Delivery	
1. <i>Move projects into construction; advance existing construction projects on time and within budget; conduct ribbon cutting for completed projects</i>	<i>Initiative Met</i>
a. I-680 Northbound Express Lane and Southbound Conversion Project	October
b. Route 84 and I-680/Route 84 Interchange Modification Project	October
c. I-80/Gilman Interchange Safety Improvement Project	October
d. San Leandro Landscaping Project	August
e. GoPort Freight ITS System Integration	April
2. <i>Advance major capital projects into next phase</i>	<i>Initiative Met</i>
a. Port of Oakland's Seventh Street Grade Separation and Port Roadway Improvements Project	Design complete
b. Rail Safety	Env and Design
c. I-680 Express Lanes Between SR 84 and Alcosta	Design
d. East Bay Greenway	Design
e. Quarry Lakes Parkway/East-West Connector	Design
f. San Pablo Avenue Multimodal Corridor Improvement Project	Safety design
g. East 14 th Street/Mission/Fremont Boulevard Multimodal Corridor Improvement Project	Safety design
h. Other capital projects recently initiated	
3. <i>Oversee the delivery and implementation of Measure B and Measure BB sales tax-funded and other externally funded projects.</i>	<i>Initiative Met</i>
Programming	Initiative Met
4. Significantly leverage Measure B and BB Sales Tax dollars through partnerships and grants: Over \$274 million awarded to Alameda CTC since January 2020 and six grants submitted valued at \$335 million	Initiative Met
5. Complete 2020 CIP update and establish fall 2020 call for projects	Initiative Met
6. Establish Strategic Plan principles and quarterly updates	Initiative Met
7. Create small cities program	Initiative Met
8. Develop innovative and responsive grant programs – addressed COVID rapid response – Bicycle and Pedestrian Grant Program to support business access	Initiative Met
9. Bay Bridge Forward for Bus Priority and Bike Link	Initiative Met
10. Meals on Wheels for Seniors and People with Disabilities	Initiative Met

	Initiative Met
Planning	
11. Complete the 2020 Countywide Transportation Plan as a guiding tool for Transportation 2020 and Beyond and establish a 10-year priority framework	Draft approved, November adoption
12. Plan Bay Area 2050 successful inclusion of Alameda County priority projects	Initiative Met
13. Fulfill legislatively required Congestion Management Program, including multi-modal performance reporting	Initiative Met
14. Multimodal corridor advancement on San Pablo Avenue and East 14 th Mission/Fremont Boulevard	Initiative Met
15. Advance Safety: Bring recommendations for initial investments on corridors with the highest safety issues as identified in the High Injury Network, and advanced the Rail Safety program from planning into project delivery	Initiative Met
16. Complete the development of a new transportation technology program for countywide coordination, advocacy, and implementation	Initiative Met
Programs Implementation	Initiative Met
17. Complete expansion of Affordable Student Transit Pass Program per board direction.	Initiative Met
18. Expand Safe Routes to Schools Program to meet the needs of school districts in the program	Initiative Met
19. Manage Paratransit Program to effectively support needs of program recipients	Initiative Met
Express Lanes Operations and Management	Initiative Met
20. Develop and adopt new tolling ordinances	Initiative Met
21. Establish new contracts with CHP that more efficiently serve the agency	Initiative Met
22. Advance Design Alternative Analyses with partner agencies	Initiative Met
23. Consolidate Traffic Management Center with MTC/BATA to reduce duplication	On-going
Fiscal Stewardship and Transparent Financial Reporting	Initiative Met
24. Develop a sustainable and balanced FY 2020-21 operating and capital budget for Commission adoption.	Initiative Met
25. Produce a Comprehensive Annual Financial Report for FY 2019-20 and submit to the Government Finance Officers Association for award consideration.	Initiative Met
26. Obtain an unqualified opinion from an independent financial auditor for FY 2019-20.	On-going
Partnerships and Advocacy	Initiative Met
27. Actively strengthen partnership with cities, the County, and transit operators to provide mutual assistance in the areas of project delivery, funding advocacy, and planning	Initiative Met
28. Actively engage in the development of regional and county-wide policies on sustainable transportation and land use strategies. Develop and strengthen working relationship with major transit operators to expand transit priority in planning and project delivery	Initiative Met
29. Develop and implement a legislative program and outreach strategy to guide Alameda CTC's advocacy in the nation's and state's capitols	Initiative Met
30. Advocate for new/enhanced transportation funding in regional, statewide, and national forums	Initiative Met

