LIVERMORE
CALIFORNIA

September 14, 2020

The Honorable Eliza Ortiz, Chair
Planning, Policy and Legislation Committee
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

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

Dear Chair Ortiz:

As a project partner and member of the Tri-Valley – San Joaquin Valley Regional Rail Authority (Authority), I write to request the support of the Planning, Policy and Legislation Committee's (PPLC) for the approval of the Authority's 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. It will also support an intermodal connection between ACE and the BART system in the Tri-Valley and support the advancement of the Altamont Vision.

The Authority was created in 2017 by Assembly Bill 758 for the purpose of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the ACE commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities.

The Valley Link rail project would cover 42 miles connecting the existing Dublin/Pleasanton BART Station to the proposed ACE North Lathrop Station. This project will utilize existing transportation rights of-way where feasible. A second phase would extend service from the North Lathrop Station to the ACE and Amtrak Stockton Station. This rail-based solution was developed by the Authority through extensive studies and public outreach. The studies evaluated many alternatives, including rail alignments and transit modes, for potential benefits and impacts, including ridership, vehicle miles traveled, greenhouse gas emissions, capital and operating costs, travel

times, integration with land use, and cost-effectiveness. Along this corridor, studies have shown buses do not provide sufficient travel time reduction or capacity to be effective. Valley Link rail was found to carry significantly more riders and resulted in a much higher reduction in vehicle miles traveled.

Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 93,400 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. Valley Link will operate 74 daily round trips, providing and estimated 33,000 daily rides in 2040. This will result in the reduction of almost 100 million Vehicle Miles Traveled (VMT) and the reduction of an estimated 32,220 to 42,650 metric tons of greenhouse gas emissions per year.

Livermore residents are in support of utilizing Measure BB tax dollars for what they were originally intended for. The voters of Alameda County approved Measure BB funds to improve the Tri-Valley's access to BART. Livermore residents have been paying taxes for over 50 years for rail improvements to access BART which would be realized with the Valley Link project.

We urge the PPLC's support for the approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that the Valley Link project moves forward and supports the Altamont Vision that our agencies are diligently working jointly to advance.

Sincerely,

John Marchand

John Marchand, Mayor
City of Livermore

Cc: Scott Haggerty, Alameda County, Supervisor District 1
Tess Lengyel, Alameda CTC Executive Director
Vanessa Lee, Alameda CTC, Clerk of the Commission
Michael Tree, Authority, Executive Director