

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

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Andreas Cluver
Secretary-Treasurer

Rob Stoker
President

Rafael Gonzalez
Vice President

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Sergeant in Arms

Auto & Marine Painters, #1176
Boilermakers, #549
Brick & Tile Layers, #3
Carpenters, #713
Carpenters, #2236
Carpet & Linoleum, #12
Cement Masons, #300
Electrical Workers, #595
Elevator Constructors #8
Glaziers #169
Insulators & Asbestos Workers, #16
Iron Workers, #378
Laborers, #67
Laborers, #304
Lathers, #68L
Millwrights, #102
Operating Engineers, #3
Painters, #3
Pile Drivers, #34
Plasterers, #66
Plumbers & Steamfitters, #342
Roofers, #81
Sheet Metal Workers, #104
Sign & Display, #510
Sprinkler Fitters, #483
Teamsters, #853
U.A., Utilities / Landscape, #355

July 20, 2020

Mr. Scott Haggerty, Chair
Metropolitan Transportation Commission
375 Beale St, Suite 800
San Francisco, CA 94105-2066

Dear Chair Haggerty,

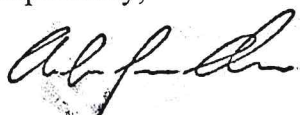
I write on behalf of the Building & Construction Trades Council of Alameda County to request that the Valley Link Project be included in Plan Bay Area 2050 as a Period 1 project. Valley Link logically will be in a stronger position to compete for funding opportunities in Period 1 and as such will have an improved opportunity to keep its schedule for completion and initiation of passenger service in late 2027 to early 2028.

To date, over one third of Valley Link funding has been identified and we believe it is a strong candidate for potential State and 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 and San Joaquin Counties with the construction of the project.

Valley Link is important to the Bay Area economy and well-being of its residents. Daily more than 90,000 commuters and 14,000 trucks heading to and from the Port of Oakland travel the congested 580 corridors, with the number of commuters expected to increase 75% between 2016 and 2040. Valley Link will carry more than 30,000 rides a day, including more than 10,000 from the City of Livermore, and will reduce greenhouse gas (GHG) emissions by more than 33,000 metric tons annually.

The Building & Construction Trades Council of Alameda County supports Valley Link and we urge the Commission to move the anticipated mega-measure for transportation projects, including Valley Link into Period 1.

Respectfully,



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

July 21, 2020

Mr. Scott Haggerty, Chair
Metropolitan Transportation Commission
375 Beale St, Suite 800
San Francisco, CA 94105-2066

Dear Chair Haggerty,

I write on behalf of the Bay Area Council to request that the Valley Link Project be included in Plan Bay Area 2050 as a Period 1 project. Valley Link logically will be in a stronger position to compete for funding opportunities in Period 1 and as such will have an improved opportunity to keep its schedule for completion and initiation of passenger service in late 2027 to early 2028.

To date, over one third of Valley Link funding has been identified and we believe it is a strong candidate for potential State and 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 and San Joaquin Counties with the construction of the project.

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The Bay Area Council supports Valley Link and we urge the Commission to move Valley Link, including the anticipated mega-measure for transportation projects, into Period 1.

Respectfully,

A handwritten signature in dark ink, appearing to read "Jim Wunderman". The signature is fluid and cursive, with a large initial "J" and a long, sweeping underline.

Jim Wunderman
President & CEO
Bay Area Council



July 20, 2020

Mr. Scott Haggerty, Chair
Metropolitan Transportation Commission
375 Beale St, Suite 800
San Francisco, CA 94105-2066

Dear Chair Haggerty,

I write on behalf of Chabot-Las Positas Community College District to request that the Valley Link Project be included in Plan Bay Area 2050 as a Period 1 project. Valley Link logically will be in a stronger position to compete for funding opportunities in Period 1 and as such will have an improved opportunity to keep its schedule for completion and initiation of passenger service in late 2027 to early 2028.

To date, over one third of Valley Link funding has been identified and we believe it is a strong candidate for potential State and 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 and San Joaquin Counties with the construction of the project.

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CLPCCD provides educational opportunities and support for completing of students' transfer, associate degree, basic skills, career technical education, and retraining goals. We serve, annually, approximately 29,000 students. Our employees and students use public transportation to get to and from their homes to our places of work. Our research shows that our public transportation usage average is 10,000 individual rides per month and nearly 500 students take the bus each business day. Of our total student population, 20% take classes at both campuses. Valley Link to Livermore would support and facilitate the needs of student populations from both the Tri-Valley and 880/580 corridors. We know there is still a great need for additional public transportation options for all of our students and employees.