- | | |
|--|----------------|
| 31. Participate in and take an active leadership role in statewide and regional forums and discussions that may have a potential impact on the functions of the Alameda CTC. | Initiative Met |
| 32. Agency Administration | |
| 33. Implement an organizational structure to ensure that staffing is commensurate with the agency workplan and set up to serve the agency | Initiative Met |
| 34. Settle agency during leadership transition. Lead, manage, organize, and ensure implementation of all on-going activities and services in the agency work program | Initiative Met |
| 35. Foster staff growth, engender positive morale, mentor and train staff. | Initiative Met |

Detailed Executive Director Self Evaluation

Over the past year, the agency, under the Commission's leadership and direction, has accomplished many significant milestones to meet the Commission's overarching goals which are to plan, fund, and deliver projects and programs to improve mobility and access and create a vibrant and livable Alameda County. The many accomplishments and on-going services are further detailed below including for project delivery, programming, planning, programs implementation, express lanes operations, fiscal stewardship, partnership building and agency administration.

1. **Project Delivery: Direct Oversight and Management of major complex capital program comprised of over 126 capital projects:** One of the greatest expectations from voters is delivery of promises made for capital project improvements as approved in transportation expenditure plans. This year, I have led with a strong team the coordination, oversight and management of project implementation funded by three transportation expenditure plans and projects funded with regional, state and federal funds for a portfolio value of \$6.7 billion. Alameda CTC is known for its strong capability to deliver major capital infrastructure projects and I am proud to continue delivery as promised to voters. The agency has been actively delivering and managing some of the largest and most complex capital projects in the Bay Area, including many significant corridor projects that link transportation, housing and jobs; highway modernization projects in major commute and goods movement corridors; Port projects; and major bicycle and pedestrian safety improvements on the county's high injury network and rail safety improvements. The agency has also been providing project management oversight on large sales tax funded projects to ensure cost control and that scheduled milestones are met and in compliance with Commission-adopted funding policies, and state and federal grant requirements. The agency's leadership on project delivery has resulted in meeting significant milestones for the following noteworthy projects:

- **Construction:** Alameda CTC has four projects in construction this year:
 - **I-680 Northbound Express Lane and Southbound Conversion:** This regionally significant and major congestion relief project is completing construction this year. The large and complex project will provide necessary relief in the sixth most congested freeway corridor in the Bay Area. The opening of the lanes is scheduled for October 2020 and tolling will commence in early spring.
 - **I-80/Gilman Avenue Interchange:** Final design and plans, specifications, and estimate for the project were complete to allow it to progress toward construction for Phase 1 this fall, and right of way actions are underway to advance into construction Phase 2 for advertisement by the end of the year and into construction in spring 2021. My team and I were able to secure \$23.5 million in state funds this year for construction.
 - **GoPort Freight Intelligent Transportation Systems (ITS):** Advanced next phase of the GoPort Freight ITS construction contract, which is the most comprehensive suite of technology systems implemented in any port in California to improve truck traffic flows, increase the efficiency of goods movement operations, and enhance the safety and incident response capabilities throughout the seaport, as well as development of an app to provide real time traffic operation and traffic information and a smart parking system.
 - **San Leandro Landscaping:** Alameda CTC is the implementing agency for the Landscaping at Marina Boulevard and Davis Street Interchanges Project located on I-880 in the City of San Leandro. The Project will plant trees and other vegetation at the Marina Boulevard and Davis Street interchanges to satisfy the provisions of the approved environmental document for the I-880 Southbound High Occupancy Vehicle (HOV) Lane – South Segment Project, which Alameda CTC sponsored and opened to the public in October 2015. Construction began in August and bids came in 35% under the engineers estimate.
 - **Route 84 Widening and I-680/Route 84 Interchange Modifications:** This major project (\$235 million) completed design and right of way and is expected to receive the final funding allocation from the California Transportation Commission in October 2020. My team and I were able to secure an \$85 million programming action in May through partnership with MTC for

Regional Measure 3 funds. We are in close coordination with Caltrans to advertise the project this year and to begin construction in early 2021.

