

DEPARTMENT OF TRANSPORTATION

DISTRICT 4
111 GRAND AVE, MS-1A
OAKLAND, CA 94612
PHONE (510) 286-5900
TTY 711
www.dot.ca.gov



Making Conservation
a California Way of Life.

June 29, 2020

Ms. Therese McMillan
Executive Director
Metropolitan Transportation Commission
375 Beale Street, Suite 800
San Francisco, CA 94105-2066

Dear Ms. McMillan:

We have reviewed MTC/ABAG's recently released initial list of transportation projects recommended for Plan Bay Area 2050 (PBA 2050)/Final Blueprint, the Bay Area's next Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). As you know, projects are grouped into three categories: "Include," "Consider" and "Exclude." Caltrans is concerned that several projects we support are currently not in the "Include" category.

Specifically, the following State highway projects in the "Consider" category are of concern to Caltrans:

- I-80/I-680/SR 12 Interchange Project
- SR 37 Resilience and Widening Project
- SR 262 Cross Connector Project
- I-680 Multimodal Improvements

Transit and Rail projects include SMART to Cloverdale, SMART to Solano, and ACE's Altamont Corridor Vision. The Dumbarton Rail project is also being considered for exclusion. Each of these regional rail investments are important elements of the California State Rail Plan, which envisions a unified statewide rail network that better integrates passenger and freight service, connects rail to other modes, and supports smart mobility.

In addition, we are concerned that the Bay Bridge West Span Bike Path project is labeled as having "Major" equity challenges, when the span's bike path

Ms. Therese McMillan
June 29, 2020
Page 2

connects to disadvantaged communities in San Francisco and West Oakland. E-Bike programs are being considered in the area, and subsidies to e-bike programs in these disadvantaged communities should be considered as well.

These projects are in alignment with State policies and goals, and advance priorities identified in the California Transportation Plan (CTP) 2040, statewide modal plans such as the 2015 Interregional Transportation Strategic Plan (ITSP), State Rail Plan, and the 2020 California Freight Mobility Plan (CFMP). We have been coordinating with MTC and the Country Transportation Agencies (CTA) for many years on a number of these projects. Some projects also recently received funding from various State programs including the SB 1 Competitive Programs.

All of these projects are consistent with State goals and priorities such as improving safety, mobility and reliability of the transportation system, responding to climate change impacts, supporting freight systems and economic prosperity, and promoting more sustainable modes of transportation. Excluding this important group of projects from PBA 2050 would also disqualify them from receiving future federal and State funding.

Therefore, with CTA support, Caltrans strongly recommends moving these projects to the "Include" category from the "Consider" or "Exclude" category and listing them in the Final Blueprint of PBA 2050.

We look forward to working with MTC toward inclusion of these projects. Should you have any questions, please do not hesitate to contact me at (510) 286-5900 or Jean Finney, Deputy District Director, Transportation Planning & Local Assistance at (510) 286-6196.

Sincerely,



TONY TAVARES
DISTRICT DIRECTOR

Ms. Therese McMillan
June 29, 2020
Page 3

bc: J. Finney
S. Yokoi
E. Alm
Z. Xu

author/typist



June 30, 2020

The Honorable Scott Haggerty
Chair, MTC
Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105-2066

Re: Support for the Downtown Rail Extension (DTX) incorporation into Stage 1 of Plan Bay Area 2050

Dear Chair Haggerty,

As the State Legislative Delegation representing a majority of San Francisco, we write to you in strong support of the Caltrain Downtown Rail Extension (DTX) Project's inclusion into Plan Bay Area 2050's first plan period, which consists of the years 2021 through 2035. The DTX project is a priority for the Transbay Joint Powers Authority (TJPA), is consistent with Caltrain's Business Plan Service Vision, and is consistent with the California High Speed Rail Authority's (CHSRA) 2020 Draft Business Plan.

Through the DTX program, Caltrain and High-Speed Rail (HSR) will become interconnected with the rest of the Bay Area and the State via AC Transit, BART, Golden Gate Transit, Muni, SamTrans, WestCAT Lynx, Amtrak, paratransit, and Greyhound. This interconnection fills a major gap in our transit system, regionally and beyond, while facilitating a better jobs-housing balance. Additionally, this project will allow for much needed traffic decongestion in the Bay Area's road and freeway systems. As you both know, we have some of the worst traffic in the State, if not the Country, and residents, visitors, and super-commuters are growing increasingly frustrated with their inability to maneuver into or within the region. This harms potential business, deters tourists, and poses major safety concerns. With regards to impacts in the immediate area, DTX will spur massive growth in Priority Development Areas such as the Downtown SF, South of Market, and Mission Bay areas.

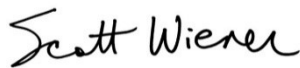
Along with the benefits already mentioned, the Downtown Rail Extension will reduce vehicle miles traveled, modernize the Bay Area's commuter systems, provide benefits to disadvantaged communities, reduce greenhouse gas emissions, and expand and improve rail service to increase ridership. TJPA secured the Federal Record of Decision last year, which provides environmental clearance and enters DTX into the "New Starts" funding program. Because of its numerous benefits and well-defined goals, multiple agencies including TJPA, MTC, Caltrain, CHSRA, the San Francisco's Mayor's Office, and SFCTA working together formed an integrated team to showcase and deliver the project in collaboration.

The determined work and collaborative spirit of this project warrants its implementation into Plan Bay Area 2050's first plan period.

This project and the jobs affiliated with the work are needed now more than ever as we seek to recover from the COVID related recession. In addition, as we work to get commuters back to their pre COVID habits, we need to ensure our transportation systems are ready to serve our public effectively and efficiently.

If there are any questions that our offices can answer, please contact Ann Fryman for Senator Wiener's office at ann.fryman@sen.ca.gov or Nicole Restmeyer for Assemblymember David Chiu's office at nicole.restmeyer@asm.ca.gov. We thank you for your deep consideration and look forward to the benefits that this project will bring to our region in the near future.

Sincerely,



Scott Wiener
Senator, District 11



David Chiu
Assemblymember, District 17

CC:

Therese McMillan, Executive Director, MTC and ABAG
Nadia Sesay, Chair, TJPA
Mark Zabaneh, Executive Director, TJPA



TRANSBAY JOINT POWERS AUTHORITY

Mark Zabaneh • Executive Director

June 30, 2020

Scott Haggerty

Chair

Metropolitan Transportation Commission

c/o Bay Area Metro Center

375 Beale Street, Suite 800

San Francisco, CA 94105-2066

Therese McMillan

Executive Director

Metropolitan Transportation Commission/Association of Bay Area Governments

Bay Area Metro Center

375 Beale Street, Suite 800

San Francisco, CA 94105-2066

Subject: Support for Caltrain Downtown Rail Extension in the first plan period of Plan Bay Area 2050

Dear Chair Haggerty and Executive Director McMillan:

As chair of the Transbay Joint Powers Authority (TJPA) Board of Directors, I am writing to express my support for including the Caltrain Downtown Rail Extension (DTX) in the first plan period of Plan Bay Area 2050 covering 2021-2035. This is consistent with the TJPA's project schedule, Caltrain's Business Plan Service Vision, and California High Speed Rail Authority's (CHSRA) 2020 Draft Business Plan. As described in the 2018 California State Rail Plan, the DTX project is critical to the Bay Area's rail network - extending Caltrain commuter rail from its current terminus at Fourth and King streets to Salesforce Transit Center and the BART/Muni corridor in downtown San Francisco. The project will deliver future high-speed rail service from Los Angeles to San Francisco as well as serve as the potential first leg of a new Transbay Rail Crossing to the East Bay.

Once DTX is complete, the transit center will bring an impressive number of regional and state transit systems under one roof, linking Caltrain and high-speed rail with nine other transit operators: AC Transit, BART, Golden Gate Transit, SFMTA Muni, SamTrans, WestCAT Lynx, Amtrak, Greyhound, as well as local paratransit service. The project will close a major gap in the Bay Area's transportation system with accessibility benefits for up to 90,000 new and existing Caltrain and high-speed rail passengers in addition to new and existing bus riders by 2040. It will relieve gridlock on US101/I-80, one of the most congested corridors in the Bay Area, and anchor growth in one of the region's most

robust and diverse Priority Development Areas, the Downtown SF/South of Market/Mission Bay area. Bringing rail to the transit center also leverages the region's prior investment in the facility and is key to its long-term financial stability, providing much needed relief to the Metropolitan Transportation Commission (MTC) and local transit operators who now heavily subsidize transit center operations.


The DTX is a complex project which requires partnerships among multiple agencies to realize. In May 2020, the TJPA, the MTC, Caltrain, CHSRA, the San Francisco's Mayor's Office, and San Francisco County Transportation Authority (SFCTA) entered into the San Francisco Peninsula Rail Program Memorandum of Understanding (MOU) creating an integrated program management team to boost project delivery. This team of agencies will examine the project's cost-effectiveness including considering cost reduction, phasing and project delivery strategies and strengthened funding plans to identify an initial operating segment that can be constructed in the next 10 to 12 years.

With this MOU in place and work commencing, **it is critical that DTX be included in the first period of Plan Bay Area 2050**, from 2021-2035. The DTX received its Federal Record of Decision in July 2019, a major milestone that environmentally clears the project and facilitates its entry into the Federal Transit Administration's New Starts funding program. In addition to providing significant transportation benefits (particularly travel time savings for commuters), the project will reduce greenhouse gas emissions by more than 8.5 million metric tons of CO² per year, helping to meet the region's greenhouse gas emissions reduction target for 2035.

Significant local, regional, and state dollars have been committed to the project already, including San Francisco tax increment funding, regional bridge toll revenues, and San Francisco sales tax dollars. As one of the region's two New Starts priorities in the regional transit expansion plan, the project is well positioned to make significant progress in the next few years and can serve as a tool for the Bay Area's economic recovery by putting people back to work in several job sectors as well as investing in small businesses in the region.

Thank you for your consideration. I look forward to collaborating to improve connectivity for current and future transit riders across the Bay Area, the Northern California mega-region, and the state.