Chabot-Las Positas Community College District supports Valley Link and we urge the Commission to move Valley Link, including the anticipated mega-measure for transportation projects, into Period 1.

Respectfully,

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

Ron P. Gerhard
Chancellor

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

**CHABOT-LAS POSITAS
COMMUNITY COLLEGE DISTRICT
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July 8, 2020

Santa Clara County Metropolitan Transportation Commission (MTC) Representatives:
Jeannie Bruins
Dave Cortese
Sam Liccardo

RE: Plan Bay Area 2050 and South Santa Clara County Transportation Priorities

Santa Clara County MTC Representatives:

On behalf of the City Councils and communities of Morgan Hill and Gilroy, we want to thank you for your service on the MTC. South County is thriving and we are excited about the continued collaboration with our partners – Valley Transportation Agency, Caltrain, and MTC to enhance transportation services offered to our communities.

In anticipation of MTC's review and approval of Plan Bay Area 2050, we wanted to share with you South Santa Clara County's transportation priorities (see attached). Our number one priority is expanding Highway 101 with an express lane to Highway 25. Highway 101 in South Santa Clara County is a bottleneck as drivers travel north in the morning to job centers and return home in the evening.

Our next most important priority is the modernization of the rail's tracks and fleet with electrification. Gilroy and Morgan Hill fully support this effort and want to ensure that plans for electrification include the service Caltrain provides to our Cities. Transportation options are very limited for the thousands of commuters that make their way daily from the South County to the metropolitan Bay Area. Caltrain will remain the primary mass transit choice in the future.

The center of Silicon Valley employment will continue to drive south, making train service paramount. We fully understand the difficulties of bringing electrification to the South County, not the least of which is the existing single track that is owned by Union Pacific Railroad. We are committed to working with our partners to overcome all obstacles.

We want to ask you to support these transportation priorities of expanding Highway 101 and electrification of the rails for South Santa Clara County. Thank you for the opportunity to collaborate and we look forward to working with you as partners into the future. We would be happy to further discuss our request at your convenience.

Sincerely,

A handwritten signature in blue ink that reads "Rich Constantine".

Rich.Constantine
Morgan Hill Mayor
Rich.Constantine@morganhill.ca.gov

A handwritten signature in blue ink that reads "Roland Velasco".

Roland Velasco
Gilroy Mayor
Roland.Velasco@ci.gilroy.ca.us



Larry Carr
Morgan Hill Council Member
VTA Board Member

DocuSigned by:

9EE7CEC2F0D8427...

Marie Blankley
Gilroy Council Member
VTA Board Member (Alternate)

NANCY PELOSI
12TH DISTRICT, CALIFORNIA

SPEAKER OF THE HOUSE

1236 LONGWORTH HOUSE OFFICE BUILDING
WASHINGTON, DC 20515-0508
(202) 225-4965

Congress of the United States
House of Representatives
Washington, DC 20515-0508

July 20, 2020

The Honorable Scott Haggerty
Chairman, Metropolitan Transportation Commission
375 Beale Street, Suite 800
San Francisco, CA 94105

Dear Chairman Haggerty:

Many thanks for your commitment to investing in our region's transportation infrastructure. I am writing to request you and your board's full and fair consideration for including the Downtown Rail Extension into Plan Bay Area 2050's first plan period from 2021 through 2035.

The Downtown Rail Extension will extend Caltrain and future California High-Speed Rail service from the existing 4th and King Street station to the newly constructed Salesforce Transit Center; alleviating congestion and filling the gap in our region's transportation system. The federal government invested \$400 million in American Recovery and Reinvestment Act funds to build the underground 'train box' that will allow train service into the Transit Center and is expected to be a partner in the Downtown Rail Extension project.

As the largest transportation project of its kind constructed in the United States over the past decade, the Transit Center has the capacity to serve 100,000 passengers a day and up to 20 train arrivals and departures per peak hour. This project 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.

This project will not only modernize a key Bay Area infrastructure network, it will create thousands of good-paying jobs in more than a dozen states across America. With smart, shovel-ready investments in infrastructure, we are improving commuters' travel, investing in cleaner air and creating good-paying jobs in our region and beyond. The project's numerous benefits and well-defined goals warrant its implementation into Plan Bay Area 2050's first plan period.