- **Design:** Alameda CTC has projects in design creating a pipeline of projects that will support job creation and deliver transportation relief, including an example of several of types listed below where I am focused on leveraging Measure BB funds.
 - **GoPort Project:** Final design of the 7th Street East Project was completed this spring and all utility agreements prepared. My team and I worked with MTC on the final funding needed for the project and full funding was secured by a programming action in May 2020 for \$55 million from Regional Measure 3 funds. Negotiations with UPRR were stalled due to untenable demands from UPRR and eminent domain proceedings will be underway this year to enable us to move the project into construction.
 - **Rail Safety:** Safety at rail crossings in Alameda County is an on-going need and I am pleased to have moved forward with environmental and design services to improve safety throughout Alameda County. The county has high volumes of freight and passenger rail activity, often in close proximity to residential neighborhoods, schools and commercial districts and was identified by the Federal Railroad Administration as having the fourth highest number of trespassing fatalities at railroad rights of way in the nation. The rail safety program will address existing safety issues along rail tracks and mitigate against future safety issues as rail service increases by constructing safety projects at at-grade crossings throughout the county. Alameda CTC pursued two grants for to fund construction of these projects for \$51 million, including state Trade Corridors Enhancement Program and federal BUILD funds. These safety treatments include: paving, signing, striping, lighting, upgraded traffic signal interconnects, anti-trespassing measures, crossing signals and gates, road and driveway modifications, and potential crossing closures. The outcome of grant awards will be known this fall.
 - **I-680 Express Lanes between Route 84 and Acosta Boulevard:** Alameda CTC completed environmental clearance for this project this year and has moved it into design a year ahead of schedule to combine the project with a Caltrans highway safety improvement and maintenance project. My team and I worked with MTC to secure \$90 million for this project in May 2020 with regional funding and coordinated a combined design

package with Caltrans, resulting in local and state coordination that will save the public almost \$20 million by combining the projects.

- **East Bay Greenway:** The project is submitted to the California Transportation Commission for an Active Transportation Grant for project design.

2. **Programming:** I am proud of the array of work accomplished with my programming team to leverage sales tax dollars, program and allocate funding, create small cities and COVID-responsive programs and to establish a formalized strategic plan and cashflow process.

- **Aggressive Leveraging of Local Dollars:** Alameda CTC was awarded some of the largest amounts of funding this year due to strong partnerships and aggressive grant writing. We were awarded over \$274 million in state and regional funds, and also submitted six grant applications seeking funding for over \$335 million.
- **Comprehensive Investment Plan (CIP):** Completed the 2020 update for over \$180 million to capture previously approved actions and new programming and developed the 2022 CIP programming guidelines, policies and procedures for the call for projects to be released in November for \$25 million.
- **Small Cities Program:** Developed the first-ever small cities program which was approved by the Commission this year to support our smallest cities with funding and technical support.
- **Bay Bridge Forward Initiative for Bus Priority and Bike Link:** Developed and incorporate into the CIP \$11.1M in new programming for the Metropolitan Transportation Commission (MTC) Bay Bridge Forward Initiative projects to support bus priority improvements, which include planning through construction investments for the I-580 Westbound HOV Extension, I-80 HOV Extension (Emeryville), I-80 Design Alternative Analysis (DAA), I-80 Powell, Bay Bridge bicycle/pedestrian LINK improvements.
- **COVID-Responsive Grants and Programs:** Developed COVID responsive programs to support local jurisdictions which were approved by the Commission to ensure:
 - **No interruption or loss of funds due to internal policies:** Ensured cities, the county and transit operators wouldn't lose funds due to the timely use of funds policy which the Commission acted to extend one year.

- **Meals on Wheels for Seniors and People with Disabilities:** Created a one-year Commission approved opportunity allowing cities and transit operators to pay for Meals on Wheels with paratransit funds for the transportation component of the program to ensure food security and safety for the vulnerable populations served by our paratransit services.
- **COVID-19 Rapid Response Bicycle and Pedestrian Grant Program:** Directed staff to develop a program to support local jurisdictions implement quick-build transportation measures to serve the need for social distanced walking and bicycling throughout local community areas and businesses districts in light of the Coronavirus pandemic.
- **Strategic Plan and Cash Flow:** Developed a comprehensive strategic plan that includes principles the Commission adopted this year to guide future investments and to track project and program demand through a quarterly updated cash flow. This enables the agency to be fully aware of cash flow needs and demands to ensure we are prepared for financing as more projects move into construction.
- **On-going Programming activities:** In addition to key initiatives above, myriad on-going efforts are undertaken to:
 - Perform programming, monitoring, and reporting activities for multiple types of funding sources with varying guidelines and requirements.
 - Program and allocate funds to the County, cities of Alameda County, and transit operators from the TFCA, VRF, Lifeline Transportation, STIP, and Sales Tax Programs.
 - Monitor and report on the delivery of projects funded with federal, state, regional, and sales tax fund sources.