Sincerely,

DocuSigned by:

 4B924DCCB39648D...

Nadia Sesay

Chair

Transbay Joint Powers Authority

cc: N. Josefowitz, H. Ronen, E. Ahn - MTC Commission
 A. Bockelman, M. Maloney, D. Vautin – MTC
 M. Zabaneh – TJPA
 S. Elsbernd – San Francisco Mayor's Office
 T. Chang, M. Lombardo, M. Beaulieu - SFCTA

BOARD OF DIRECTORS 2020

DAVE PINE, CHAIR
DEVORA "DEV" DAVIS, VICE CHAIR
JEANNIE BRUINS
CINDY CHAVEZ
RON COLLINS
STEVE HEMINGER
CHARLES STONE
SHAMANN WALTON
MONIQUE ZMUDA

JIM HARTNETT
EXECUTIVE DIRECTOR



June 30, 2020

Scott Haggerty

Chair, Metropolitan Transportation Commission, and

Therese McMillan

Executive Director, Metropolitan Transportation Commission and Association of Bay Area Governments

Bay Area Metro Center

375 Beale Street, Suite 800

San Francisco, CA 94105-2066

Subject: Inclusion of the Caltrain Enhanced Growth Project and the Caltrain Downtown Rail Extension (DTX) Period 1 of Plan Bay Area 2050

Dear Chair Haggerty and Executive Director McMillan:

Caltrain is pleased that the Plan Bay Area 2050 (PBA 2050) process continues to advance toward final completion and adoption by the Metropolitan Transportation Commission (MTC). PBA 2050 will help ensure that the entire Bay Area has a future land use and transportation network that is equitably, environmentally, and economically sustainable. As a region, we can achieve this goal by continually encouraging travel to shift away from motor vehicles to transit. Passenger rail will continue to be the most effective mode of transit, moving the most people efficiently in the smallest amount of space.

I am writing to request that the Caltrain Enhanced Growth Project be included in Period 1 of PBA 2050, and to also express our support for including the Caltrain Downtown Rail Extension (DTX) in Period 1 of PBA 2050. Development of both projects as early as possible is consistent with Caltrain's 2040 Long Range Service Vision, the Transbay Joint Powers Authority's project schedule, and the California High Speed Rail Authority's (CHSRA) 2020 Draft Business Plan. These projects are essential to the development of a robust regional rail network in the Bay Area.

Request for Inclusion of the Caltrain Enhanced Growth Project in Period 1

As the seventh-largest commuter rail service in the United States, Caltrain is in the midst of the most significant change to transit that the Peninsula has ever experienced. The Peninsula Corridor Electrification Project (PCEP), currently underway, will drastically re-make transit service on the Peninsula and will facilitate a change from a peak-hour focused traditional

Scott Haggerty
Therese McMillan
June 30, 2020
Page 2 of 4

commuter rail service to an urban regional rail system with shorter headways, greater frequency, and more capacity. This new service will continue to attract riders, generating significant demand as forecasted through the Caltrain Business Plan development process.

Accommodating this forecasted demand will require additional capital investments that build on and leverage the foundational infrastructure created by PCEP, including the full electrification and expansion of the fleet as well as key upgrades to rail and systems infrastructure. These investments will facilitate tighter running of trains and more responsive service patterns to meet more markets, enabling Caltrain to serve a growing and broader cross-section of riders than have used the system in the past.

Therefore, **it is imperative that the Caltrain Enhanced Growth Project be included in Period 1 (2021-2035) of PBA 2050** for two primary reasons—both of which are directly related to growth in our services over the next decade.

Growing Ridership and Diversifying our Customer Base

Caltrain's ridership projections (developed as part of the Caltrain Business Plan process) show that the demand for rail service on the Peninsula will begin to push against the limits of our system by the end of the decade. The infrastructure improvements identified as part of the Caltrain Enhanced Growth Project will allow us to add capacity to the system, meet expanded service expectations, and expand frequent, transit-level service to more communities (including Communities of Concern) along the corridor.

This projection is further supported by Caltrain's upcoming Equity, Connectivity, Recovery and Growth Framework (to be presented to the JPB in draft on July 9). This policy document has been developed through the Business Plan process and will formally establish Caltrain's commitment to attract and accommodate new riders from underserved markets across the Peninsula. With improvements such as a revised timetable that promotes more seamless transfers between modes such as BART and bus, 50% discounts for low income riders through the Clipper START program, and improved access to Communities of Concern throughout the corridor, Caltrain is confident that our ridership will diversify and grow throughout the decade. The PCEP project will begin Caltrain's transformation to a true, regional rail service but the frequencies and capacity made possible through the Enhanced Growth Project will truly bring this level of transformative rail access and service to all communities on the Peninsula.

Value for Money Opportunity to Acquire More Electric Multiple Unit Vehicles (EMUs)

In addition to the imperative to grow ridership and expand our customer base, Caltrain has a time-sensitive option to purchase additional EMUs that will allow us to fulfill the service requirements described above. These new EMUs will be critical to reduce potential for crowding, facilitate more frequent and flexible service, and provide a clean, uniform 100% electrified fleet.

Scott Haggerty
Therese McMillan
June 30, 2020
Page 3 of 4

Notably, we understand that a key consideration for placement in Period 1 is funding availability. As recently noted, June 2020 polling across San Francisco, San Mateo, and Santa Clara Counties demonstrates that Caltrain's proposed 1/8 cent sales tax (Senate Bill 797) has a strong chance of voter approval in November 2020. This will provide Caltrain with its first-ever source of on-going revenue, independent of fares and annual contributions from our member counties. To maximize the effectiveness of the passage of SB797 as a more reliable source of funding (including potentially local match funds) for time-sensitive investments in the Peninsula's rail network, we reiterate that **it is critical that the Caltrain Enhanced Growth Project be included in Period 1 of Plan Bay Area 2050**, from 2021-2035.

Support for Inclusion of the Downtown Extension Project in Period 1

As noted in the Caltrain Business Plan and the 2018 California State Rail Plan, the DTX project is a critical missing link within the Bay Area's rail network. As a major Bay Area connector, DTX will fully realize Caltrain's investments in PCEP and the Enhanced Growth Project and will reinforce the region's prior commitments to the Salesforce Transit Center and BART/Muni corridor by delivering commuter and future high-speed rail service to downtown San Francisco from the Peninsula and Los Angeles, respectively. The DTX is also positioned to serve as the potential first leg of a new Transbay Rail Crossing to the East Bay.

Once DTX is completed, the Salesforce Transit Center will realize its fullest potential by bringing an impressive number of regional and state transit systems under one roof, linking Caltrain and high-speed rail with nine other transit operators: AC Transit, BART, Golden Gate Transit, SFMTA Muni, SamTrans, WestCAT Lynx, Amtrak, Greyhound, as well as local paratransit service. The project will close a major gap in the Bay Area's transportation system with accessibility benefits for up to 90,000 new and existing Caltrain and high-speed rail passengers in addition to new and existing bus riders by 2040. It will relieve gridlock on US101/I-80, one of the most congested corridors in the Bay Area, and anchor growth in one of the region's most robust and diverse Priority Development Areas, the Downtown SF/South of Market/Mission Bay area. Bringing rail to the Transit Center also leverages the region's prior investment in the Transit Center, maximizes its current investment in Caltrain's electrification, and is key to the long-term financial stability of the Transit Center, providing much needed relief to MTC and local transit operators who heavily subsidize transit center operations presently.

The Caltrain system stands to benefit tremendously from the completion of DTX, particularly when this investment is paired with the full electrification and expansion of fleet as proposed in the Caltrain Enhanced Growth Project. We thus believe it **is also critical that DTX be included in Period 1 of Plan Bay Area 2050**, from 2021-2035.

Scott Haggerty
Therese McMillan
June 30, 2020
Page 4 of 4

Thank you for your consideration of these requests. We look forward to collaborating to improve connectivity for current and future transit riders across the Bay Area region, Northern California mega-region, and throughout the state.

Sincerely,



Jim Hartnett
Executive Director

From: [REDACTED]
To: info@planbayarea.org
Subject: Plan Bay Area 2050 Blueprint
Date: Tuesday, July 7, 2020 2:27:04 PM

External Email

I am saddened to see my rural neighborhood, the Springs Specific Plan, included as one of your 2050 PDAs. We have contacted Therese McMillan, members of the Board, and Mark Shorett on multiple occasions outlining how our neighborhood sits outside of the City of Sonoma's Urban Growth Boundary and is located in a high-fire zone with limited roads for evacuation, two conditions which make it ineligible to become a PDA. High-density housing built here will put us all at risk of becoming fatalities from a wildfire or fires associated with a future earthquake. The residents here were never included in the development of the Specific Plan which is against MTC policies of public disclosure and participation. Read the 2020 Sonoma County's Civil Grand Jury report and findings which confirms Permit Sonoma's failure to include the homeowners in the development of the Springs Specific Plan. Please right this wrong and take us out of the Plan Bay Area 2050 Blueprint!

Victoria DeSmet
Resident of Donald Street
Sonoma, CA

Correspondence Received
Agenda Item 5a

From: [Colleen Yudin](#)
To: info@planbayarea.org
Subject: PDA
Date: Wednesday, July 8, 2020 4:13:00 PM

External Email

I am against my rural neighborhood, the Springs Specific Plan, included as one of your 2050 PDAs. We have contacted Therese McMillan, members of the Board, and Mark Shorett on multiple occasions outlining how our neighborhood sits outside of the City of Sonoma's Urban Growth Boundary and is located in a high-fire zone with limited roads for evacuation, two conditions which make it ineligible to become a PDA. High-density housing built here will put us all at risk of becoming fatalities from a wildfire or fires associated with a future earthquake. The residents here were never included in the development of the Specific Plan which is against MTC policies of public disclosure and participation. Read the 2020 Sonoma County's Civil Grand Jury report and findings which confirms Permit Sonoma's failure to include the homeowners in the development of the Springs Specific Plan. Please right this wrong and take us out of the Plan Bay Area 2050 Blueprint!

