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9/11/20

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

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

Dear Chair Cutter:

Obtaining more safe and effective mass transit is critical to the Bay Area. Although it has temporarily lightened to some degree, it is well known that traffic conditions have become intolerable. These long commutes affect quality of life deeply in a negative way. The exhaustion that it causes among our citizens literally can affect their health as well.

Citizens like to feel productive and they need to be to accomplish their goals. Spending hours in their car has a very negative impact to these goals. They can work while commuting with mass transit. This allows them more time for family. They can catch a nap when needed to feel more refreshed.

We are talking about less pollution, more productivity, better quality of life, more rest, less chance of automobile accidents, this is a win-win in every sense for our community.

As a business within the jurisdiction of the Alameda County Transportation Commission (ACTC), supporting a work force of more than 35 employees and more than 150 subcontractors, I write to strongly support approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to amend the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley to advance rail connectivity to Livermore and support our economy by providing our Bay Area work force with a chance to have safe and affordable choices about where they can live and work.

Valley Link will provide an estimated 33,000 daily rides on the 42-mile, 7-station system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of an estimated 32,220 to 42,650 metric tons of greenhouse gas emissions per year. In addition, through the 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. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

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.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

Debbie Ferrari

Debbie Ferrari
Operations Manager

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