Thank you for your consideration and I look forward to your response.

best regards,



NANCY PELOSI
Speaker of the House

From: Jackson Fahnestock
Date: July 20, 2020 at 1:00:28 PM PDT
To: "district1@acgov.org" <district1@acgov.org>, "Therese W. McMillan" <tmcmillan@bayareametro.gov>
Cc: "eddie.ahn.mtc@gmail.com" <eddie.ahn.mtc@gmail.com>, "nickj@getsfmoving.com" <nickj@getsfmoving.com>, Hillary Ronen <hillary.ronen@sfgov.org>, "nadia.f.sesay@sfgov.org" <nadia.f.sesay@sfgov.org>, Mark Zabaneh <MZabaneh@tjpa.org>, London Breed <mayorlondonbreed@sfgov.org>, "Aaron.Peskin@sfgov.org" <Aaron.Peskin@sfgov.org>
Subject: Support for the DTX in Stage 1

External Email

July 20, 2020

To 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 a long-standing member of the TJPA CAC, I have testified on several occasions at MTC meetings in favor of various funding scenarios for the DTX. For this letter I speak, not on behalf of the TJPA CAC, but as an architect and urban designer who has had extensive experience working on high speed rail, light rail, and other transit facilities around the globe, including a stint as the Director of Design and Planning for Denver's Regional Planning District. These projects were funded with, yes, a great deal of capital, but also with an abundance of foresight.

Postponing the DTX project to the second period of the Plan Bay Area 2050, starting in 2036, would show an unfortunate lack of foresight and could well be the beginning of—in the words of Muni's Jeffrey Tumlin in a July 19th *New York Times* article—the 'death spiral' of transit projects in the Bay Area. Unfortunately, John King's July 20th article in the *San Francisco Chronicle* makes absolutely no mention of the now-threatened delay in implementing the DTX, which forms the all-important hub section of regional transit if we are to get more people out of their cars and provide convenient and safe transit to central San Francisco from all points in the Bay Area.

Covid-19's rapid spread has created feelings of doom and gloom in the transit industry with a precipitous drop in ridership and fares. As Tumlin points out, ridership on MUNI is down 70%. And, the \$373 million that Congress recently tossed like crumbs into the coffers of transit agencies around the country reflects the phenomenal disregard by our national administration of any rational plan for the future of transit. This is where the foresight comes in again: if we all work to change the mindset in Washington—hopefully **change** the administration itself this fall—we can reconfigure our civic priorities for our infrastructure nationally.

Mr. Biden has raised the possibility of forming a new WPA in the U.S. if he's elected. As appealing as this concept is, we clearly can't put that money in the bank just yet. However, if we don't commit to a similar vision and the conviction to keep projects like the DTX in the 1st period of Plan Bay Area 2050, we may miss a grand opportunity to continue the momentum of this worthy project, so it avoids that 'death spiral.'

Respectfully,

Jackson Fahnestock

From: James Hongyi Zeng
Sent: Monday, July 20, 2020 10:24 PM
To: MTC-ABAG Info
Cc: NoCoastRoute@gmail.com
Subject: Capitol Corridor - South Bay Connect

Follow Up Flag: Follow up
Flag Status: Completed

External Email

Hi MTC,

I am writing to express my concerns regarding the [South Bay Connect](#) project proposed by CCJPA. I would like to bring your attention to the current online petition regarding this project (**there are 1100+ signatures and counting**)

<https://www.change.org/p/say-no-to-rerouting-capitol-corridor-to-coast>

I am concerned that this plan directly contradicts the Union City's plan of expanding the current Union City BART intermodal station, since the railway will bypass the Oakland/Niles subdivision.

I am also concerned that the project will add more horn noise to the quiet Hayward/Union City/Fremont/Newark residential areas, causing more traffic in the commute hour (especially in the already congested Ardenwood P&R and SR-84 intersection). There are many more reasons on why we are concerned in the petition.

Even for the Capitol Corridor as a whole, it's not clear how much additional ridership will the project bring - the plan seems only suggesting very marginal improvement with an "up to 13 minutes" time saving. I don't think it's a smart way to spend **\$264 million**, especially during COVID-19 where many people were struggling (likely for years to come).

A much more efficient way to spend these money is to add feeder buses to the current Union City BART stations in commute hours, which will encourage more people to use BART and take more cars off the road (=less greenhouse gas). I believe it may not be a good idea to continue the EIR (costing millions of \$) given strong opposition from the community.

I believe given the current COVID situation, MTC should take a second look into this project. We should not waste our funding like this. Thanks!