Colleen Yudin Cowan
Resident of Ernest Drive
Sonoma, CA



June 22, 2020

Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105-2066

Re: State Route 262 (SR 262) Cross-Connector Project

To Whom It May Concern:

I am writing on behalf of Tesla, Inc., in strong support of the SR 262 project in the City of Fremont. By separating the grade at Warm Springs Blvd., eliminating traffic signals, and undertaking other improvements, this project would significantly alleviate traffic congestion along the most congested state route in the Bay Area, improve multi-modal access, and, importantly, reduce vehicle fatality risk.

Tesla's mission is to accelerate the world's transition to sustainable energy. Our only North American factory is located in Fremont and we are the largest manufacturing employer in California, employing over 10,000 workers in Fremont and over 20,000 in the state. By electrifying the transportation sector and decarbonizing electricity production, substantial progress can be made in addressing climate change and the serious threat it poses.

Tesla is proud to have manufacturing operations in Fremont. As the only auto manufacturer at scale remaining in the state, we offer skilled manufacturing jobs and long-term career paths unlike any other employer in the state. Because of this, many of our workers commute from the Central Valley communities like Tracy, Stockton, and Modesto and rely on SR 262 to reach our factory from I-680. The SR 262 project would significantly alleviate commute times for these workers and as a result enhance their overall work experience and quality of life.

Our supply chain would also benefit. Auto manufacturing relies on parts and components from a complex network of local, regional, and out-of-state suppliers. For example, we ship heavy-duty parts from our die casting facility in Lathrop, CA, and SR 262, again, is a key link to our factory. Any alleviation of congestion via the SR 262 project would enhance our "just-in-time" manufacturing operations while reducing air pollution and greenhouse gas emissions from heavy-duty vehicles, benefiting the environment and residents that live along the SR 262 corridor.

For these reasons, we ask that you approve and fund the SR 262 project. Thank you for your consideration. Please contact me at dchia@tesla.com or 510-299-0210 for any questions.

Sincerely,

Dan Chia
Senior Manager
Public Policy & Business Development

July 1, 2020

Scott Haggerty

Chair, Metropolitan Transportation Commission, and

Therese McMillan

Executive Director, Metropolitan Transportation Commission and Association of Bay Area Governments

Bay Area Metro Center

375 Beale Street, Suite 800

San Francisco, CA 94105-2066

Subject: Support for the Regional Caltrain Downtown Rail Extension in the first plan period of Plan Bay Area 2050

Dear Chair Haggerty and Executive Director McMillan:

On behalf of Friends of the Downtown Rail Extension, a group with a laser focus on “getting the train tracks to the (Salesforce Transbay) train station”, we are writing to express our overwhelming support for including the Caltrain Downtown Rail Extension (DTX) in the **first plan period of Plan Bay Area 2050 covering 2021-2035**, consistent with the Transbay Joint Powers Authority’s project schedule, Caltrain’s Business Plan Service Vision, and California High Speed Rail Authority’s (CHSRA) 2020 Draft Business Plan. As described in the 2018 California State Rail Plan, the DTX project is a critical lynchpin for the entire Bay Area’s regional rail network - extending Caltrain commuter rail from its current terminus at Fourth and King Streets to the Salesforce Transit Center and BART/Muni corridor in downtown San Francisco. The project will deliver future high-speed rail service from Los Angeles to San Francisco as well as serve as the potential first leg of a new Transbay Rail Crossing to the East Bay.

Project Benefits the Region

Once DTX is completed, the Transit Center will bring an impressive number of regional and state transit systems under one roof, linking Caltrain and high-speed rail with nine other transit operators: AC Transit, BART, Golden Gate Transit, SFMTA Muni, SamTrans, WestCAT Lynx, Amtrak, Greyhound, as well as local paratransit service. The project will **close a major gap in the Bay Area’s transportation system** with accessibility benefits for up to 90,000 new and existing Caltrain and high-speed rail passengers in addition to new and existing bus riders by 2040. It **will relieve gridlock on US101/I-80**, one of the most congested corridors in the Bay Area, and anchor growth in one of the region’s most robust and diverse Priority Development Areas, the Downtown SF/South of Market/Mission Bay area. Bringing rail to the Transit Center also leverages the region’s prior investment in the Transit Center and is key to its long-term financial stability, providing much needed relief to MTC and local transit operators who heavily subsidize transit center operations presently. Finally, taking 4th and King off as the terminus will help a terribly undersized station fit into the total picture instead of being stretched way beyond capacity.

Partners Signed MOU—Ready to Go

The DTX is a complex project which requires partnerships among multiple agencies to realize. In May 2020, the Transbay Joint Powers Authority, the Metropolitan Transportation Commission, Caltrain, CHSRA, the San Francisco’s Mayor’s Office, and SFCTA entered into the San Francisco Peninsula Rail

Program Memorandum of Understanding (MOU) creating an integrated program management team to boost project delivery. This team of agencies has committed to examining the project's cost-effectiveness including considering cost reduction, phasing and project delivery strategies and strengthening funding plans to identify an initial operating segment that can be constructed in the next 10-12 years.

With this MOU in place and work commencing, **it is critical that DTX be included in the first period of Plan Bay Area 2050**, from 2021-2035. The DTX received its Federal Record of Decision in July 2019, a major milestone that environmentally clears the project and facilitates its entry into the Federal Transit Administration's New Starts funding program. In addition to providing significant transportation benefits (particularly travel time savings for commuters), the project will reduce greenhouse gas emissions by more than 8.5 million metric tons of CO² per year, helping to meet the region's greenhouse gas emissions reduction target for 2035. Significant local, regional, and state dollars have been committed to the project already, including San Francisco tax increment funding, regional bridge toll revenues, and San Francisco sales tax dollars. As one of the region's two New Starts priorities in the regional transit expansion plan, the project is well positioned to make significant progress in the next few years.

Thank you for your consideration of this request. We look forward to collaborating to improve connectivity for current and future transit riders across the Bay Area region, Northern California mega-region, and throughout the state.

Sincerely,

Friends of the Downtown Rail Extension

Michael Gimbel, Co-Founder of Friends of the Downtown Rail Extension
Thea Selby, former CA High Speed Rail Authority Board Member
Ron Miguel, former President of the SF Planning Commission
Jim Haas, Creator of the SFCTA and a member of the TransBay Area CAC
Bruce Agid, former Chair of the TJPA CAC
Peter Straus, SF Transit Riders Board member and former SFMTA Service Planning Manager
Eric Schattmeier, retired Caltrain employee
Adina Levin, President, Friends of Caltrain
Brian Stokle, Cartographer and Planner

CC:

N. Josefowitz, H. Ronen, E. Ahn - MTC Commission
A. Bockelman, M. Maloney, D. Vautin - MTC
Chair N. Sesay, M. Zabaneh - TJPA
P. Supawanich - SF Mayor's office
T. Chang, M. Lombardo, M. Beaulieu - SFCTA

Martha Silver

From: info@planbayarea.org on behalf of Bay Area Metro <info@planbayarea.org>
Sent: Wednesday, July 8, 2020 4:24 PM
To: info@planbayarea.org
Subject: Form submission from:

External Email

Submitted on Wednesday, July 8, 2020 - 4:24 pm Submitted by anonymous user: 73.162.231.109 Submitted values are:

Name: Colleen Yudin Cowan

Email address: cmyudin@gmail.com

County of residence: Sonoma

Comment: How can you possibly consider the Springs Specific Plan for PDA.

The Springs area is located in a high-fire zone with limited roads for evacuation, two conditions which makes it ineligible to become a PDA.

High-density housing built here will put us all at risk of becoming fatalities from a wildfire or fires associated with a future earthquake. The residents here were never included in the development of the Specific Plan which is against MTC policies of public disclosure and participation. Read the 2020 Sonoma County's Civil Grand Jury report and findings which confirms Permit Sonoma's failure to include the homeowners in the development of the Springs Specific Plan Please take us out of the PDA

The results of this submission may be viewed at:

https://gcc01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fu6127055.ct.sendgrid.net%2F%2Fclick%3Fupn%3Dw9GiSt7cCySpfy9szKiTet9pvSk95olwMc6CFH9CRDm7n1yddWVgdBI162zuOOg6ZcgelW77WcjvsNT5jXCxXjyjlnRSOSiCtqDDSayO60-3DphGS_r95Xg7-2BqhKQOvO-2B4rh9LgnU7ff0uLbwbTdnno-2BpKbQZp6gusnHpOvrVC9q6-2B9vfu-2FUGl7fmHb8yjo27x6q42zfujcQjYbC21jF-2FTNG4NvI2THNvXF-2BI5nvhiT47d35f4HG8fW2Mo2j-2Fs2eBtQ2AvJ2-2FUcwlDj4nYohoKBzuY-2F5V7bVaTdwIbezZQj8wggapVep-2Bom0TMVTOEuRRBWHukTvfJGrwBHEu1xdYjkYdXEPQ-3D&data=02%7C01%7Cplanbayareainfo%40bayareametro.gov%7Cfd49ebf27e0b4d17923108d82396030e%7C0d1e7a5560f044919f2e363ea94f5c87%7C0%7C0%7C637298474562315335&sdata=0khhs%2B%2BmSQiXZGr3pIoFc8gFCjCix6uRFAMx6JpfaF8%3D&reserved=0

CITY COUNCIL 2020



RICHARD GARBARINO, MAYOR
MARK ADDIEGO, VICE MAYOR
KARYL MATSUMOTO, COUNCILMEMBER
MARK NAGALES, COUNCILMEMBER
BUENAFLOR NICOLAS, COUNCILMEMBER

MIKE FUTRELL, CITY MANAGER

July 2, 2020

OFFICE OF THE MAYOR

Commissioner Scott Haggerty, Chair
Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale St., Suite 800
San Francisco, CA 94105-2066

Dear Chair Haggerty:

We urge you to support the Blue Ribbon Task Force's recommended tranche 2 CARES Act allocations, with the understanding that the amount allocated to Caltrain will not be sufficient to maintain service through the end of the year.

