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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

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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](http://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  
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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.



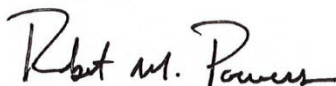
To ensure a safe, comfortable and seamless journey for transit riders, BART recommends that the amendment to the TEP clearly indicate that required improvements to the BART system in Alameda County resulting from the impacts of the Valley Link Rail project are priority components of the Phase 1 Valley 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 12<sup>th</sup> St Oakland, 19<sup>th</sup> 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](http://www.batwgblog.com)**

**Bay Area Transportation Working Group  
3001 Ashbrook Court  
Oakland CA 94601  
[www.batwgblog.com](http://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](http://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.

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

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

Sincerely,

A handwritten signature in black ink, appearing to read 'Jim Wummen', with a stylized, flowing script.

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

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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](mailto:aayers@alamedactc.org) Website: [www.alamedactc.org](http://www.alamedactc.org)  
Facebook: [www.facebook.com/alamedactc](https://www.facebook.com/alamedactc) Twitter: [@alamedactc](https://twitter.com/alamedactc)

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**From:** Vanessa Lee  
**Sent:** Monday, May 11, 2020 12:20 PM  
**To:** Dave([dave@bikeeastbay.org](mailto:dave@bikeeastbay.org)) Campbell <[dave@bikeeastbay.org](mailto:dave@bikeeastbay.org)>  
**Cc:** Tess Lengyel <[tlengyel@alamedactc.org](mailto:tlengyel@alamedactc.org)>; Angie Ayers <[aayers@alamedactc.org](mailto: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](mailto:dave@bikeeastbay.org)>  
**Sent:** Monday, May 11, 2020 12:19 PM  
**To:** Vanessa Lee <[VLee@alamedactc.org](mailto: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](http://BikeEastBay.org)

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

# 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

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

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

Sincerely,



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

AC:kem  
opeiu:29/afl-cio

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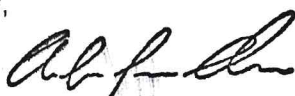
U.A., Utilities / Landscape, #355

May 26, 2020

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

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

Sincerely,



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

AC:kem  
opeiu:29/afl-cio



May 25, 2020

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

Dear Chair Cutter:

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

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

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

**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

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Ronald P. Gerhard, Chancellor

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**OFFICE OF THE CHANCELLOR**

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7600 Dublin Blvd., 3rd Floor  
Dublin, CA 94568  
Tel: 925-485-5207  
Fax: 925-485-5256  
[www.clpccd.org](http://www.clpccd.org)

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", with a long horizontal flourish extending to the right.

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

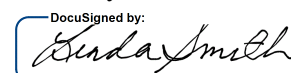
I write to support the approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to initiate an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible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

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

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

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

Sincerely,

DocuSigned by:  
  
Linda Smith

City Manager, City of Dublin

**City Council**  
925.833.6650  
**City Manager**  
925.833.6650  
**Community Development**  
925.833.6610  
**Economic Development**  
925.833.6650  
**Finance/IT**  
925.833.6640  
**Fire Prevention**  
925.833.6606  
**Human Resources**  
925.833.6605  
**Parks & Community Services**  
925.833.6645  
**Police**  
925.833.6670  
**Public Works**  
925.833.6630

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

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





**City Council**  
925.833.6650  
**City Manager**  
925.833.6650  
**Community Development**  
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100 Civic Plaza  
Dublin, CA 94568  
P 925.833.6650  
F 925.833.6651  
www.dublin.ca.gov

July 10, 2020

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

Dear Chair Cutter:

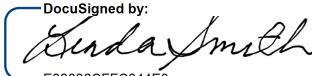
Subject: Support for ACTC Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment.

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



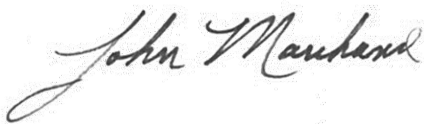
The Honorable Pauline Cutter, Chair  
July 10, 2020  
Page 2 of 2

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

THE CITY OF



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](mailto: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

**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 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](mailto: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](http://unioncity.org)



4305 HACIENDA DRIVE, SUITE 330 PLEASANTON, CA 94588  
E: [info@hacienda.org](mailto:info@hacienda.org) P: 925.734.6500 F: 925.734.6501  
[WWW.HACIENDA.ORG](http://WWW.HACIENDA.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](#)

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[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.