3. **Planning:** One of the core functions of the agency is Planning, which evaluates the transportation system in Alameda County and establishes both short and long-term plans to address countywide, multimodal needs, including the establishment of transportation priorities. Key achievements this year include:

- **2020 Countywide Transportation Plan (CTP):** Completion of extensive work on the long-range CTP which establishes the next generation of transportation improvements for Transportation 2020 and Beyond will be done by November, including a first-ever countywide 10-year priority project list, final strategies, near-term priority actions, long-term projects,

and programmatic investment types, as well as the approach to addressing COVID-19 in the CTP. The CTP will guide Alameda CTC decision-making and help achieve the ambitious transportation vision established by the Commission in coming years

- **Plan Bay Area 2050 (Regional Transportation Plan RTP):** Successfully collaborated with all cities, transit operator and the county on developing a comprehensive list of projects for inclusion in the regional transportation plan, including ensuring projects are in the appropriate plan period for advancement into the next phase of project development and to be eligible for regional, state and federal grant funding.
- **Congestion Management Program:** Developed and delivered the Multimodal Performance Report detailing the state of the transportation system within Alameda County, tracking a series of key performance metrics for the countywide multimodal transportation system on overall commuting patterns, demand factors, and roadway, transit, biking and walking performance, and goods movement.
- **Multimodal Corridor Advancement:** Made significant progress on two major corridors in Alameda County, including developing the long-term concept for East 14th Street/Mission/Fremont Boulevard Multimodal Corridor which will include a combination of multi-modal investments including bus-only lanes, rapid bus improvements, mobility hubs, localized transit improvements, protected bike lanes, multipurpose trails/extension of East Bay Greenway and safety and operational improvements. Developed an approach to implementing short-term safety improvements and infrastructure pilots on San Pablo Avenue including separate types of treatments in the north and south segments of the corridor, which will inform longer term investments.
- **A Focus on Safety:** Moved forward with recommendations for initial investments on corridors with the highest safety issues as identified in the High Injury Network, and advanced the Rail Safety program from planning into project delivery.
- **New Mobility and Technology:** Developed the first-ever in Alameda County New Mobility Framework to support Alameda CTC and local jurisdictions implement new mobility technologies and services in a way that capitalizes on opportunities and strategically manages risk, and encourages information sharing across the county.

- **On-going Planning activities:** In addition to key initiatives above, myriad on-going efforts are undertaken to:
 - Develop various technical and monitoring reports required by the Congestion Management Program (CMP) and its legislation.
 - Manage and maintain CMP data collection and county model.
 - Manage transportation expenditure plan amendment processes.
 - Coordinate and facilitate planning activities among regional and local partnering agencies, including MTC, ABAG, Bay Area CMAs, cities of Alameda County, Alameda County and transit operators.
 - Conduct and participate in various business and community outreach activities.
 - Advocate for policies and legislation in support of transportation and funding for transportation in Alameda County.

4. **Programs Implementation:** Alameda CTC administers three countywide transportation programs that support youth, seniors and people with disabilities. These programs support a wide variety of services focused on affordability, access and safety. The following summarizes key highlights the programs accomplished this year.

- **Affordable Student Transit Pass Program – Program Expansion and Continuation:** This marquis program expanded this year and we successfully on-boarded all new schools and school districts authorized by the commission despite COVID, including:
 - Expanded to additional schools in the Alameda Unified School District, the Fremont Unified School District, and Oakland Unified School District
 - Added new school districts: Berkeley Unified School District, Castro Valley Unified School District, Dublin Unified School District, San Lorenzo Unified School District
 - Continued the program in all middle and high schools in the following participating unified school districts: Emery Unified, San Leandro Unified, Hayward Unified, Newark Unified, New Haven Unified, Pleasanton Unified, Livermore Valley Joint Unified
 - In response to COVID-19, due to most schools beginning the school year with remote learning, we implemented an online application to ensure that program benefits reach students and families quickly and added virtual school orientations to make sure the program was included in the back to school efforts and through school communications.

