HACIENDA

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

James Paxson
General Manager, HBPOA

cc: ACTC Commissioners
ACTC Executive Director, Tess Lengyel

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dc: BUS/TRI