Thanks,
James

From: Howard
Sent: Monday, July 20, 2020 2:18 AM
To: MTC-ABAG Info; district1@acgov.org
Cc: ABAG Info; MTC-ABAG Info; mtc-abag@service.govdelivery.com; Therese W. McMillan; Alix Bockelman; Andrew Fremier; Brad Paul; Marti Paschal
Subject: SUPPORT DTX---IN FIRST PERIOD OF PLAN BAY AREA 2021

External Email

TO: MTC Board and Staff
SUPPORT DTX IN FIRST PERIOD OF PLAN BAY AREA 2021



DTX IS LEGALLY MANDATED

DTX is the highest transportation priority, mandated by SF voters with overwhelming passage of Proposition H (1999) and has been a consistent MTC priority for federal funding. The project is federal/ state environmentally-cleared. The underground station box has already been built.

* * * * *

1999 PROP H: DOWNTOWN CALTRAIN STATION (Downtown Caltrain Extension / Transbay Terminal)

Bay Rail Alliance: http://www.bayrailalliance.org/san_francisco_prop_h_text/

This measure is an ordinance that would make it City law to extend the Caltrain line to a new or rebuilt regional transit station in San Francisco to be located on the site of the Transbay Terminal at First and Mission Streets. The City would be directed to use an underground tunnel whenever feasible for the extension of the Caltrain line from the current station to the Transbay Terminal. The City would be prohibited from taking any actions that would conflict with extending Caltrain to downtown San Francisco, including allowing conflicting use or development of the Transbay Terminal or the proposed extension right-of-way.

Voter Pamphlet: https://sfpl.org/pdf/main/gic/elections/November2_1999short.pdf

Controller's Statement: If the proposed ordinance is adopted, it would require the Mayor, the Board of Supervisors, and other City Officials to take all necessary action to extend CalTrain to a new downtown station and pursue electrification of the CalTrain line from the City to San Jose. The ordinance also requires the City and the San Francisco Transportation Authority to take all appropriate actions to generate the revenue to finance the downtown extension and transit station".

* * * * *

BUILD PUBLIC TRUST

The upzoning of the Transbay District and new development were predicated on DTX. Instead, DTX was never built---while tens of thousands of new commuters, cars, workers, residents and visitors have stressed the Muni system, streets and highways. New real estate development requires commensurate transit development.

DTX IS THE NEXUS OF REGIONAL TRANSPORTATION

DTX will connect Caltrain to six Muni rail lines, four BART lines and more than 40 bus lines at a centralized transportation hub. By 2025, 300,000 cars a day will be entering San Francisco from the South---more than the combined number of cars on the Golden Gate and Bay Bridges. DTX is the top priority to cut traffic congestion on highways, streets and arterials.

DTX IS SHOVEL-READY FOR A BETTER FUTURE

DTX has established formal relationships with regional and state agencies for moving forward. DTX has completed the City's multiagency Rail Alignment and Benefits Study. DTX has had MTC cost and design reviews. DTX is consistent with realizing the New Transbay Rail Crossing and local/ regional/ state goals for sustainability and environmental quality.

* * * * *

Best Regards, Howard Wong, AIA, Member, TJPA CAC



July 22, 2020

Mr. Scott Haggerty, Chair
Metropolitan Transportation Commission
375 Beale St, Suite 800
San Francisco, CA 94105-2066

Dear Chair Haggerty,

On behalf of the business and civic organizations which comprise the Innovation Tri-Valley Leadership Group, I respectfully request that Valley Link be included in Plan Bay Area 2050 as a Period 1 project in conjunction with a mega-measure. Valley Link is important to the entire Bay Area economy and the well-being of its residents and simply cannot wait until 2035 as there is a much more immediate need to relieve congestion in the Altamont corridor.

On a daily basis, nearly 100,000 commuters along with 14,000 trucks heading to and from the Port of Oakland travel the congested I-580 Altamont corridor, with the number of commuters expected to increase nearly 75% by 2040. Valley Link will carry more than 30,000 rides a day, including more than 10,000 from the City of Livermore, and will reduce greenhouse gas (GHG) emissions by more than 33,000 metric tons annually. In fact, 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 and San Joaquin Counties with the construction of the project. Due to the project's many documented benefits, Valley Link is identified as a major connection between the Bay Area and Central Valley in the recently adopted State Rail Plan and should be prioritized accordingly in MTC's Plan as well.