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

[tsbranti@innovationtrivalley.org](mailto:tsbranti@innovationtrivalley.org)[www.innovationtrivalley.org](http://www.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

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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

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[www.innovationtrivalley.org](http://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

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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](mailto:contact@alamedactc.org); [vlee@alamedactc.org](mailto: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.

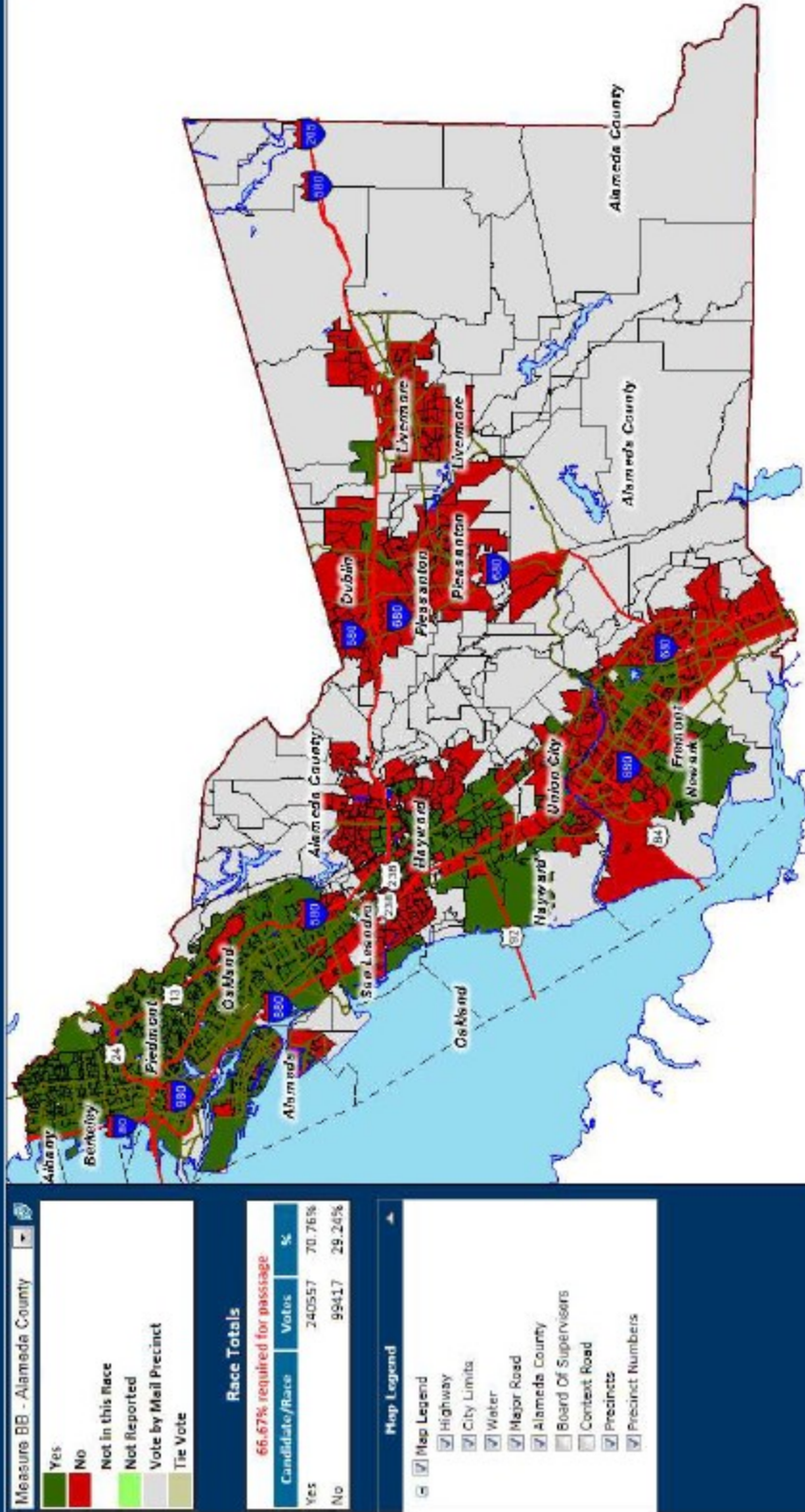
Sincerely,



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

Livermore Valley Chamber of Commerce  
2157 First Street Livermore CA 94550  
925.447.1606  
[www.livermorechamber.org](http://www.livermorechamber.org)

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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



Serving Alameda, Contra Costa, Marin and San Francisco counties

May 11, 2020

Via email to: [vlee@alamedactc.org](mailto: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

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](mailto: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](mailto:tepamendment@alamedactc.org)  
and [vlee@alamedactc.org](mailto: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 11<sup>th</sup>, 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*)<sup>4</sup>

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 28<sup>th</sup> 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.”