Caltrain is an essential transit service for thousands of riders that continue to rely on the system to meet their mobility needs. As more and more sectors of the Bay Area's economy open up, a growing amount of survey data suggests that former riders will eventually return to the system. Without sufficient funding from tranche 2 of the CARES Act, there is a strong likelihood that Caltrain will need to shut down before they do so. This would create an unacceptable gap in the Bay Area's transit network, stranding riders that depend on the system, and leaving hundreds of the system's workers without a job.

To prevent this, the Metropolitan Transportation Commission should be using CARES funds as they were intended: to protect jobs and preserve service as long as possible. The best way to do this is to base CARES allocations on the actual losses that agencies experience. Caltrain is set to receive \$15 million, but that will not cover the system's fare revenue losses unless ridership returns to an average of 30% of normal levels by the end of the year, which is incredibly unlikely.

The other allocation options evaluated by MTC were worse. They would have provided Caltrain with even less revenue and would have dramatically increased the likelihood that Caltrain will shut down and lay off workers in the fall.

According to the most recent economic data, sales tax revenues are recovering faster than MTC's assumptions and ridership is recovering more slowly. If the MTC assumptions prove to be inaccurate, swift steps will be needed to provide additional support to the fare dependent agencies like Caltrain to preserve them as critical services that are essential to the region's recovery efforts.

Sincerely,

Cc: Members, Metropolitan Transportation Commission
Members, Peninsula Corridor Joint Powers Board of Directors



Town of Windsor
9291 Old Redwood Highway
P.O. Box 100
Windsor, CA 95492-0100
Phone: (707) 838-1000
Fax: (707) 838-7349
www.townofwindsor.com

Mayor
Dominic Foppoli

Vice Mayor
Esther Lemus

Councilmembers
Debora Fudge
Bruce Okrepkie
Sam Salmon

Town Manager
Ken MacNab

Correspondence Received
Agenda Item 5a

July 9, 2020

Ms. Therese McMillan
Executive Director
Metropolitan Transportation Commission
375 Beale Street, Suite 800
San Francisco, CA 94105-2066
Dear Ms. McMillan:

RE: Sonoma-Marin Area Rail Transit Agency Extensions

Dear Ms. McMillan:

This coming Friday, a joint MTC/ABAG Administrative Committee will hear presentation on 2050 Plan Bay Area. As proposed, the plan would prevent the Sonoma-Marin Area Rail Transit agency ("SMART") from getting outside funds to comply with the existing SMART Board policy and voter mandate to complete the extension of SMART north to Cloverdale. Further, the proposed plan would prevent SMART from getting outside funding to extend service to the east and connect with National Railroad, AMTRAK & Capital Corridor as reflected in adopted California's Rail Master Plan. We believe this policy decision gives the North Bay less than it deserves.

The presentation for Friday's committee meeting shows that the Sonoma-Marin-SF Highway 101 corridor is the only one in the Bay Area showing an increased freeway delay by almost double from 2015 through the 2050 plan. MTC has supported transit alternatives to all the other corridors but is precluding further success for the one alternative in the North Bay.

We understand that MTC has to prepare a plan that is financially constrained. This said, it is important to recognize that SMART is a new agency and its ridership is still at its earliest developmental stage. Consider what the consequences would have been to BART, CALTRAIN & VTA if they were not supported in their early development stage and prevented from extension even when they got funds from outside the region. They would not be as successful as they are today.

We appreciate your attention to this matter and urge you to consider advocating for SMART's extensions.

Sincerely,

Dominic Foppoli,
Mayor

cc: Windsor Town Council
Supervisor David Rabbitt



**San Francisco
County Transportation
Authority**



**Correspondence Received
Agenda Item 5a
LONDON N. BREED
MAYOR**

July 8, 2020

Mr. Scott Haggerty, Chair
Metropolitan Transportation Commission, and
Ms. Therese McMillan, Executive Director - Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105

RE: Support for the Caltrain Downtown Rail Extension in Plan Bay Area 2050

Dear Chair Haggerty and Executive Director McMillan:

On behalf of the City and County of San Francisco and the San Francisco County Transportation Authority, we are writing to thank you for MTC's partnership in the Caltrain Downtown Rail Extension (DTX) Memorandum of Understanding (MOU) and to request that the region re-affirm its long-standing commitment to the project in Plan Bay Area 2050. We respectfully seek the region's support to maintain DTX as a Federal "New Starts" Priority and for placing the project within Period 1 (2021-2035) of the Plan, consistent with the Transbay Joint Powers Authority's project schedule, Caltrain's Business Plan Service Vision, and California High Speed Rail Authority's (CHSRA) 2020 Draft Business Plan.

As described in the 2018 California State Rail Plan, the DTX project is a critical lynchpin for the Bay Area's and statewide rail network - extending Caltrain commuter rail from its current terminus at Fourth and King Streets to the regional Transit Center and BART/Muni corridor in downtown. Once DTX is completed, the Transit Center will realize its full potential to connect a dozen regional and state transit systems under one roof, thereby enhancing equitable access for nearly 100,000 San Francisco and East Bay commuters to employment centers on the Peninsula/South Bay and vice versa. Bringing rail to the Transit Center will also help reduce congestion and harmful emissions in the crowded US101 and I-80 corridors while laying the groundwork for a transformative rail connection across the Bay, doubling the Transit Center's capacity, with associated economic, equity and climate benefits.

We appreciate the region's support for DTX as a regional priority for nearly two decades. The Transbay Joint Powers Authority (TJPA) recently obtained Federal environmental clearance for the project, facilitating its entry into the Federal Transit Administration's New Starts funding program. Phasing work is also underway to reduce project costs. Significant local, regional, and state dollars have been committed to the project, including San Francisco tax increment funds, regional bridge toll revenues, and San Francisco sales tax dollars, and we believe the project will be very competitive for existing and new fund programs, including those proposed in the House of Representatives' INVEST Act.

1 DR. CARLTON B. GOODLETT PLACE, ROOM 200
SAN FRANCISCO, CALIFORNIA 94102-4681
TELEPHONE: (415) 554-6141



**San Francisco
County Transportation
Authority**



Correspondence Received

Agenda Item 5a

LONDON N. BREED

MAYOR

Thank you for your consideration of this request. We look forward to collaborating to deliver DTX for the benefit of current and future transit riders across the Bay Area region and throughout the state.

Sincerely,

A handwritten signature in blue ink, reading 'London N. Breed'.

London N. Breed
Mayor

A handwritten signature in black ink, reading 'Aaron Peskin'.

Aaron Peskin
Chair, San Francisco County Transportation Authority

cc: Chair Nadia Sesay, Mark Zabaneh - TJPA

1 DR. CARLTON B. GOODLETT PLACE, ROOM 200
SAN FRANCISCO, CALIFORNIA 94102-4681
TELEPHONE: (415) 554-6141

From: [Martha Silver](#)
To: [Martha Silver](#)
Subject: FW: PUBLIC COMMENT - Joint MTC Planning/ABAG Administrative Committee - Item 5a
Date: Thursday, July 9, 2020 5:08:45 PM

From: Tim Sbranti <tsbranti@innovationtrivalley.org>
Sent: Thursday, July 9, 2020 4:45 PM
To: MTC-ABAG Info <info@bayareametro.gov>
Cc: Therese W. McMillan <tmcmillan@bayareametro.gov>; Alix Bockelman <ABockelman@bayareametro.gov>; Michael Tree <mtree@valleylinkrail.com>; info@planbayarea.org; Dave Vautin <DVautin@bayareametro.gov>; Matt Maloney <mmaloney@bayareametro.gov>; Elizabeth Bugarin <ebugarin@bayareametro.gov>; Kimberly Ward <KWard@bayareametro.gov>; Brandon Crain <bcrain@bayareametro.gov>; Tess Lengyel <tlengyel@alamedactc.org>; Scott Haggerty <shaggert@acgov.org>; Reed, Michael <michael.reed@mail.house.gov>; kyle.alagood@mail.house.gov; De Lauro, Mallory <mallory.delauro@mail.house.gov>; Kristin Connelly <kconnelly@ebclmail.org>; Lynn Naylor <lnaylor@innovationtrivalley.org>
Subject: PUBLIC COMMENT - Joint MTC Planning/ABAG Administrative Committee - Item 5a

External Email

Dear Chair Sperring,

On behalf of the businesses and civic organizations which comprise the Innovation Tri-Valley Leadership Group, I am writing to express our shock and dismay that Valley Link has been identified as a Period 2 project within Plan Bay Area 2050.

It is our hope that your committee will correct this error and ensure that the Valley Link Project be included in PBA as a Period 1 project. The Period 2 designation will significantly prohibit the advancement of the Valley Link Project, limiting funding opportunity for funding by putting it out of conformity with the RTP. Period 2 identifies projects for implementation after the year 2035, which is simply unacceptable.

As a matter of fact, Valley Link is much further along than all of the projects it is co-listed with in Period 2, and is actually further along than some of the rail projects identified in Period 1. In addition, based upon MTC's own cost-benefit metrics, Valley Link scored 2nd on all rail projects in the Bay Area, so the fact that it is even being contemplated for Period 2 would seem to defy a logical explanation.

As of today, over one-third of Valley Link funding has been identified and we believe it is a strong candidate for potential federal stimulus funding. Congressman Eric Swalwell (CA-15) has identified Valley Link as one of his highest transportation priorities, and he is eager to help pursue federal funding once the environmental work is completed next year. However, if MTC takes this extraordinary action of slating the project as something that cannot be completed until after 2035, it will have effectively eliminated his ability to assist our efforts.

It is also worth noting that Valley Link is a Northern California Mega-Regional project, so there will be opportunities for unique funding sources that support mega-regional connection, not to mention that the COG/RTP in San Joaquin County could also be a source of funding. The reason this is important is that Valley Link is not solely reliant and/or competing with other Bay Area rail projects for funding. With that said, if MTC identifies Valley Link as a project not slated for completion until 2035, those outside funding sources vanish.

In terms of economic impact during these challenging times, we want to point out that recent Economic Impact Study shows that Valley Link will create an estimated 22,000 jobs and \$3.5 billion in economic impact in Alameda County and San Joaquin County with the construction and operation of the project. It is anticipated that project construction can be advanced by late 2022 or early 2023 and be operational by 2027/2028 - well within the Period 1 timeframe.

