HACIENDA

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September 9, 2020

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

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

Dear Chair Cutter:

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

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

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

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

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

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

Sincerely,

James Paxson
General Manager, HBPOA

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

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dc: BUS/TRI