Despite the fact that the FASTER measure did not move forward in 2020, the prospect of including Valley Link as part of a new transportation mega-measure in the first 10 years of Plan Bay Area 2050 is important. There needs to be a rail project in Period 1 that provides regional connectivity to address the congestion caused by the jobs/housing imbalance that has led to so much economic, environmental, and social justice impacts from displacement.

Valley Link is significantly ahead of all of the projects originally slated for Period 2 in terms of dedicated funding and environmental clearance. Furthermore, the project was scored as one of





the top rail projects by MTC's own metrics, and has over one third of Valley Link funding already identified. Considering that NEPA will be completed in 2021, Valley Link logically will be in a stronger position to compete for funding opportunities in Period 1 and as such will have an improved opportunity to keep its schedule for completion and initiation of passenger service in late 2027 to early 2028. Finally, it is worth noting that this project is not solely reliant on the Bay Area sources since it is a mega-regional project that enjoys the support of leaders throughout the Central Valley and will be eligible for funding from regional planning entities in San Joaquin County.

Thank you in advance for your consideration, and it is our hope that you will move the anticipated mega-measure for transportation projects, including Valley Link into Period 1.

Respectfully,

A handwritten signature in black ink, appearing to read "Stephen Lanza". The signature is fluid and stylized, with a long, sweeping underline.

Stephen Lanza
Chair, Innovation Tri-Valley Leadership Group

CC: Lynn Naylor, Tim Sbranti, Sblend Sblendorio



From: Robert Feinbaum
Sent: Tuesday, July 21, 2020 10:27 AM
To: MTC-ABAG Info
Subject: MTC Board Meeting (7/22/20) - Support the DTX

External Email

SaveMUNI advocates for better transit for San Francisco and the Bay Area, and has been doing so for the past twelve years.

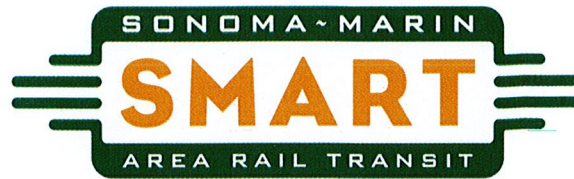
We believe that the Downtown Extension of Caltrain (DTX) is the highest priority project for the region, and note that it has been MTCs highest priority for many years (along with BART to San Jose).

SaveMUNI sees no reason to downgrade the DTX to second class status, especially when planning and environmental clearance have already been secured for the Caltrain extension.

We urge MTC to include the DTX as a level one project in its 2050 Bay Area Plan. And we also ask MTC to strongly support the DTX in its funding requests to state and federal government to assure completion of this vital project by 2029.

Sincerely,

Bob Feinbaum
President, SaveMUNI



July 20, 2020

Eric Lucan, Chair
Transportation Authority of Marin

Barbara Pahre, Vice Chair
Golden Gate Bridge,
Highway/Transportation District

Judy Arnold
Marin County Board of Supervisors

Damon Connolly
Marin County Board of Supervisors

Debora Fudge
Sonoma County Mayors' and
Councilmembers Association

Patty Garbarino
Golden Gate Bridge,
Highway/Transportation District

Dan Hillmer
Marin County Council of Mayors and
Councilmembers

Joe Naujokas
Sonoma County Mayors' and
Councilmembers Association

Gary Phillips
Transportation Authority of Marin

David Rabbitt
Sonoma County Board of Supervisors

Chris Rogers
Sonoma County Mayors' and
Councilmembers Association

Shirlee Zane
Sonoma County Board of Supervisors

Farhad Mansourian
General Manager

5401 Old Redwood Highway
Suite 200
Petaluma, CA 94954
Phone: 707-794-3330
Fax: 707-794-3037
www.sonomamarintrain.org

Therese McMillan, Executive Director
Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale Street
San Francisco, CA 94104-2066

RE: SMART Projects in Plan Bay Area 2050

Dear Ms. McMillan,

On July 15, 2020, the Board unanimously voted to request the Metropolitan Transportation Commission amend the draft Plan Bay Area 2050 financially constrained transportation project list to include the following priority projects and to engage in a dialogue with MTC on how to reach that goal:

- SMART Windsor to Healdsburg
- SMART Healdsburg to Cloverdale
- SMART to Solano (Novato to Suisun)

The SMART Board of Directors affirmed authorization previously given for our submittal of the Plan Bay Area 2050 Commitment Letters sent to you in April for the SMART to Cloverdale and SMART to Solano projects.