Thank you in advance for your attention to this important matter and for your support in helping us to complete this vital piece of infrastructure to relieve congestion in the Altamont Corridor and sustain our region's economic future.

Sincerely,

--



Tim Sbranti

Director of Strategic Initiatives

Innovation Tri-Valley Leadership Group

925.858.5303

tsbranti@innovationtrivalley.orgwww.innovationtrivalley.org



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

Martha Silver

From: Lindy Lavender <lindy@eblcmail.org>
Sent: Thursday, July 9, 2020 5:01 PM
To: MTC-ABAG Info
Subject: Administrative Committee - Valley Link

External Email

Dear Chair Spering,

I write on behalf of the East Bay Leadership Council to request that the Valley Link Project be included in PBA as a Period 1 project. The Period 2 designation will significantly prohibit the advancement of the Valley Link Project, limiting funding opportunity for funding by putting it out of conformity with the RTP. Period 2 identifies projects for implementation after the year 2035. To-date, over one-third of Valley Link funding has been identified and we believe it is a strong candidate for potential federal stimulus funding. A recent Economic Impact Study shows that Valley Link will create an estimated 22,000 jobs and \$3.5 billion in economic impact in Alameda County and San Joaquin County with the construction and operation of the project. It is anticipated that project construction can be advanced by late 2022 or early 2023 and be operational by 2027/2028 - well within the Period 1 timeframe.

I urge you to move Valley Link to Period 1 so that this critically needed project can expeditiously move forward.

Sincerely,

Lindy Lavender
East Bay Leadership Council
eastbayleadershipcouncil.com

Martha Silver

From: Alan Cerro <alan@cerrovista.com>
Sent: Thursday, July 9, 2020 4:33 PM
To: MTC-ABAG Info
Subject: Valley Link

External Email

Dear Chair Spering,

I am writing to request that the Valley Link Project be included in PBA as a Period 1 project. The Period 2 designation will significantly prohibit the advancement of the Valley Link Project, limiting funding opportunity for funding by putting it out of conformity with the RTP. Period 2 identifies projects for implementation after the year 2035.

To-date, over one-third of Valley Link funding has been identified and we believe it is a strong candidate for potential federal stimulus funding. A recent Economic Impact Study shows that Valley Link will create an estimated 22,000 jobs and \$3.5 billion in economic impact in Alameda County and San Joaquin County with the construction and operation of the project. It is anticipated that project construction can be advanced by late 2022 or early 2023 and be operational by 2027/2028 - well within the Period 1 timeframe.

I urge you to move Valley Link to Period 1 so that this critically needed project can expeditiously move forward.

Sincerely,

Alan Cerro
Cerro Vista Land & Development
4758 Cross Road
Livermore, CA 94550
[925-250-4289](tel:925-250-4289) (Mobile)
CA BRE Broker Lic. #[01713729](#)

Martha Silver

From: Nelson Fialho <NFialho@cityofpleasantonca.gov>
Sent: Thursday, July 9, 2020 5:01 PM
To: MTC-ABAG Info
Subject: Joint MTC Planning Committee with the ABAG Administrative Committee - Item 5a

External Email

Dear Chair Spering,

I am writing on behalf of the City of Pleasanton, the Mayor and City Council, and our local transportation agencies that serve the broader tri-valley region.

I write to request that the Valley Link Project be included in PBA 2050 as a Period 1 project. The Period 2 designation has significant questions that have not been answered by MTC that could significantly disadvantage the advancement of the Valley Link Project, limiting funding opportunity for funding by putting it out of conformity with the RTP. Period 2 identifies projects for implementation after the year 2035. To-date, over one-third of Valley Link funding has been identified and we believe it is a strong candidate for potential federal stimulus funding. A recent Economic Impact Study shows that Valley Link will create an estimated 22,000 jobs and \$3.5 billion in economic impact in Alameda County and San Joaquin County with the construction and operation of the project. It is anticipated that project construction can be advanced by late 2022 or early 2023 and be operational by 2027/2028 - well within the Period 1 timeframe.

I urge you to move Valley Link to Period 1 so that this critically needed project can expeditiously move forward.

Sincerely,

Nelson Fialho
City Manager, Pleasanton
925-931-5004

Click [here](#) to report this email as spam.

Martha Silver

From: Linda Smith <linda.smith@dublin.ca.gov>
Sent: Thursday, July 9, 2020 4:44 PM
To: MTC-ABAG Info
Subject: Funding for ValleyLink

Importance: High

External Email

Dear Chair Spering,

I write to request that the Valley Link Project be included in PBA 2050 as a Period 1 project. The Period 2 designation has significant questions that have not been answered by MTC that could significantly disadvantage the advancement of the Valley Link Project, limiting funding opportunity for funding by putting it out of conformity with the RTP. Period 2 identifies projects for implementation after the year 2035. To-date, over one-third of Valley Link funding has been identified and we believe it is a strong candidate for potential federal stimulus funding. A recent Economic Impact Study shows that Valley Link will create an estimated 22,000 jobs and \$3.5 billion in economic impact in Alameda County and San Joaquin County with the construction and operation of the project. It is anticipated that project construction can be advanced by late 2022 or early 2023 and be operational by 2027/2028 - well within the Period 1 timeframe.

I urge you to move Valley Link to Period 1 so that this critically needed project can expeditiously move forward.

Sincerely,
Linda Smith



Linda Smith
City Manager
City of Dublin
100 Civic Plaza, Dublin, CA 94568
(925) 452-2151 | (925) 833-6651 FAX
linda.smith@dublin.ca.gov | www.dublin.ca.gov

Mission Statement: *The City of Dublin promotes and supports a high quality of life, ensures a safe and secure environment, and fosters new opportunities.*

Martha Silver

From: Brian Dolan <bdolan@cityofpleasantonca.gov>
Sent: Thursday, July 9, 2020 4:43 PM
To: MTC-ABAG Info
Cc: Scott Haggerty; Michael Tree
Subject: FW: Joint MTC Planning Committee with the AGAG Administration Committee - 5A

External Email

Dear Chair Spering,

I write to request that the Valley Link Project be included in PBA 2050 as a Period 1 project. The Period 2 designation has significant questions that have not been answered by MTC that could significantly disadvantage the advancement of the Valley Link Project, limiting funding opportunity for funding by putting it out of conformity with the RTP. Period 2 identifies projects for implementation after the year 2035. To-date, over one-third of Valley Link funding has been identified and we believe it is a strong candidate for potential federal stimulus funding. A recent Economic Impact Study shows that Valley Link will create an estimated 22,000 jobs and \$3.5 billion in economic impact in Alameda County and San Joaquin County with the construction and operation of the project. It is anticipated that project construction can be advanced by late 2022 or early 2023 and be operational by 2027/2028 - well within the Period 1 timeframe.

I urge you to move Valley Link to Period 1 so that this critically needed project can expeditiously move forward.

Sincerely,

Brian Dolan
City of Pleasanton
Assistant City Manager

Martha Silver

From: Candice Kendall-VL <ckendall@valleylinkrail.com>
Sent: Thursday, July 9, 2020 4:24 PM
To: MTC-ABAG Info
Cc: Michael Tree
Subject: Joint MTC Planning Committee with the ABAG Administrative Committee - Item 5a
Attachments: TVSJVRRRA Resolution R06-2020.pdf

External Email

Dear Chair Sperring,

On behalf of the Board of Directors of the Tri-Valley San-Joaquin Valley regional Rail Authority (the Authority), I write to request that the Valley Link Project be included in PBA 2050 as a Period 1 project. The Period 2 designation has significant questions that have not been answered by MTC that could significantly disadvantage the advancement of the Valley Link Project, limiting funding opportunity for funding by putting it out of conformity with the RTP. Period 2 identifies projects for implementation after the year 2035. To-date, over one-third of Valley Link funding has been identified and we believe it is a strong candidate for potential federal stimulus funding. A recent Economic Impact Study shows that Valley Link will create an estimated 22,000 jobs and \$3.5 billion in economic impact in Alameda County and San Joaquin County with the construction and operation of the project. It is anticipated that project construction can be advanced by late 2022 or early 2023 and be operational by 2027/2028 - well within the Period 1 timeframe.

We urge you to move Valley Link to Period 1 so that this critically needed project can expeditiously move forward.

Please find attached Resolution R06-2020 of the Authority's Board of Directors supporting Valley Link and the ACE Rail Service increase program being included in the fiscally constrained (before 2035) MTC regional Transportation Plan.

Sincerely,



Candice Kendall
Executive Assistant
Tri-Valley San Joaquin Valley Regional Rail Authority
1362 Rutan Court, Suite 100 | Livermore, CA 94551
✉ ckendall@valleylinkrail.com
☎ (925) 455-7591
🌐 valleylinkrail.com

RESOLUTION NO. R06-2020

* * *

**RESOLUTION OF THE BOARD OF DIRECTORS OF THE TRI-VALLEY-SAN
JOAQUIN VALLEY REGIONAL RAIL AUTHORITY SUPPORTING VALLEY LINK
AND THE ACE RAIL SERVICE INCREASE PROGRAM TO BE INCLUDED IN THE
FISCALLY CONSTRAINED (BEFORE 2035) MTC REGIONAL TRANSPORTATION
PLAN – PLAN BAY AREA 2050**

WHEREAS, more than 90,000 commuters and 14,000 trucks carrying goods currently travel over the Altamont Pass on the I-580 on a daily basis creating one of the most congested roadways in the Northern California Megaregion – and this number is expected to increase up to 75 percent from 2016 to 2040; and

WHEREAS, AB 758 created the Tri-Valley – San Joaquin Valley Regional Rail Authority for purposes of planning, developing and delivering cost-effective and responsive transit service between the San Joaquin Valley and the Dublin/Pleasanton BART station with connectivity to ACE; and

WHEREAS, the Tri-Valley – San Joaquin Valley Regional Rail Authority Board of Directors approved a Feasibility Report as mandated by AB 758 that analyzed alternatives and selected the Valley Link passenger rail project as the preferred alternative to advance into environmental; and

WHEREAS, Valley Link will carry between 26,000 and 28,000 passengers per day and reduce 33,000 metric tons of greenhouse gas emissions in 2040; and

WHEREAS, the Valley Link CEQA document is anticipated to be certified and the Valley Link project adopted by the end of calendar year 2020, with construction planned to begin as early as 2023; and

WHEREAS, ACE provides critical commuter rail service between the San Joaquin Valley and the South Bay and plans to increase service from 4 to 10 trains a day;

NOW, THEREFORE, BE IT RESOLVED that the Tri-Valley – San Joaquin Valley Regional Rail Authority Board of Directors endorses Valley Link and the ACE Rail Service

Increase Program to be included in the fiscally constrained Regional Transportation Plan and that the projects be included for construction prior to 2035.