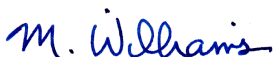
Among other questions, what difference does the “initial operating segment” make to the proposal’s potential draw on Alameda County funds? What criteria will be used to assess whether the initial operating segment “most effectively meets” the adopted project goals, and which agency will make that determination? 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 --**

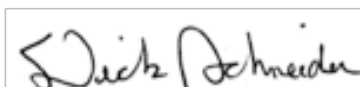
For these reasons, the Sierra Club strongly opposes all of the proposed actions laid out in your Commission materials of May 28, 2020. We further urge no further consideration on these matters until our concerns have been resolved.

If you have any questions regarding these comments, or wish further information, please do not hesitate to contact Matt Williams at [mwillia@mac.com](mailto: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  
Commissioner, **Doug Kuehne**, City of Lodi  
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

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,

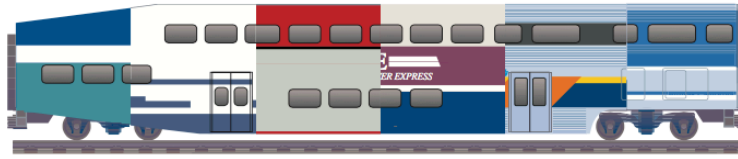
Christina Fugazi, Chair  
San Joaquin Regional Rail Commission

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



# TRAC

Train Riders  
Association  
of California



1025 Ninth Street Suite 223  
Sacramento CA 95814-3516

(916) 557-1667  
[www.calrailnews.org](http://www.calrailnews.org)  
[president@calrailnews.org](mailto:president@calrailnews.org)

## Officers

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

Please find copies of additional comment letters that were received after the mail-out 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](mailto: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, 16<sup>th</sup> District

CC: Members of Alameda County Transportation Commission

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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, representing the name Richard Valle.

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

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Secretary-Treasurer

Rob Stoker  
President

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Vice President

Che Timmons  
Sergeant in Arms

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Boilermakers, #549

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Carpenters, #2236

Carpet & Linoleum, #12

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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

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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,



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.

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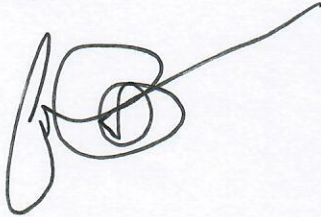
Valley Link will link our Northern California Megaregion's workforce to affordable housing, provide opportunities for compact transit-oriented development and will have a significant impact on the



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

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

Sincerely,

A handwritten signature in black ink, consisting of a stylized 'A' followed by a circle and a long horizontal stroke extending to the right.

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





September 10, 2020

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

Dear Chair Cutter:

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

CEMEX has multiple business operations within the jurisdiction of the Alameda County Transportation Commission (ACTC), supporting a workforce of more than 200 employees, many of who commute from the Valley region. I write, on behalf on CEMEX, to strongly support approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to amend the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the \$400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley to advance rail connectivity to Livermore and support our economy by providing our Bay Area workforce with a chance to have safe and affordable choices about where they can live and work.

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

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

Sincerely,

A handwritten signature in blue ink, appearing to read "Debbie Haldeman".

Debbie Haldeman  
Director, Government Affairs & Communications  
CEMEX

CEMEX \* 7633 Southfront Road, Suite 210. Livermore, CA 94550 \* 916-941-2800 \* [www.cemexusa.com](http://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](http://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

Honorable Elsa Ortiz, Chair  
September 11, 2020  
Page 2

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

Sincerely,

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

Kathy Narum  
City of Pleasanton, Vice Mayor

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





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## CITY OF SAN RAMON

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

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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.

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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



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[info@dublinchamberofcommerce.org](mailto:info@dublinchamberofcommerce.org)

[www.dublinchamberofcommerce.org](http://www.dublinchamberofcommerce.org)

September 11, 2020

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

Dear Chair Cutter:

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

The Dublin Chamber of Commerce represents over 250 business organizations most who are within the jurisdiction of the Alameda County Transportation Commission (ACTC), supporting a work force of more than 5600 employees, I write to strongly support approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to amend the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the \$400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley to advance rail connectivity to Livermore and support our economy by providing our Bay Area work force with a chance to have safe and affordable choices about where they can live and work.

