

**From:** [Dave Vautin](#)  
**To:** [info@planbayarea.org](mailto:info@planbayarea.org)  
**Subject:** FW: Letters from Innovation Tri-Valley Leadership Group  
**Date:** Tuesday, May 12, 2020 9:16:36 PM  
**Attachments:** [ITV LTR of SUPPORT\\_MTC PBA 2050 .pdf](#)

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**\*External Email\***

**Dave Vautin, AICP**  
Assistant Director, Major Plans  
[dvautin@bayareametro.gov](mailto:dvautin@bayareametro.gov) - (415) 778-6709

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Metropolitan Transportation Commission  
Association of Bay Area Governments

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**From:** Tim Sbranti <[tsbranti@innovationtrivalley.org](mailto:tsbranti@innovationtrivalley.org)>  
**Sent:** Thursday, May 7, 2020 12:54 PM  
**To:** Dave Vautin <[DVautin@bayareametro.gov](mailto:DVautin@bayareametro.gov)>  
**Subject:** Letters from Innovation Tri-Valley Leadership Group

**\*External Email\***

Hi Dave-

We met briefly when you attended the Transportation Workshop that we hosted a couple of months back with the Bay Area Council Economic Institute to help inform our Tri-Valley Vision 2040. Hard to believe how much has changed in our world since then....I hope you are staying healthy and safe.

As a follow-up, I wanted to be sure that you saw two recent letters related to our long-term vision that we have submitted in the past month that may be of interest to you. The letters are in regards to Valley Link's inclusion in both the MTC Plan Bay Area 2050 and the updated CAHSRA Business Plan. You may have already seen the one that we sent to your MTC Chair Supervisor Haggerty (Therese and Alix were cc'd on it), but I wanted to make sure you had a copy as well.

It is our belief that the Tri-Valley is perfectly situated to be a vital connection point between the Bay Area and Central Valley, and both Valley Link and CAHSRA can play a major role at the epicenter of the Northern California Mega-Region. As we move forward with Tri-Valley Vision 2040, we are hoping to be aligned to the greatest extent possible with MTC Plan Bay Area 2050.

To that end, if you can send me a schedule of future meetings in which MTC Plan Bay Area 2050 will be discussed as well as the timing for its adoption that would be much appreciated. Thank you in advance for any assistance you can provide, and I look forward to hearing from you.

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**Tim Sbranti**  
Director of Strategic Initiatives



Innovation Tri-Valley Leadership Group  
925.858.5303

[tsbranti@innovationtrivalley.org](mailto:tsbranti@innovationtrivalley.org)[www.innovationtrivalley.org](http://www.innovationtrivalley.org)



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April 15, 2020

The Honorable Scott Haggerty, Chair  
Metropolitan Transportation Commission  
375 Beale Street  
San Francisco CA 94105-2066

**RE: Support for Valley Link and the Altamont Corridor Vision Plan Phase 1 in the Metropolitan Transportation Commission (MTC) Plan Bay Area 2050**

Dear Chair Haggerty,

Thank you for the opportunity to provide this letter of support to urge for the inclusion of Valley Link and the Altamont Corridor Vision Phase 1 in MTC Plan Bay Area 2050. These are vital elements of our transportation system and essential to our region's future.

Innovation Tri-Valley Leadership Group (ITV) is a network of business leaders working to advance the economic climate and quality of life in California's Tri-Valley. During these extremely difficult financial times, we feel that MTC must examine its priorities and ensure that Plan Bay Area 2050 gives significant weight to the needs of employers. Many of these employers are reliant upon a workforce from the Central Valley for their very survival. We believe that Valley Link is essential to eliminating one of our nation's longest "super-commutes", maintaining existing jobs, and creating new job growth and opportunity in the Bay Area.

According to the Bay Area Council's Economic Institute in the "Tri-Valley Rising" report they published in 2018, the Tri-Valley has a \$42 billion GDP with over 450 high-tech companies, and is a region that is globally connected, regionally united, and locally unique. Furthermore, the Tri-Valley is an incredibly important goods movement corridor as products are shipped to and from the Central Valley and Southern California with the Bay Area through the Altamont pass. Given the Tri-Valley's critical location at the epicenter of the Northern California mega-region connecting the Bay Area and Central Valley, it is imperative that planning around transportation improvements in the Bay Area should keep the Altamont corridor and Tri-Valley at the forefront.