APPROVED AND PASSED, this 8th day of July 2020.



Scott Haggerty, Chair

ATTEST:



Michael Tree, Executive Director

July 9, 2020

Jim Spering, Chair, Planning Committee
Metropolitan Transportation Commission
375 Beale Street
San Francisco, CA 94105

Re: Planning Committee Agenda Item 5.a 20-0959
Plan Bay Area 2050 Final Blueprint: Key Decisions for the Transportation Element
Valley Link – Period 1 Project

Dear Chair Spering & Committee Members:

On behalf of the Tri-Valley Chamber of Commerce Alliance (TVCCA), we deeply appreciate the inclusion of Valley Link in Plan Bay Area 2050 update. Today we send this letter to express our strong support for the Valley Link rail project and its **recognition as a Period 1 project in the MTC Plan Bay Area 2050 update.**

Due to its advanced stage of development, it is practical and realistic that Valley Link be included in Period 1. This East Bay rail project is critical to effectively connect workers, visitors and residents to the regional transportation network system. This project is very nearly “shovel-ready”, previously recognized as a major factor when qualifying for precious public investment. A Period 2 designation would be detrimental to a generation of opportunities for economic resiliency and diversity in the region, leaving us to continue to pour precious public dollars into existing models – BART, bus – that will never successfully address the transportation gaps in the region’s major I-580 gateway corridor.

The TVCCA supports transportation investments throughout the San Francisco Bay Area, infrastructure necessary to support a strong economy in the region. We understand the collective responsibility and benefits to us all. It is time to recognize the East Bay, Tri-Valley I-580 corridor as a part of the whole. We urge your support of Valley Link in Period 1 projects in Plan Bay Area 2050.

Respectfully,



Dawn P. Argula, CEO



Zae Perrin, CEO



Inge Houston, CEO



Steve Van Dorn, CEO



Stewart Bambino, CEO

Martha Silver

From: Layne Marceau <layne.marceau@sheahomes.com>
Sent: Thursday, July 9, 2020 4:38 PM
To: MTC-ABAG Info
Subject: Valley Link

External Email

Dear Chair Spering,

I write to request that the Valley Link Project be included in PBA as a Period 1 project. The Period 2 designation will significantly prohibit the advancement of the Valley Link Project, limiting funding opportunities by putting it out of conformity with the RTP. Period 2 identifies projects for implementation after the year 2035. To-date, over one-third of Valley Link funding has been identified and we believe it is a strong candidate for potential federal stimulus funding. A recent Economic Impact Study shows that Valley Link will create an estimated 22,000 jobs and \$3.5 billion in economic impact in Alameda County and San Joaquin County with the construction and operation of the project. It is anticipated that project construction can be advanced by late 2022 or early 2023 and be operational by 2027/2028, well within the Period 1 timeframe.

I urge you to move Valley Link to Period 1 so that this critically needed project can expeditiously move forward.

Sincerely,

Layne Marceau
President
Shea Homes Northern California

Martha Silver

From: ceo@dublinchamberofcommerce.org
Sent: Thursday, July 9, 2020 4:56 PM
To: MTC-ABAG Info
Subject: Move ValleyLink from Phase 2 to Phase 1

External Email

Dear Chair Sperring,

I write to request that the Valley Link Project be included in PBA as a Period 1 project. The Period 2 designation will significantly prohibit the advancement of the Valley Link Project, limiting funding opportunity for funding by putting it out of conformity with the RTP. Period 2 identifies projects for implementation after the year 2035. To-date, over one-third of Valley Link funding has been identified and we believe it is a strong candidate for potential federal stimulus funding. A recent Economic Impact Study shows that Valley Link will create an estimated 22,000 jobs and \$3.5 billion in economic impact in Alameda County and San Joaquin County with the construction and operation of the project. It is anticipated that project construction can be advanced by late 2022 or early 2023 and be operational by 2027/2028 - well within the Period 1 timeframe.

I urge you to move Valley Link to Period 1 so that this critically needed project can expeditiously move forward.

Sincerely,

Inge Houston
President/CEO

Dublin Chamber of Commerce
6300 Village Parkway, Suite 200
Dublin, CA 94568
925.828.6200 office
925.895.6899 cell
925.828.4247 fax
www.dublinchamberofcommerce.org

[Click here to become a member today!!!](#)



Martha Silver

From: Mike Tassano <MTassano@cityofpleasantonca.gov>
Sent: Thursday, July 9, 2020 4:22 PM
To: MTC-ABAG Info; jpspering@solanocounty.com
Cc: Scott Haggerty; Tess Lengyel; Michael Tree-VL; Cedric Novenario; Nelson Fialho; Brian Dolan; Ellen Clark
Subject: MTC Planning Committee - Agenda Item 5a - Plan Bay Area 2050 Final Blueprint: Key Decisions for the Transportation Element

External Email

James P. Spring, Chair MTC Planning Committee,

Thank you for the opportunity to review the Plan Bay Area 2050 Blueprint. This document will be important in guiding future transportation investments in the Bay Area for the next 30 years.

The City of Pleasanton understands that MTC is developing a fiscally-constrained project list that prioritizes transportation investments by county. Item 5a of the July 10, 2020 Planning Committee Agenda has identified The Valley Link Project as a Period 2 project in the 2050 Plan Bay Area.

The Valley Link project is a critical project for the City of Pleasanton, the Tri-Valley, and Alameda County and should be recognized as a high priority project within the Blueprint and placed in Period 1. The Valley Link Project addresses the four key issues that are identified in the Plan Bay Area 2050 vision that focuses on Economy, Environment, Housing and Transportation, with a fifth element of Equity, also key to the Plan, and cited in the Blueprint.

The Valley Link project is the equivalent to the former Bart to Livermore project extension and serves the same needs as the Bart to Silicon Valley project that has been identified as a Period 1 project. The Valley Link project will connect our region to the Central Valley where 93,500 Bay Area workers reside. Northern San Joaquin Valley has some of our state's highest poverty rates and the Valley Link Project provides a critical link to providing mobility to those residents and an efficient link to the Bay Area's BART system.

Environmentally this project reduces greenhouse gas emissions, and produces 0 emissions due to the battery-electric and hydrogen vehicle technologies. The project will also eliminate Nearly 100 million vehicle miles traveled per year by the year 2040 by establishing 12 minute headway service to 28,000 riders each day. Additionally the project brings a commitment to Transit Oriented Development that will address the need for additional work force housing. Policies in place ensure transit oriented development around the 7 stations to create thousands of new affordable units in the region.

The Valley Link project has already received over 600 million dollars in funding through a variety of regional funding sources including Measure BB, Bridge Toll Funds and Local Impact Fees. These investments are a result of the recognition of the benefits the Valley Link project provides.

The City recognizes that MTC plans on developing a mega-project advancement policy in 2021, however, the initial placement of Valley Link in Period 2 hampers the ability to secure new funding as projects in period 2 will be unable to advance into project implementation for the next 15 years; this placement will make new funding difficult to secure. New funding is a key element in the Mega-project advancement from period 2 to period 1.

The City requests that the Valley Link be re-evaluated given the equity, environmental and housing benefits it provides and that it be moved into the period 1 timeframe.

Sincerely,

Mike Tassano
Deputy Director of Community Development, Transportation

Correspondence Received
Agenda Item 5a

C: City of Pleasanton - Mayor and City Council
Nelson Fialho, City of Pleasanton City Manager
Scott Haggerty, Chair Metropolitan Transportation Commission
Tess Lengyel, Executive Director Alameda County Transportation Commission
Michael Tree, Executive Director Valley Link

Sent from [Mail](#) for Windows 10

Martha Silver

From: Sblend Sblendorio <sblend.sblendorio@hogequenton.com>
Sent: Thursday, July 9, 2020 4:28 PM
To: MTC-ABAG Info
Subject: MTC PBA ValleyLink

External Email

Dear Chair Spering,

I write to request that the Valley Link Project be included in PBA as a Period 1 project. The Period 2 designation will significantly prohibit the advancement of the Valley Link Project, limiting funding opportunity for funding by putting it out of conformity with the RTP. Period 2 identifies projects for implementation after the year 2035. To-date, over one-third of Valley Link funding has been identified and we believe it is a strong candidate for potential federal stimulus funding. A recent Economic Impact Study shows that Valley Link will create an estimated 22,000 jobs and \$3.5 billion in economic impact in Alameda County and San Joaquin County with the construction and operation of the project. It is anticipated that project construction can be advanced by late 2022 or early 2023 and be operational by 2027/2028 - well within the Period 1 timeframe.

I urge you to move Valley Link to Period 1 so that this critically needed project can expeditiously move forward.

I run a business in Pleasanton and we rely upon employees who reside to the east of the Altamont. They clamor for rail service over the Altamont. The reality of a fast, reliable rail system over the Altamont connecting to BART would be godsend to employees who have been priced out of the Bay Area.

Sblend Sblendorio
Attorney

6801 Koll Center Parkway, Suite 210
Pleasanton, CA 94566 United States

D: +1.925.460.3365
O: +1.925.224.7780
M: +1.408.799.2933

[click here](#) to send us files securely

[email vcard bio](#)

A member of **Mackrell International**, a Global Network of Independent Law Firms



July 10, 2020

The Honorable James P. Spering, Chair
Planning Committee
Metropolitan Transportation Commission
375 Beale Street
San Francisco, CA 94105

Subject: Planning Committee Item 4a – Support to Advance Valley Link Project into Period 1.