- **Safe Routes to Schools:** In the face of COVID and the closure of in-class learning, staff transitioned this program to create on-line learning tools to help participating schools incorporate Safe Routes materials into their new distanced learning curriculum. We developed a promotional video for our live webinar trainings options and are creating virtual school assembly experience for student and their teachers. Currently in use, we've launched online versions of many SR2S program services so teachers, parents, and caregivers can use customized resources to engage students while school buildings remain closed. Eventually, when school campuses begin to re-open, SR2S will offer on-site technical assistance via School Safety Audits. In the meantime, we have targeted our approach for assessments and technical assistance with on-line resources. Engineering for the implementation of school slow streets surrounding school sites is critical during this time as well as traffic circulation surrounding food and supply distribution hubs at schools. We are also finalizing vital technical support documents such as school district snapshots and collision heat maps.
- **Senior and Disabled Transportation:** In response to COVID, we transitioned our PAPCO meetings to remote meetings and successfully conducted the annual program plan review process for PAPCO members to review the upcoming fiscal year's program plans submitted by the transit operators and City-based programs that will utilize Measure B and Measure BB funding for transportation for seniors and people with disabilities and made recommendations to the commission for services in FY 2020-21. Staff and PAPCO also took a lead on working with local and regional partners regarding emerging mobility services and SB 1376 (the Transportation Network Company (TNC) Access for All Act), including sharing best practices from around the state.

5. **Operation and Management of the I-580 and I-680 Express Lane Corridors:** The same staff who serves the Alameda CTC also serves the I-680 Sunol Smart Carpool Lane Joint Powers Authority (SSCLJPA), which is an independent joint powers authority created pursuant to Government Code to implement and operate the express lanes on I-680 in Alameda County and a portion of Santa Clara County. In addition to responsibilities for the Alameda CTC, I also function as the Executive Director serving the SSCLJPA Board. In this capacity, I plan, direct and oversee the administration, implementation, and operations of the I-680 Express Lane. In addition to operating the express lane on I-680, the agency is also operating the express lanes on I-580. We are one of a few agencies in California that also performs express lanes operations as part of our core functions. Furthermore, we continue to be a leading agency in the Bay Area in the development, implementation, and operations of express lanes. Over the

last year, we have accomplished the following that has supported continued and improved operations, reduced operating costs, and improved overall efficiency:

- New tolling ordinances to ensure regional consistency and address new technology upgrades and new lanes
- New contracts with CHP
- Development of upgraded tolling systems on I-580 and I-680
- Coordination with regional partners on express bus services on I-680 and Bay Bridge Forward concepts as part of the I-580 Design Alternative Analysis
- Actions toward consolidation of traffic management centers with MTC/ BATA to reduce duplication, streamline processes and consolidate functions.

6. **Fiscal Stewardship and Transparent Financial Reporting:** The agency produced another award-winning Comprehensive Annual Financial Report and anticipates another clean audit from the independent auditor for the fiscal year ended June 30, 2020. In addition, after carefully examining the agency's financial records, documents, and information, the Independent Watchdog Committee issued another "clean" annual report to the public. The agency conservatively budgeted this year to address COVID economic impacts and the Executive Director and Finance Team continue to monitor sales tax receipts to address any future potential budget changes needed. As of September, given the receipts thus far, it is anticipated that Alameda CTC will be in alignment or may exceed sales tax receipts as anticipated when the budget was finalized in May 2020.
7. **Partnerships:** As the Executive Director, I have continued to strengthen my long-held relationships with partners at the local, regional, state and federal levels. These relationships have resulted in leveraging over \$274 million since January 2020 to move projects into construction. I was selected by my peers to chair the Bay Area County Transportation Agencies, the 9-county transportation agencies, in 2021, which meet monthly and coordinate around Bay Area planning, policy and delivery. I serve as co-chair of the Transportation and Land Use subcommittee of East Bay EDA and am invited to speak at events by industry and partner agencies to share the work of Alameda CTC and contribute to regional and state planning and funding efforts.
8. **Agency Administration:** To ensure we fulfill our work, I continue to lead, manage, coach and develop agency staff at all levels and functions to enhance their skillset and strengthen the organization's capacity and capability to produce, deliver, and adapt to the many imminent changes in transportation policies ahead. To expand agency efficiencies, engender positive morale and ensure all staff understand internal agency processes and procedures, I implemented