Valley Link is slated to be a robust and sustainable passenger rail system that 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 \$648 million. Project development continues to advance with urgency - environmental clearance is nearly complete and a targeted revenue service date is set for 2027. The Altamont Corridor Vision improvements will significantly decrease travel times through the





Altamont and lead to a dramatic increase in project benefits to equitably serve our residents and workforce with access to jobs, educational opportunities, health care facilities, and an improved quality of life.

The Tri-Valley – San Joaquin Valley Regional Rail Authority (Authority) is working expeditiously to achieve near-term congestion relief for the more than 98,500 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. This figure is even more staggering when you consider that just two years ago, the number of commuters coming over the Altamont Pass was just over 82,000. 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. Beyond these numbers, tackling the housing affordability crisis and providing social equity and environmental justice for disadvantaged communities are other clear benefits of the project.

This project 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. Policies have also been adopted by Valley Link’s board to support the advancement of transit-oriented development adjacent to its stations which will further reduce VMT and GHG emissions within the station environs. This Sustainability Policy also identifies implementing strategies to achieve a zero emissions system and the use of battery-electric and hydrogen vehicle technologies.

We applaud the fact that the member agencies are already up-zoning and planning housing and commercial development around the seven proposed phase one Valley Link stations. The transit-oriented development and creation of job centers at several new and existing stations will create livability and economic opportunity in the development of new community hubs without the need for automobiles. The Sustainability Policy 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 directs the maximization of benefits to these communities and households in the project planning and design.

Additionally, it is worth noting that four of the proposed stations in San Joaquin County are within disadvantaged community geographic areas and/or designated as low-income communities, many who work in the Bay Area but were displaced due to the high cost of housing. As more workers are displaced from the high cost of living in the Bay Area, many of them (particularly low-wage workers) are forced to make lengthier and more expensive daily commutes, making a rail connection a social justice issue. This project will create an option for commuters that puts them right into the BART system from the Central Valley, and bolsters equity by increasing the accessibility to public transit by linking nearly 500 miles of commuter and intercity rail with more than 130 stations in the Northern California Megaregion.





### Altamont Corridor Vision Phase 1

The Altamont Corridor Vision Phase 1 Improvement Program is the result of a partnership between the Tri-Valley – San Joaquin Valley Regional Rail Authority (Valley Link), the San Joaquin Regional Rail Commission (Altamont Commuter Express [ACE], and the San Joaquin Joint Powers Authority (San Joaquin’s). The Bay Area improvements of this Phase 1 Program include \$1.1 billion for the implementation of 8.6 miles of new alignment through the Altamont Pass (between Greenville Road and the San Joaquin County Line) to be used by both Valley Link and ACE services. This new alignment through the Altamont Pass would include a 3.5-mile tunnel and enable speeds up to 125 mph which would decrease train travel times through the Altamont Pass by an estimated 15 minutes – a 30% travel time savings in the corridor.

The improved travel time will lead to expanded services on both the Valley Link and ACE systems and maximize the ridership potential and benefits of both systems - including a projected 70% increase in Valley Link ridership. When combined, the complimentary Valley Link and ACE service would result in a total reduction of 300 VMT annually and the reduction of over 134,000 metric tons of GHG emissions in the first decade. The enhanced service will be a catalyst in the promotion of TOD throughout the Valley Link and ACE systems. Consistent with the Draft 2020 CHSRA Business Plan, it will also expand equitable access by providing the Bay Area with integrated connectivity to the Merced – Bakersfield HSR Interim Operating Segment for a California that links our interconnected regions.

Finally, Valley Link is consistent with the goals and objectives specifically identified in the California Transportation Plan 2040, the 2018 California State Rail Plan, and even MTC’s own Bay Area Regional Rail Plan that was adopted in 2007 which envisioned a connection between BART and ACE. This is also a high priority for both the State Legislature and the Governor as demonstrated by the passage of AB758 in 2018. We appreciate your consideration of this request and look forward to the advancement of this important project.

Sincerely,

Lynn Naylor  
CEO, Innovation TRIVALLEY Leadership Group

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