Dear Chair Spering:

On behalf of the City of Livermore I write to strongly support the Tri-Valley-San Joaquin Valley Regional Rail Authority's Valley Link Project as being critical to the region and urge the Committee to support advancing Valley Link as a Period 1 project.

Valley Link will provide passenger rail service between the Dublin-Pleasanton Bart station, the City of Livermore, and destinations in San Joaquin County, and includes connections with the Altamont Corridor Express (ACE) system. An estimated 28,000 passengers per day 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.

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.

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. 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.

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 moves forward and that commitments to the Tri-Valley are met.

Sincerely,

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

Marc Roberts
City Manager

CC: Michael Tree, Authority Executive Director



July 9, 2020

Commissioner James Spering, Chair
Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale St., Suite 800
San Francisco, CA 94105-2066
Via email: info@bayareametro.gov

Dear Chair Spering,

We urge you to support the inclusion of transit investments on the Dumbarton Corridor as proposed in the Final Blueprint for Plan Bay Area 2050. The Dumbarton Corridor is incredibly important for transportation purposes in the mid-peninsula. Typical traffic congestion levels and limited mobility options for residents and commuters along routes approaching the Dumbarton Bridge impacts quality of life for all users of these roadways. In particular, the area bounded by Willow Road, Bay Road, and Marsh Road including the Belle Haven (identified by MTC as a community of concern), Willows, Lorelei Manor, Flood Triangle, and Suburban Park neighborhoods of Menlo Park, are most directly impacted by congestion on Willow Road and Bayfront Expressway.

Significant progress has been made towards defining the project, conducting community engagement on the project, and evaluating transit options, and the City is in strong support of expeditiously advancing the project development process. The City's general plan circulation element as well as adopted rail policy are supportive of the project. The inclusion of the Dumbarton Corridor in Plan Bay Area 2050 is critical so that it can be competitive for federal, state, and local funds, as well as to continue to generate interest from private sector partners. We urge you to continue to build on this progress by including the Dumbarton Corridor in the Final Blueprint for Plan Bay Area 2050.

Sincerely,

DocuSigned by:

4A373F6C54BE48A...
Cecilia Taylor, Mayor

Martha Silver

From: bill naylor [REDACTED]
Sent: Thursday, July 9, 2020 4:51 PM
To: MTC-ABAG Info
Subject: ValleyLink Request - Period 1 project

External Email

Dear Chair Spering,

As a business owner and resident of Danville, I write to request that the Valley Link Project be included in PBA as a Period 1 project. The Period 2 designation will significantly prohibit the advancement of the Valley Link Project, limiting funding opportunity for funding by putting it out of conformity with the RTP. Period 2 identifies projects for implementation after the year 2035. To-date, over one-third of Valley Link funding has been identified and we believe it is a strong candidate for potential federal stimulus funding. A recent Economic Impact Study shows that Valley Link will create an estimated 22,000 jobs and \$3.5 billion in economic impact in Alameda County and San Joaquin County with the construction and operation of the project. It is anticipated that project construction can be advanced by late 2022 or early 2023 and be operational by 2027/2028 - well within the Period 1 time frame.

I urge you to move Valley Link to Period 1 so that this critically needed project can expeditiously move forward.

Sincerely,
Bill Naylor

Martha Silver

From: Lynn Naylor
Sent: Thursday, July 9, 2020 4:39 PM
To: MTC-ABAG Info
Subject: Official ValleyLink Period 1 Request

External Email

Dear Chair Spering,

As a resident of Danville, and Tri-Valley business owner, I am writing to request that the Valley Link Project be included in PBA as a Period 1 project.

The Period 2 designation will significantly prohibit the advancement of the Valley Link Project, limiting funding opportunity for funding by putting it out of conformity with the RTP. Period 2 identifies projects for implementation after the year 2035. To-date, over one-third of Valley Link funding has been identified and we believe it is a strong candidate for potential federal stimulus funding. A recent Economic Impact Study shows that Valley Link will create an estimated 22,000 jobs and \$3.5 billion in economic impact in Alameda County and San Joaquin County with the construction and operation of the project. It is anticipated that project construction can be advanced by late 2022 or early 2023 and be operational by 2027/2028 - well within the Period 1 time frame.

I urge you to move Valley Link to Period 1 so that this critically needed project can expeditiously move forward.

Sincerely,
Lynn Wallace Naylor
Danville, CA

Martha Silver

From: James Paxson <james@hacienda.org>
Sent: Thursday, July 9, 2020 4:25 PM
To: MTC-ABAG Info
Subject: Period 1 Placement for Valley Link Project

External Email

Dear Chair Sperring:

I write to request that the Valley Link Project be included in PBA as a Period 1 project. The Period 2 designation will significantly prohibit the advancement of the Valley Link Project, limiting funding opportunity for funding by putting it out of conformity with the RTP. Period 2 identifies projects for implementation after the year 2035. To-date, over one-third of Valley Link funding has been identified and we believe it is a strong candidate for potential federal stimulus funding. A recent Economic Impact Study shows that Valley Link will create an estimated 22,000 jobs and \$3.5 billion in economic impact in Alameda County and San Joaquin County with the construction and operation of the project. It is anticipated that project construction can be advanced by late 2022 or early 2023 and be operational by 2027/2028 - well within the Period 1 timeframe.

I urge you to move Valley Link to Period 1 so that this critically needed project can expeditiously move forward. Thank you for your attention to this request.

Regards,

James Paxson
General Manager, Hacienda

4305 Hacienda Drive, Suite 330 Pleasanton, California 94588-2738
[925.734.6500](tel:925.734.6500) [main] | [925.734.6510](tel:925.734.6510) [direct] | [925.734.6501](tel:925.734.6501) [fax]
www.Hacienda.org | [Hacienda Online!](#) | [LinkedIn](#)

Martha Silver

From: Adam Van de Water <avandewater@cityoflivermore.net>
Sent: Thursday, July 9, 2020 4:18 PM
To: MTC-ABAG Info
Subject: Please Include Valley Link as a Period 1 Project

External Email

Dear Chair Spering:

I write to request that the Valley Link Project be included in PBA as a Period 1 project. The Period 2 designation will significantly prohibit the advancement of the Valley Link Project, limiting funding opportunity for funding by putting it out of conformity with the RTP. Period 2 identifies projects for implementation after the year 2035. To-date, over one-third of Valley Link funding has been identified and we believe it is a strong candidate for potential federal stimulus funding. A recent Economic Impact Study shows that Valley Link will create an estimated 22,000 jobs and \$3.5 billion in economic impact in Alameda County and San Joaquin County with the construction and operation of the project. It is anticipated that project construction can be advanced by late 2022 or early 2023 and be operational by 2027/2028 - well within the Period 1 timeframe.

I urge you to move Valley Link to Period 1 so that this critically needed project can expeditiously move forward.

Sincerely,

Adam Van de Water
Director
Innovation and Economic Development
City of Livermore

July 9, 2020

Metropolitan Transportation Commission
375 Beale Street, Suite 700
San Francisco, CA 94105

RE: Plan Bay Area 2050 Final Blueprint: Key Decisions for the Transportation Element –Agenda Item #5a, July 10, 2020

Dear Joint MTC Planning Committee with the ABAG Administrative Committee Members:

SPUR appreciates the many months of work to analyze and prioritize capital projects for Plan Bay Area 2050. This letter makes several general comments and lists the projects and policies that SPUR supports.

General Comments

- 1) SPUR strongly supports staff's funding priority for system maintenance and state of good repair. Our backlog for maintenance and state of good repair compounds year after year and we cannot afford to ignore it.
- 2) SPUR is deeply concerned that at the proposed package of projects for Plan Bay Area 2050 achieves less than two-thirds of the minimum GHG emissions reductions required by law. We hope that our region can be a leader in California by achieving GHG emissions reductions beyond the bare minimum legal requirement. We have a long way to go.
- 3) This package of projects highlights the need for a regional transit coordinator to set service goals and standards for network performance that drive capital investment decisions. This current recommended package of projects highlights the reality that our project list is built from the bottom up, leading to disjointed collection of improvements. In a region with dispersed growth like ours, new transit projects can reduce efficiency and increase competition for riders and revenue. We need to make sure that new investments add up to better service. The regional transportation plan should be a vehicle for planning an integrated transit network, not an inventory of commitments and financial costs for budgeting. The real benefits are seen when the region prioritizes a connected network.
- 4) It is vital that PBA 2050 consider how our investment priorities influence project costs and timelines. SPUR will be publishing a paper this summer on how to improve transportation project delivery. One of the clearest findings is the great extent to which project delay drives project cost escalation. The more that a project costs, the longer it takes to fund. The longer it takes to fund, the more expensive the project gets—with each year adding approximately 4% to the project costs.

Support for specific projects and programs

SPUR supports staff's recommendation to prioritize lower cost, high performing transit projects that increase local transit frequency, capacity, and reliability for Phase 1. Specifically, SPUR supports the following:

- AC Transit Rapid Network
- Muni Forward
- San Pablo BRT
- Geary BRT Phase 2
- El Camino BRT
- Geneva-Harney BRT
- SFMTA Core Capacity

SPUR also supports fare integration, Active Transportation and Vision Zero investments, and Complete Streets Network investments.

Support for staff phasing recommendations

SPUR supports staff's recommendation to include following projects in Phase 1 of PBA2050

- BART Core Capacity
- BART to San Jose Phase 2 in the first phase
- REX Lines
- Initial AC Transit Transbay Frequency Boost
- Better Market St

Recommendations to change to staff phase recommendations

SPUR supports moving the following projects from Phase 2 to Phase I:

- Caltrain service upgrades
- Caltrain downtown extension
- Treasure Island & SF Congestion Pricing

Recommendations for stronger commitments

There are several projects SPUR supports with certain qualifications as discussed below.