As you know, SMART is committed to completing the Measure Q voter-approved SMART Rail and Pathway project. We have been successful in bringing outside funding resources into the Bay Area with that voter commitment and with the MTC as a strong partner.

We are under construction to Windsor and expect to carry passengers into Northern Sonoma County by late 2021. We have also secured much of the funding necessary to build the second Petaluma SMART Station at Corona Road from the private sector and anticipate that station to begin construction next year. With the completion of those two projects, SMART will be operating service to 14 of 16 stations, two more than were originally planned, leaving only Healdsburg and Cloverdale unfinished.

In addition to the voter approved project scope, the State of California and the County Transportation Agencies are in support of putting SMART's publicly-owned east-west rail line between Novato (Marin County) and Suisun (Solano County) to use as an alternative to car travel on the congested Highway 37 corridor.

SMART Rail Extension to Healdsburg and Cloverdale – Plan Bay Area 2050
Project Commitment Letter, Page 2
July 20, 2020

The North Bay continues to recover from the fires of 2017 and 2019, which made an extreme housing shortage worse. The fires and PGE Public Safety Power Shut Off events were a tremendous test for the North Bay and the coronavirus pandemic will make economic recovery for many of Northern Sonoma County's small businesses and unemployed residents an even bigger challenge.

We are pleased that we will soon be allowed to participate in your regional low-income fare program through Clipper START. It is a good first step in being able to help people access quality jobs along our 70-mile corridor without having to first buy a car. In May, SMART conducted a survey with 3,281 respondents and 34% of them stated they were unemployed or were uncertain they would have employment after the pandemic. SMART stands ready to ensure that people can access jobs throughout the North Bay, providing flexibility as people seek work and a return to economic health.

We encourage you to support us to bring quality transit service to the northern part of the Bay Area by allowing us be in Plan Bay Area 2050's Financially Constrained Plan so that we may be able to compete for outside grant resources. We appreciate your willingness to consider the greater value of our system to the State and Bay Area, shifting people out of an auto-only approach to regional travel. With your endorsement, SMART will continue to work hard to bring the best product to the voters of Sonoma, Marin and the rest of the Bay Area.

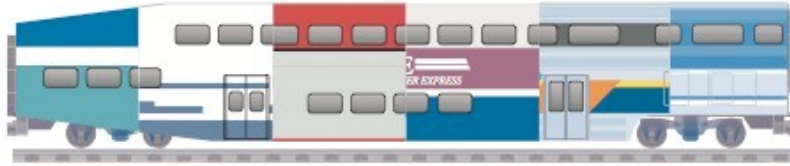
We look forward to speaking with you regarding options and alternatives to ensure the North Bay is not left out of the Bay Area's resilient and equitable transit-centric future. If you have any questions, please call me at 707-794-3057.

Sincerely,



Farhad Mansourian
General Manager

Cc: SMART Board of Directors
Jake Mackenzie, Metropolitan Transportation Commission
David Rabbitt, Metropolitan Transportation Commission
Damon Connolly, Metropolitan Transportation Commission
Chad Edison, Chief Deputy Secretary, California State Transportation Agency
Alix Bockelman, Metropolitan Transportation Commission
Suzanne Smith, Executive Director, Sonoma County Transportation Authority
Anne Richman, Executive Director, Transportation Authority of Marin
Joanne Parker, SMART



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Los Angeles County

William F. McGeehan III
Contra Costa County

July 28, 2019

By Email to:
[comments@](mailto:comments@valleylinkrail.com)
valleylinkrail.com

Scott Haggerty, Chair
Tri-Valley - San Joaquin Valley Regional Rail Authority
1362 Rutan Court, Suite 100
Livermore, CA 94551

RE: Draft Feasibility Report

Dear Chair Haggerty:

The Train Riders Association of California, TRAC, has been actively promoting improved passenger rail transport for more than two decades. We offer the following comments on the Valley Link Feasibility Report ("Report"), from that informed context.

First, we wholeheartedly agree that there is a crying need for excellent rail transport in this Corridor. We are disappointed to have to conclude that the Valley Link project, as defined here, is not what the Corridor needs.