process improvements to streamline and clarify roles and responsibilities on contracting, procurement and administrative functions, including training on the processes for all staff and in-depth training for project managers. As a result of COVID, I focused on ensuring the agency could work remotely, have the tools, materials and server access to continue to fulfill all work requirements of the agency. I have ensured agency administrative functions are highly coordinated and communicated so staff are supported and can perform work at an on-going high level of efficiency. Regularly scheduled staff check ins and weekly communications from the Executive Director provide timely and current updates to all staff regarding upcoming efforts, changes at the agency, new requirements, and information on health and well-being resources to cope with the pandemic and environmental and societal circumstances. I am moving forward with agency-wide training on diversity, inclusion and anti-racism.

In addition to the above, I have made sure that we are effectively and efficiently producing on-going Agency Administration Services to:

- Provide support and coordination and prepare reports for Alameda CTC Commission meetings.
- Provide support and coordination and prepare reports for the meetings of Alameda CTC Standing Committees, including the modification of the committees structure as directed by the Alameda CTC Chair.
- Provide support and coordination and prepare reports for the Sunol Smart Carpool Lane Joint Powers Authority meetings.
- Provide support and coordination, conduct analyses and prepare reports for the three Community Committee meetings and their various and many sub-committee meetings.
- Provide support and coordination for the Alameda County Technical Advisory Committee (ACTAC) meetings.
- Conduct analyses and provide information as requested by individual Commissioners, ACTAC members, and various individual committee members.
- Provide certification for local and small local businesses for contracting purposes and report annually on the agency's utilization and contract awards.

ATTACHMENT B

Alameda County Transportation Commission
Executive Director's Initiatives for Next Year 2021
September 2020

2021 INITIATIVES**Capital Project Delivery**

1. Actively engage in the management of major and complex transportation projects to ensure progress, on-time and within budget delivery while managing risks. These projects include:
 - a. GoPort Program: Seventh Street Grade Separation and Freight ITS
 - b. Rail Safety Improvements throughout county
 - c. San Pablo Avenue Multimodal Corridor Improvement Project
 - d. East 14th Street/Mission Boulevard Multimodal Corridor Improvement Project
 - e. Dublin North Canyons Multimodal Corridor Improvement
 - f. Bay Bridge Forward Projects for Transit Priority and Bike Link
 - g. East Bay Greenway Project
 - h. Route 84 Widening and I-680/Route 84 Interchange Modification Project
 - i. Route 262 (Mission Boulevard)
 - j. I-80/Gilman Interchange Safety and Bicycle and Pedestrian Safety Project
 - k. I-80 Ashby Avenue Interchange Modernization and Bicycle and Pedestrian Improvement Project
 - l. I-680 Express Lanes Gap Closure Project from Route 84 to Contra Costa County Line
 - m. I-880 Alameda-Oakland Local Freeway Access Improvements Project
 - n. I-880/Interchanges modernizations in Central and South County
 - o. Valley Link (pending commission adoption of TEP amendment)
 - p. Quarry Lakes Parkway/East West Connector (pending commission approval of design funds)
 - q. Other capital projects in transportation expenditure plans
2. Oversee the delivery and implementation of Measure B and Measure BB sales tax-funded programs and other externally funded programs in the Adopted Comprehensive Investment Plan.

Planning and Programs Implementation

3. Advance equity in planning and programs implementation.
4. Implement strategies identified and adopted in the 2020 Countywide Transportation Plan to advance projects and programs for transportation 2020 and beyond.
5. Advance safety projects and programs in the county's high injury corridors.
6. Advance Bay Bridge Forward projects for transit priority improvements and bike LINK project.
7. Continue to expand the Affordable Student Transit Pass program and Safe Routes to Schools Program and improve program delivery efficiencies.
8. Seek innovation and efficiencies in the delivery of the Paratransit Program.
9. Monitor and actively engage with MTC/ABAG and other regional and state agencies in the development and implementation of transportation policies.