- SPUR supports inclusion of BART phase 2, but recommends an independent review of train storage options. It would be inappropriate and inequitable for East San Jose wait another a decade or more for BART because isn't enough funding to get all the way to Santa Clara.
- SPUR supports per-mile tolling on congested freeways with transit alternatives but recommends that MTC to develop an action plan that can be approved by the time of PBA adoption to ensure that this proposal is concrete and implementable.

- SPUR supports completion of the express lanes network, with full mitigation requirement, and calls for MTC to develop a policy by the time PBA2050 is adopted that ensures projects will implement mitigations listed in the plan.
- SPUR supports full mitigation requirements for highway widening and requests that MTC develop a policy by the time PBA2050 is adopted that ensures projects will implement mitigations listed in the plan.

We also request that staff develop a process to ensure that all interchange and freeway investments incorporate express bus infrastructure such as stations and direct access ramps, or design proposed upgrades in manner that considers and easily accommodates future installation of such facilities.

Issues requiring further information

Several important proposals require more explanation. SPUR requests that greater detail could be provided on the following:

- “Seamless Mobility with Unified Trip Planning and Fare Payment” costs.
- “Carpool/Vanpool Program,”
- “Climate Initiatives Program,”
- “Other MTC Regional Programs,”
- “Advance regional Vision Zero Policy through Street Design and Reduced Speeds,” and
- “Build a Complete Streets Network.”

Thank you for consideration of these recommendations. We look forward to ongoing engagement on the Blueprint this summer.

Sincerely,



Laura Tolkoff
SPUR Regional Planning Policy Director

Martha Silver

From: Michael Tree <mtree@lavta.org>
Sent: Thursday, July 9, 2020 4:14 PM
To: MTC-ABAG Info
Cc: Candice Kendall-VL
Subject: Joint MTC Planning Committee with the ABAG Administrative Committee - Item 5a

External Email

Dear Chair Spering,

I write to request that the Valley Link Project be included in PBA 2050 as a Period 1 project. The Period 2 designation has significant questions that have not been answered by MTC that could significantly disadvantage the advancement of the Valley Link Project, limiting funding opportunity for funding by putting it out of conformity with the RTP. Period 2 identifies projects for implementation after the year 2035. To-date, over one-third of Valley Link funding has been identified and we believe it is a strong candidate for potential federal stimulus funding. A recent Economic Impact Study shows that Valley Link will create an estimated 22,000 jobs and \$3.5 billion in economic impact in Alameda County and San Joaquin County with the construction and operation of the project. It is anticipated that project construction can be advanced by late 2022 or early 2023 and be operational by 2027/2028 - well within the Period 1 timeframe.

I urge you to move Valley Link to Period 1 so that this critically needed project can expeditiously move forward.

Sincerely,

-Michael

Michael Tree
Executive Director
Livermore Amador Valley Transit Authority
925-605-8442

From: [Michael Tree](#)
To: [MTC-ABAG Info](#)
Subject: Joint MTC Planning Committee with the ABAG Administrative Committee - Item 5a
Date: Thursday, July 9, 2020 4:48:34 PM

External Email

Dear Chair Spering,

I write to request that the Valley Link Project be included in PBA 2050 as a Period 1 project. The Period 2 designation has significant questions that have not been answered by MTC that could significantly disadvantage the advancement of the Valley Link Project, limiting funding opportunity for funding by putting it out of conformity with the RTP. Period 2 identifies projects for implementation after the year 2035. To-date, over one-third of Valley Link funding has been identified and we believe it is a strong candidate for potential federal stimulus funding. A recent Economic Impact Study shows that Valley Link will create an estimated 22,000 jobs and \$3.5 billion in economic impact in Alameda County and San Joaquin County with the construction and operation of the project. It is anticipated that project construction can be advanced by late 2022 or early 2023 and be operational by 2027/2028 - well within the Period 1 time frame.

I urge you to move Valley Link to Period 1 so that this critically needed project can expeditiously move forward.

Sincerely,

Rafael Gonzales
Labors 304

Martha Silver

From: Catharine Baker [REDACTED]
Sent: Thursday, July 9, 2020 5:07 PM
To: MTC-ABAG Info
Subject: Valley Link in Plan Bay Area

External Email

Dear Chair Spering,

I write to you as the original author, with Assemblymember Susan Eggman, of the legislation creating Valley link. I respectfully request the Valley Link Project be included in PBA as a Period 1 project.

The proposed Period 2 designation will significantly prohibit the advancement of Valley Link, limiting funding opportunities by putting it out of conformity with the RTP. Period 2 identifies projects for implementation after the year 2035.

To date, over one-third of Valley Link funding has been identified. This project has a level of rare bipartisan support among local, regional, state, and federal representatives from both the Bay Area and Central Valley, leaders who recognize the benefit Valley Link will have for both regions' long-term quality of life.

A recent Economic Impact Study shows that Valley Link will create an estimated 22,000 jobs and \$3.5 billion in economic impact in Alameda County and San Joaquin County with the construction and operation of the project. This strong bipartisan support and economic benefit of the project make Valley Link an excellent candidate for potential federal stimulus funding.

Authors of the legislation creating Valley Link, including myself, intentionally structured the project to move forward efficiently and expeditiously to not miss opportunities for making the greatest impact possible on our region. The project construction can be advanced by late 2022 or early 2023 and be operational by 2027/2028 — well within the Period 1 timeframe.

I urge you to move Valley Link to Period 1 so this critically needed project can continue to move forward expeditiously.

Sincerely,
Hon. Catharine B. Baker
CA State Assemblymember (ret.)
16th Assembly District

Martha Silver

From: Tracy Farhad <tracy@visittrivalley.com>
Sent: Thursday, July 9, 2020 4:38 PM
To: MTC-ABAG Info
Cc: Melissa Simpson; Jim McDonnell; Debbie Loge; Ron Gapol
Subject: Valley Link Phase 1 - URGENT

External Email

Dear Chair Spering,

I write to request that the Valley Link Project be included in PBA as a Period 1 project. The Period 2 designation will significantly prohibit the advancement of the Valley Link Project, limiting funding opportunity for funding by putting it out of conformity with the RTP. Period 2 identifies projects for implementation after the year 2035. To-date, over one-third of Valley Link funding has been identified and we believe it is a strong candidate for potential federal stimulus funding. A recent Economic Impact Study shows that Valley Link will create an estimated 22,000 jobs and \$3.5 billion in economic impact in Alameda County and San Joaquin County with the construction and operation of the project. It is anticipated that project construction can be advanced by late 2022 or early 2023 and be operational by 2027/2028 - well within the Period 1 timeframe.

I urge you to move Valley Link to Period 1 so that this critically needed project can expeditiously move forward.

Sincerely,

Tracy Farhad

Cc: Board of Directors executive Committee



TRACY FARHAD

PRESIDENT & CEO

5075 Hopyard Road | Suite 240 | Pleasanton, CA 94588

Direct & Fax: 925.417.6688

Email: Tracy@VisitTriValley.com



Martha Silver

From: John Marchand <jpmarchand@cityoflivermore.net>
Sent: Thursday, July 9, 2020 4:57 PM
To: MTC-ABAG Info
Subject: ValleyLink Consideration

External Email

Dear Chair Spering,

Please include the ValleyLink Project in the Plan Bay Area 2050 as a Period 1 Project. It is currently being considered as a Period 2 which would put it out of consideration until 2035.

Valley Link currently has almost 30% of the funding for the project identified and is a strong candidate for federal funding. Delaying the start to 2035 will effectively kill this project due to the increased costs over time.

Currently, over 90,000 cars drive over the Altamont Pass every day making the I-580 corridor one of the worst in the region. ValleyLink could be operational as early as 2027/2028. Analysis demonstrates that ValleyLink will result in a reduction of greenhouse gas emissions by 33,000 metric tons and of vehicle miles travelled (VMT) by almost 100 million miles per year. It will create over 22,000 construction jobs and allow the construction of thousands of TOD housing units, including over 1000 affordable units in Livermore alone.

I urge you to move Valley Link to Period 1 so that this important project can move forward as soon as possible.

Thank you,

Mayor John Marchand
City of Livermore



July 9, 2020

Ms. Therese McMillan
Metropolitan Transportation Commission
375 Beale Street, Suite 800
San Francisco, CA. 94105-2066

RE: Sonoma-Martin Area Rail Transit Agency Extensions

Dear Ms. McMillan:

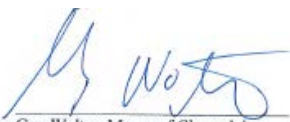
At this Friday's joint MTC/ABAG Administrative Committee meeting, a presentation is scheduled on the 2050 Plan Bay Area. As proposed, the plan would prevent the Sonoma-Marin Area Rail Transit Agency "SMART" from seeking and receiving outside funds to comply with the existing SMART Board policy and voter mandate to complete the extension of SMART to Cloverdale. Further, the proposed plan would prevent SMART from getting outside funding to extend service to the east and connect with National Railroad, AMTRAK & Capital Corridor as reflected in the adopted California Rail Master Plan. We contend this policy gives the North Bay less than it deserves and does not take into consideration our population nor the chronic congestion of the 101 corridor that can only be addressed by SMART's expansion.

The presentation itself shows that the Sonoma-Marin SF Highway 101 corridor is the only one in the Bay Area with an increased freeway delay—almost doubling—from 2015 through the 2050 plan. MTC is supporting solutions for similar corridors in other Bay Area counties but not for the one rail alternative in the North Bay.

We understand MTC must prepare a plan that is financially constrained. It is important to recognize that as a new agency in operation for only two years, SMART and its ridership is still in its earliest developmental stages as potential riders change their habits, new home construction is attracted to rail hubs, and employment centers are drawn to transportation hubs. Consider what the consequences would have been to BART, CALTRAIN and VTA if they were not supported in their early development stages and prevented from extension. They would not be as successful as then are today.

We appreciate your attention to this matter and urge you to consider advocating for SMART's extensions as supported by the voters, the California Rail Plan, and CalTrans.

Sincerely,



Gus Wolter, Mayor of Cloverdale

Cc: Cloverdale City Council
Farhad Mansourian, SMART General Manager