Bay Area Transportation Working Group

May 23, 2020

Pauline Cutter, Chair, and ACTC Commissioners

Alameda County Transportation Commission

1111 Broadway, Suite 800

Oakland, California 94607

via: e-mail to Clerk of the Commission

re: ACTC May 28, 2020 meeting, Agenda Item 8.1, "Approve Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment (Valley Rail)"

Dear Chair Cutter:

The Bay Area Transportation Working Group (BATWG) is an Oakland-based 501(c)(3) composed of senior transportation experts and advocates with centuries of collective experience in California, Bay Area, and Alameda County transportation issues and projects.

At BATWG's May 21, 2020 meeting there was a discussion of the proposed diversion of Alameda County Measure BB funds to Valley Rail. After the discussion the vote was unanimous; we believe this action would be inappropriate and unwise.

What Valley Rail needs most right now is a full, proper, and unbiased study of its feasibility – including projected ridership, cost-effectiveness and identified sources of funding, all in comparison with the other transportation options for the corridor and all taking the changes brought on by COVID into full account.

In 2017, when the question how to use this $400 million was before the BART Board, the BART staff recommended a significantly upgraded bus option on grounds that it would better serve the transportation needs of Pleasanton and Livermore than an expensive 10-mile extension of BART to Livermore's Greenville Road would. BATWG strongly supported the staff's recommendation and subsequently submitted a list of proposed bus system enhancements.

The original BART Extension project approved by the Alameda County voters was intended to benefit the people of Alameda County, including the residents of

Pleasanton and Livermore Area and those traveling to those cities from more westerly Alameda County locations. Obviously, this was a project that the Alameda County taxpayers were willing to support because the vast majority of the benefits would accrue to Alameda County residents and taxpayers. Valley Rail, which includes five stations in the Central Valley and only three in Alameda County, is intended to primarily benefit non-Alameda County residents.

There is no reason or justification for diverting $400 million in BB funds to Valley Rail at this time.

The Bay Area Transportation Working Group looks forward to working with the ACTC in working to improve transportation in the I-580 Corridor.

Respectfully submitted,

Gerald Cauthen PE

President and Co-founder

Bay Area Transportation Working Group (BATWG)

510 208 5441

www.batwgblog.com