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May 4, 2020

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Mayor Pauline Cutter, Chair
Alameda County Transportation Commission
111 Broadway, Suite 800
Oakland, Ca 94607

Dear Chair Cutter,

This letter is intended to supersede the information in the letter written to Chair Valle on September 11, 2019 (attached) as it relates to the language to be amended in the 2014 Transportation Expenditure Plan currently found on page 18. Please use the following language for the amendment:

Valley Link Rail in Alameda County (\$400 M)

This project funds the first phase of a Valley Link Rail Extension from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Thank you,

Alameda County Supervisor Scott Haggerty, Chair

cc: Ms. Tess Lengyel, Executive Director, Alameda CTC



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September 11, 2019

Supervisor Richard Valle, Chair
Alameda County Transportation Commission
111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Valle,

In May of 2018 the BART Board decided not to extend conventional BART to Livermore in favor of deferring the development of a rail extension project to the newly established Tri-Valley – San Joaquin Valley Regional Rail Authority (“Authority”).

In the statute that created the Authority, AB 758 (Eggman/Baker), the Legislature addressed the transfer of local funds to the Authority for the Valley Link project in Section 132658:

“the unencumbered balance of all local funds programmed for the completion of the BART Livermore extension or that have otherwise been identified for the connectivity shall be transferred to the authority and be considered resources available to effectuate the authority’s purposes pursuant to this chapter, except that local funds controlled by the Alameda County Transportation Commission to be used for completion of the BART Livermore extension or that have otherwise been identified for the connectivity shall continue to be programmed and allocated by the Alameda County Transportation Commission pursuant to measures approved by the voters of Alameda County pursuant to Division 19 (commencing with Section 1800000).”

Over the past 18 months, the Authority has been actively engaged in the planning of Valley Link, a passenger rail project that connects with the Dublin/Pleasanton BART station and travels eastward to Livermore and beyond to communities in the Northern San Joaquin Valley. A key element of the Valley Link Funding Plan for the Dublin/Pleasanton connection with BART and rail construction to Livermore is the \$400 million in Measure BB that is currently listed in the Alameda County 2014 Transportation Expenditure Plan (“Plan”) for the BART to Livermore project. Per the requirements of the Plan, The Tri-Valley – San Joaquin Valley Regional Rail Authority requests the following amendments:

1. The Tri-Valley – San Joaquin Valley Regional Rail Authority, established by AB 758, be included as an eligible recipient of funds.
2. That the following, specific language be amended:

Move and amend the following language from Page 18 of the Plan to Page 20:



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BART to Livermore Valley Link to Livermore (\$400 M)

The project funds Valley Link the first phase of a BART to extension within the I-580 Corridor freeway alignment from the Dublin/Pleasanton BART station to the vicinity of the I-580/Isabel Avenue interchange using the most effective and efficient technology. Funds for construction of or any element of this first phase project shall not be used until full funding commitments are identified and approved, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed alternative assessment of all fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

In accordance with the Alameda County 2014 Transportation Expenditure Plan Implementing Guidelines, the Tri-Valley – San Joaquin Valley Regional Rail Authority understands and can fully comply with the requirements of recipients of Measure BB funds, including, but not limited to, annual audits and compliance reporting, the establishment of separate accounting funds for Measure BB funds, independent Watchdog reviews, performance measures, environmental clearance timelines, timely use of funds, contracting requirements, public reviews and approvals.

Thank you for your consideration,

Alameda County Supervisor Scott Haggerty, Chair

cc: Mr. Art Dao, Executive Director, Alameda CTC



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