1. The proposed project fails any reasonable test of cost-effectiveness. In a world of unlimited resources, this project could succeed. In the current fiscal climate, however, this project cannot compete on its merits. The major problem is that moving the freeway is essentially a utility relocation, adding an extraordinary amount of cost while providing no direct transportation benefit.
2. The project's fundamental goal of connecting ACE to BART is deeply flawed:
 - First, BART has no surplus capacity. It is currently overcrowded, with no relief on the horizon. BART sent an August 16, 2013 scoping letter on ACEforward, stating "Also, as the backbone of the regional rail system, BART is anticipating capacity constraints in certain locations. While such constraints exist without the ACE-forward Program, the Program could contribute to the cumulative worsening of capacity issues."

- It is well-known that passengers resist transit transfers, which results in sub-optimal ridership for projects that require them. This project inherently requires a transfer, making it less desirable as a travel mode.
 - BART is slower and noisier than modern conventional-gauge rail vehicles. BART is unable to provide express service--it is limited by its design to stopping at every station.
 - A higher percentage of Central Valley residents have destinations currently served by ACE than are served by BART
3. The current plans for this project include no land use component. As a result, it will have tremendous growth-inducing negative impacts. This project would facilitate sprawl in the Central Valley, in precisely the same way BART resulted in the suburbanization of the East Bay. Auto-dependent communities drive much more, resulting in increased GHG emissions and VMT from the 75% of trips that are not work-related. While the project offers superficial sustainability elements, these are completely overwhelmed by the sprawl inducement.
 4. The housing price comparison on PDF page 96 ignores the peculiar American practice of externalizing the costs of providing transportation to job centers, treating it separately from the price of seemingly affordable housing. If the cost of this project were built into the cost of all new homes in the region through Mello-Roos financing, housing in the Valley would not seem so inexpensive.
 5. The table on PDF page 151 shows that the rail alternative costs 2.4 times more than the bus alternative on a per-passenger basis. Contrary to the equivocal statement on PDF page 175, "... high capacity rail alternative appears to be the better mode to meet that demand", (emphasis added), it would be economically preferable to use as many articulated buses as needed, since that would cost only a tiny fraction of the rail alternative: "... the scale of investment required for this alternative pales in comparison to rail." (*Id.*)
 6. The claimed VMT reductions in Table 7 on PDF page 164 are insignificant. They are only 0.1% and 0.2% of total VMT. Any honest modeler will admit these numbers are far below the noise level in the model. That means the project's claimed GHG reductions are equally insignificant.
 7. There is no institutional need for yet another rail agency. The project's new stations east of Livermore were initially proposed by ACEforward. Nothing in the Report provides a compelling reason why ACE should not be the implementer of those new stations. Additionally, nothing in the Report establishes a need for both the existing ACE stations and the proposed new stations.
 8. The low-cost Alternative TRAC proposed in our scoping letter was not considered in the Alternatives Analysis. Putting track back on the segment of the Iron Horse Trail

TRAC

7/28/19

3

that connects the ACE mainline to the Dublin-Pleasanton BART station is undoubtedly the most cost-effective method of linking ACE to BART. The cost of replacing the trail's right-of-way is miniscule in comparison to moving a freeway.

Thank you for this opportunity to comment on Valley Link.

Sincerely,

/s/ DAVID SCHONBRUNN

David Schonbrunn,
Vice-President for Policy

July 20, 2020

Scott Haggerty, Chair
Metropolitan Transportation Commission
375 Beale St, Suite 800
San Francisco, CA 94105-2066

Re: MTC Agenda Item 8a. 20-0959
Plan Bay Area 2050 Final Blueprint: Key Decisions for the Transportation Element
Valley Link – Period 1 Project

Dear Chair Haggerty & Commissioners:

On behalf of the Tri-Valley Chamber of Commerce Alliance, we request that the Valley Link Project be included in Plan Bay Area 2050 as a Period 1 project. Valley Link's progress and projected return on investment make a strong case for inclusion in Period 1 and will transform the manner in which people and goods move within and through a key gateway corridor.

Located along the I-580 & I-680 highway corridors in Eastern Alameda and Contra Costa counties in the SF Bay Area region, TVCCA is a collaboration of the Danville, Dublin, Livermore Valley, Pleasanton and San Ramon Chambers of Commerce representing over 3,000 member businesses and organizations employing nearly 90,000 workers.

Valley Link logically will be in a stronger position to compete for funding opportunities in Period 1 and as such will have an improved opportunity to maintain its schedule for completion and initiation of passenger service in late 2027 to early 2028. To date, over one third of Valley Link funding has been identified and it is a strong candidate for potential State and 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 and San Joaquin Counties with the construction of the project. Valley Link is important to the Bay Area economy and well-being of its residents. More than 90,000 workers commuting to their jobs and 14,000 trucks heading to and from the Port of Oakland travel the congested 580 corridor daily, with the number of commuters expected to increase 75% by 2040. Valley Link will carry more than 30,000 riders a day, including more than 10,000 from the City of Livermore, and will reduce greenhouse gas (GHG) emissions by more than 33,000 metric tons annually.