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

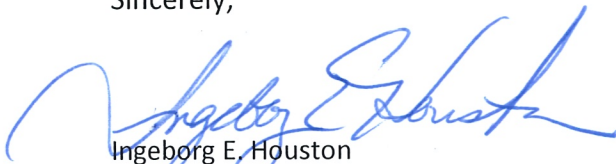
Valley Link will provide an estimated 33,000 daily rides on the 42-mile, 7-station system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the

reduction of an estimated 32,220 to 42,650 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

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

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

Sincerely,



Ingeborg E. Houston  
President and CEO

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



September 8, 2020

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

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

Dear Chair Cutter:

On behalf of the East Bay Economic Development Alliance, the East Bay Leadership Council and Innovation Tri-Valley Leadership Group, which represent a broad range of private and public sector employers in Alameda County, we are writing to express our strong support of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to amend the 2014 Measure BB Transportation Expenditure Plan (TEP). This Amendment acknowledges the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the \$400 million Measure BB funding identified for the BART to Livermore project.

This action will fulfill a commitment made to the voters of Alameda County to advance rail connectivity to Livermore and support our economy by providing our Bay Area work force with a chance to have safe and affordable choices about where they can live and work. It will help address both immediate and long-term transportation, housing, economic, and environmental needs in Alameda County as well as provide tremendous benefits to the greater Bay Area region. The recently completed Feasibility Report provided to the state legislature demonstrates that the Project is financially viable and provides significant increases in regional rail ridership in the Altamont Corridor.

The Altamont Corridor that connects the San Joaquin Valley to Alameda County and the greater Bay Area is one of the most heavily traveled and fastest growing corridors in the Northern California megaregion. In addition, the Altamont Corridor is also the primary gateway for goods movement between the Bay Area and the Central Valley and Southern California and relieving congestion is essential for maintaining and improving the health of our state's economy. According to a recent report in the Orange County Register, commuters in Northern San Joaquin County lead the nation in "super commuters" traveling 90 miles or more to work each day, which causes significant environmental harm. Furthermore, the Bay Area Council estimated that congestion will increase an additional 75% by 2040. To achieve state and regional environmental and economic development goals, a robust passenger rail alternative is needed in the Altamont Corridor to increase mobility by providing a sustainable transportation option, provide greater connectivity, as well as a better quality of life and access to educational opportunities, health care facilities, and other regional amenities.

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

Valley Link's 42-mile, 7 station system is estimated to have a ridership of 28,000 by 2040. It will reduce the amount of greenhouse gases and air pollution emissions by diverting trips that would have previously been taken by an automobile. Specifically, this will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted Transit Oriented Development (TOD) Policy, Valley Link will also support the advancement of affordable housing and TOD by fostering more compact and sustainable growth centered around a robust rail network adjacent to its stations, which will further reduce VMT and greenhouse emissions. The TOD policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space.

The Project would also have a transformative effect on underserved communities by providing a convenient and inexpensive alternative to the rising costs and impacts of automobile usage. Connecting San Joaquin Valley to the Bay Area's large economic centers would increase safe and affordable transportation options between these communities while also providing an opportunity to rebalance job centers equitably. The Project addresses the social justice concerns caused by the displacement of former Bay Area residents living in San Joaquin County who rely on jobs in the Bay Area for their family's economic survival. Simply put, jobs will ultimately leave the Bay Area if we do not provide a reliable transit connection for those who are most in need.

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

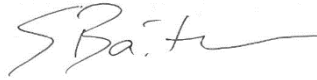
In summary, Valley Link is consistent with the intent of the voters of Alameda County to extend rail service into the Tri-Valley. It is consistent with the State Rail Plan, MTC Regional Rail Plan, MTC Plan Bay Area 2050, and MTC Resolutions 3829 and 2007. We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.



Sincerely,



Kristin Connelly  
President & CEO  
East Bay Leadership Council



Stephen Baiter  
Executive Director  
East Bay Economic Development Alliance



Lynn Naylor  
CEO  
Innovation Tri-Valley  
Leadership Group

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

# # #

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

September 9, 2020

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

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

Dear Chair Cutter:

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

Hacienda writes to strongly support approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to amend the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the \$400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley to advance rail connectivity to Livermore and support our economy by providing our Bay Area work force with a chance to have safe and affordable choices about where they can live and work.