Leverage Funding, Partnerships and Advocacy

10. Actively pursue funding to leverage sales tax and other agency administered funds to deliver projects and programs
11. Actively strengthen partnerships with cities, the County, and transit operators to provide mutual assistance and technical assistance in the areas of project delivery, funding advocacy, and planning.

12. Actively engage in the development of regional and county-wide policies on sustainable transportation and land use strategies. Strengthen working relationship with major transit operators to improve mass transit services and support transit priority in projects and programs.
13. Develop and implement a legislative program and outreach strategy to guide Alameda CTC's advocacy at the regional, state and federal levels.
14. Advocate for new/enhanced transportation funding in regional, statewide, and national forums.
15. Participate in and take an active role in statewide and regional forums and discussions that may have a potential impact on the functions of the Alameda CTC.

Fiscal Management and Stewardship

16. Develop a sustainable and balanced FY 2021-22 operating and capital budget for Commission adoption.
17. Produce a Comprehensive Annual Financial Report for FY 2020-21 and submit to the Government Finance Officers Association for award consideration.
18. Obtain an unqualified opinion from an independent financial auditor for FY 2020-21.
19. Ensure on-going procurements that support economic recovery, jobs and support of local and small businesses
20. Lead, manage, organize, and ensure efficient implementation of all on-going activities and services in the agency work program.

Organizational Excellence

21. Continue to develop and strengthen a working environment where staff are empowered, engaged, collaborative, and inspired to fulfill the work of the Commission.
22. Continue to develop, mentor and invest in all agency staff for continual quality of agency work product, services, and decisions.
23. Strategically implement the organizational structure to ensure that all critical positions are filled with the best talent and ensure retention of high-quality staff.
24. Provide on-going high-quality support to the Commission.
25. Advance Alameda CTC as a leader in transportation excellence through innovation, delivery and efficient operations.

Alameda County Transportation Commission
Base Salary Compensation Data
September 2020

Comparisons					
Rank	Comparator Agency	Class Title	Top Monthly Salary ¹	Top Annual Salary	Effective Date
1	Contra Costa Transportation Authority (CCTA)	Executive Director	\$ 33,088	\$ 397,053	7/1/2020
2	Alameda County Transportation Commission (ACTC)2	Executive Director	\$ 28,272	\$ 339,265	7/1/2020
3	Riverside County Transportation Commission (RCTC)	Executive Director	\$ 27,991	\$ 335,892	7/5/2018
4	Los Angeles County Metropolitan Transportation Authority (LA Metro)	Chief Planning Officer	\$ 27,371	\$ 328,453	7/1/2020
5	San Francisco County Transportation Authority (SFCTA)	Executive Director	\$ 25,393	\$ 304,712	1/1/2020
6	Metropolitan Transportation Commission (MTC)	Deputy Executive Director	\$ 23,978	\$ 287,739	7/1/2020
7	San Mateo County Transportation Authority (SamTrans)	Chief Officer, Planning, Grants, & Transportation Authority	\$ 22,805	\$ 273,655	8/1/2018
8	Santa Clara Valley Transportation Authority (SCVTA) 3	Director of Planning & Programming	\$ 21,742	\$ 260,900	1/1/2020
*Actual Salary: Alameda County Transportation Commission (ACTC) Executive Director			\$ 24,617	\$ 295,400	12/31/2019
Summary Results			Monthly Salary	Annual Salary	
Average of Comparators			\$26,330	\$315,959	
Median of Comparators			\$26,382	\$316,582	
Number of Matches			8		
NOTE: All calculations exclude ACTC					

N/C - Non Comparator

Notes:

- 1 - All of the top monthly and annual salaries reported are maximum salaries of the range.
- 2 - Alameda County Transportation Commission (ACTC) Salary Range Low: \$260,972; Mid: \$300,119; Max \$339,265
- 3 - SCVTA: the salary range for the Director of Planning & Programming is reported for a consistent comparison across all agencies. SCVTA has recently adjusted their salary ranges. In prior studies, the range was exceptionally broad to allow the GM flexibility in establishing and adjusting salaries for executive staff. Since the last update in 2019, the range was reduced from a 68% differential to a 36% differential between the top and bottom of the salary range. In addition, it should be noted that SCVTA did not verify the effective date of the salary, only that changes took effect after the November 2019 update study. For the purposes of this study, the effective date is represented as January 1, 2020.

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