During the COVID-19 pandemic and its impacts to the economy, we find ourselves leading and going beyond the strictures of conformity to meet this "moment" and in doing so, we also see

this as an opportunity to re-examine traditional approaches, to nimbly and flexibly expedite responses, accept sacrifice and short-term pain to strategically produce results that will have beneficial long-range effects. TVCCA considers Valley Link a “game-changing” project, the realization of which will create a legacy supporting economic strength and resiliency within this region and within the Northern California Mega Region, today and for generations to come. The TVCCA supports Valley Link and we strongly urge the Commission to move Valley Link into Period 1.

Regional transportation leaders - this is your moment.

Respectfully,



Dawn P. Argula, CEO



Zae Perrin, CEO



Inge Houston, CEO



Steve Van Dorn, CEO



Stewart Bambino, CEO

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Public Comment
Commission Agenda Item 8a
COMMITTEES
BANKING AND FINANCE
ENVIRONMENTAL SAFETY AND TOXIC
MATERIALS
PRIVACY AND CONSUMER PROTECTION
PUBLIC SAFETY

July 20, 2020

Mr. Scott Haggerty, Chair
Metropolitan Transportation Commission
375 Beale Street, Suite 800
San Francisco CA 94105-2066

RE: SUPPORT for Valley Link in Period 1 of the Metropolitan Transportation Commission (MTC) Regional Transportation Plan (RTP)

Dear Chair Haggerty:

Please consider the inclusion of the Valley Link project in Period 1 of MTC's fiscally constrained RTP. To achieve our region's goals for the economy, the environment, housing and transportation, we need a robust and sustainable passenger rail system that will equitably serve our residents and work force with a better quality of life and access to jobs, educational opportunities and health care facilities. We believe that Valley Link is essential to the future of our region.

Valley Link

The Tri-Valley – San Joaquin Valley Regional Rail Authority (Authority) is working expeditiously to achieve near-term congestion relief for the more than 90,000 Bay Area workers now commuting daily from their homes in Northern San Joaquin County – including those delivering our most vital services in the Bay Area. On average, these commuters currently spend an estimated 78-minutes each way. Overall traffic is projected to increase by an estimated 75% in 2040 on I-580 and truck traffic is expected to increase by 58%. The 42-mile, 7-station Valley Link project will link the Dublin/Pleasanton BART Station in the Tri-Valley with communities and households in the Northern San Joaquin Valley with 25 Valley Link daily round trips-- providing an estimated 28,000 daily rides in 2040. This will result in the reduction of an estimated 99.4 million Vehicle Miles Traveled (VMT) per year in 2040 and the reduction of an estimated 33,000 metric tons of greenhouse gas (GHG) emissions. In addition, through a Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations which will further reduce VMT and GHG emissions within the station environs.

A Board-adopted Sustainability Policy identifies implementing strategies to achieve a zero emissions system and the use of battery-electric and hydrogen vehicle technologies is currently under investigation.

The adopted Sustainability policy also includes a commitment to encourage engagement in planning and decision-making for the project to ensure a meaningful level of participation from disadvantaged communities and low-income communities and households. It further directly benefits these communities and households in the project planning and design of Valley Link. Four of the proposed stations in San Joaquin County are within disadvantaged community geographic areas and/or designated as low-income communities. Extensive community outreach and surveys aimed at reaching these communities was conducted last year and anecdotally revealed that many of these persons are Bay Area workers.

Valley Link has widespread support from all sectors of the Northern California Megaregion and at project inception, has an unprecedented 1/3 of its funding already identified as available through local sources - a total of \$719 million. Project development continues to advance with urgency; environmental clearance is nearly complete and a targeted revenue service date is set for early 2027 to late 2028.

I appreciate your consideration of this request and look forward to the advancement of these important programs. Should you have any questions or concerns, please do not hesitate to reach out to me directly. Your staff may also contact Brandon Bratcher at (916) 319-2016 or brandon.bratcher@asm.ca.gov.

Sincerely,



Rebecca Bauer-Kahan
Assemblymember, 16th District

CC: MTC Executive Director, Therese McMillan
Valley Link Executive Director, Michael Tree