The Tri-Valley is a thriving Bay Area job center with two national labs and headquarters for more than 450 technology companies, many of them located at Hacienda, and regional gross domestic product (GDP) of an estimated \$42 billion. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the Interstate 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars and confronting an average 78-minute commute each way. Critical employment centers, such as Hacienda, need to make sure that all corridors leading into the Tri-Valley provide easy and convenient access for businesses whose labor supply extends into outlying areas. Likewise, residents at Hacienda similarly need the ability to enjoy access to corridors connecting the Tri-Valley with the larger region.

Valley Link will provide an estimated 33,000 daily rides on the 42-mile, 7-station system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of an estimated 32,220 to 42,650 metric tons of greenhouse gas emissions per year. In addition, through the Transit Oriented Development Policy adopted by the Authority's Board, Valley Link will support the advancement of transit-oriented projects, such as Hacienda, adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. Hacienda's existing and proposed development along with the proposed Isabel Neighborhood Plan are examples of how this can happen throughout the system.

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

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

Sincerely,

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

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,

A handwritten signature in blue ink, appearing to read "Greg Bonato", with a stylized flourish at the end.

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.

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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.

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](http://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 20<sup>th</sup> 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 21<sup>st</sup> 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

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9/11/20

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

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

Dear Chair Cutter:

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

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

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

As a business within the jurisdiction of the Alameda County Transportation Commission (ACTC), supporting a work force of more than 35 employees and more than 150 subcontractors, I write to strongly support approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to amend the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the \$400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley to advance rail connectivity to Livermore and support our economy by providing our Bay Area work force with a chance to have safe and affordable choices about where they can live and work.

Valley Link will provide an estimated 33,000 daily rides on the 42-mile, 7-station system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of an estimated 32,220 to 42,650 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and

greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

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

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

Sincerely,

*Debbie Ferrari*

Debbie Ferrari  
Operations Manager

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



September 9, 2020

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

Dear Chair Cutter:

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

As a business within the jurisdiction of the Alameda County Transportation Commission (ACTC), supporting a work force of more than 65 employees, I write to strongly support approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to amend the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the \$400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley to advance rail connectivity to Livermore and support our economy by providing our Bay Area work force with a chance to have safe and affordable choices about where they can live and work.

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

Valley Link will provide an estimated 33,000 daily rides on the 42-mile, 7-station system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of an estimated 32,220 to 42,650 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

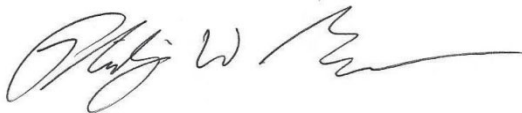
Valley Link will link our Northern California Megaregion's workforce to affordable housing, provide opportunities for compact transit-oriented development and will have a significant impact on the reduction of greenhouse gas emissions. It will also provide an estimated 22,000 jobs during construction

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

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

Sincerely,

MARSHALL BROTHERS ENTERPRISES, INC.

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

Phillip W. Marshall  
Sr. VP of Operations

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





**METROPOLITAN  
TRANSPORTATION  
COMMISSION**

Bay Area Metro Center  
375 Beale Street, Suite 800  
San Francisco, CA 94105  
415.778.6700  
[www.mtc.ca.gov](http://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.

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

Valley Link will provide an estimated 33,000 daily rides on the 42-mile, 7-station system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of an estimated 32,220 to 42,650 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the

transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

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

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

Sincerely,



Oscar De La Torre  
Business Manager

ODLT:dle  
liuna67

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

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

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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](http://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](http://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](http://www.pleasanton.org)

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

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

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

Sincerely,



Steve Van Dorn  
President & CEO

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





September 11, 2020

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

Via Email: vlee@alamedactc.org

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

Dear Chair Ortiz:

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

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

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

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

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

**123 Main Street**

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

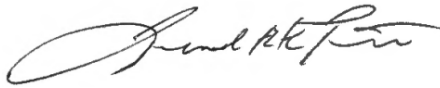
**City Attorney**  
(925) 931-5015  
Fax: 931-5482

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

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

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

Sincerely,

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

Jerry Pentin  
City of Pleasanton, City Councilmember

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

# PONDEROSA

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## 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.

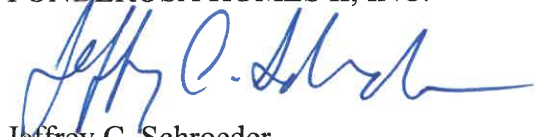
Valley Link will link our Northern California Megaregion's workforce to affordable housing, provide opportunities for compact transit-oriented development and will have a significant impact on the reduction of greenhouse gas emissions. It will also provide an estimated 22,000 jobs during construction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

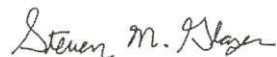
Valley Link is an opportunity to deliver a fast and efficient inter-regional rail service, connecting people, housing and jobs in the Northern California region and providing much needed congestion relief in one of the Bay Area's most congested corridors. Currently, there are over 98,500 daily commuters, 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

# SENSIBA SAN FILIPPO LLP

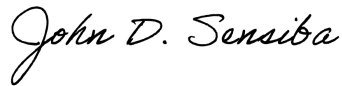
CERTIFIED PUBLIC ACCOUNTANTS AND BUSINESS ADVISORS

Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

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

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

Sincerely,



John D. Sensiba, CPA  
Managing Partner

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

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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](http://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.

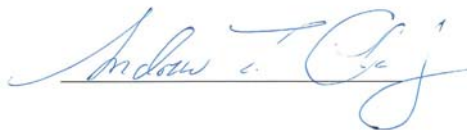
The following are a list of positive steps we and our member jurisdictions and agencies have taken to advance Valley Link and passenger rail service across the Altamont:

- 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.


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

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

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

Dear Chair Cutter:

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

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

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

Sincerely,  
Trish Munro

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

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

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



PRESERVE LAND. CONNECT COMMUNITIES. ENRICH LIFE.



*Board of Directors*

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David Doyle, Vice-Chair  
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Robert Gilham, Treasurer  
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Sblend Sblendorio  
Mark Triska  
Jennifer Yeamans

*Executive Director*

Laura Mercier

September 10, 2020

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

Dear Chair Cutter:

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

As a business within the jurisdiction of the Alameda County Transportation Commission (ACTC), supporting a work force of 3 employees, I write to strongly support approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to amend the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the \$400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley to advance rail connectivity to Livermore and support our economy by providing our Bay Area work force with a chance to have safe and affordable choices about where they can live and work.

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

Valley Link will provide an estimated 33,000 daily rides on the 42-mile, 7-station system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of an estimated 32,220 to 42,650 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space.

The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

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

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

Sincerely,



Laura Mercier  
Executive Director

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





Tri-Valley & San Joaquin Valley  
**REGIONAL RAIL AUTHORITY**

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**Michael Tree**

*Executive Director*

September 10, 2020

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

Dear Chair Cutter:

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


On behalf of the Tri-Valley – San Joaquin County Regional Rail Authority, I write to underscore strong support for approval of our agency's request to amend the 2014 Measure BB TEP. The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the \$400 million Measure BB funding identified for the BART to Livermore project. This action will directly benefit the taxpaying residents of the Tri-Valley.

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



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

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

  
Sincerely,  
Scott Haggerty  
Board Chair

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



Tri-Valley ★ San Joaquin Valley  
REGIONAL RAIL AUTHORITY





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# TRI-VALLEY TRANSPORTATION COUNCIL

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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.

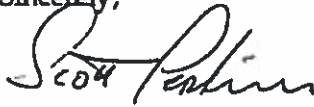
The Tri-Valley is a thriving Bay Area job center - with two national labs and it is the headquarter location of more than 450 technology companies. It has a regional gross domestic product (GDP) of an estimated \$42 billion. The quality of life it affords its residents is considered to be a large part 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](mailto:lbobadilla@sanramon.ca.gov).

Sincerely,

A handwritten signature in black ink that reads "Scott Perkins". The signature is written in a cursive style with a large, stylized "S" and "P".

Scott Perkins  
TVTC Chair

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



August 8, 2020

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

Dear Chair Cutter:

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

As a business within the jurisdiction of the Alameda County Transportation Commission (ACTC), supporting a work force of more than 250 employees, I write to strongly support approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to amend the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the \$400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley to advance rail connectivity to Livermore and support our economy by providing our Bay Area work force with a chance to have safe and affordable choices about where they can live and work.

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

An estimated 28,000 are projected to ride the 42-mile, 7-station system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

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

5565 TESLA ROAD, LIVERMORE, CA 94550

# WENTE

FAMILY ESTATES

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

Sincerely,

A handwritten signature in black ink, appearing to read 'Karl D. Wente', with a horizontal line drawn underneath the signature.

Karl D. Wente & The Wente Family

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