Building and Construction Trades Council of Alameda County, AFL-CIO

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Iron Workers, #378
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Laborers, #304
Lathers, #68L
Millwrights, #102
Operating Engineers, #3
Painters, #3
Pile Drivers, #34
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Plumbers & Steamfitters, #342
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Sign & Display, #510
Sprinkler Fitters, #483
Teamsters, #853
U.A., Utilities / Landscape, #355

The Alameda County Building and Construction Trades Council Supports the Staff Recommendation, under item 5.1 (Valley Link) for the following reasons:

- A BART extension to Livermore has been a longstanding project, dating back in concept to the 1960s when the BART system was originally envisioned. Over the years there have been efforts by many resident, local elected officials, and other stakeholders to extend the BART alignment to Livermore.
- After decades of planning, in May of 2018 the BART Board certified the BART to Livermore EIR but voted to not advance a specific project, opting instead to defer the planning and construction of passenger rail in the 580 corridor of the Tri-Valley to the Tri-Valley – San Joaquin Valley Regional Rail Authority.
- Created by AB758 (Baker/Eggman), the Tri-Valley – San Joaquin Valley Regional Rail Authority has since completed a Feasibility Report and selected from alternatives the Valley Link passenger rail project. Phase 1 of Valley Link is a 42 mile, seven station alignment from the Dublin/Pleasanton BART station to the North Lathrop station, with a key connection with BART at the Dublin/Pleasanton BART station and with ACE at the Greenville Station and the planned ACE North Lathrop station. The project is cost effective and efficient in that it uses currently existing transportation rights of way (580 in Tri-Valley, former So Pacific Railroad right of way now owned by County of Alameda in the Altamont and the UP right of way in the San Joaquin Valley). Valley Link will carry between 26,000 and 28,000 rides/day as a transportation option for the nearly 100,000 commuters on the highly congested 580. With congestion in the 580 due to increase 75% by 2040, transportation alternatives are a high priority that will benefit the environment, the economy and the quality of life of residents and Bay Area Workers.
- The goal of the Valley Link Board is to be 100% sustainable, with catenary/battery technology being studied and solar/wind energy being planned to power both the O&M facility and the seven stations. Additionally, the Valley Link Board has approved a Transit Oriented Development policy that mirrors MTC policy to mandate 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space and lowers VMT. Valley Link will result in a reduction of 99.4 million vehicles miles travelled per year and a reduction of 33,000 metric tons in greenhouse gas emissions annually.
- The Tri-Valley – San Joaquin Valley Regional Rail Authority will publish the draft Valley Link EIR in September and aims to certify the EIR by the end of 2020. NEPA and 30% design will be completed in 2021. Final design and construction will begin in 2022, with the project scheduled to open for passenger service in late 2027 to early 2028.
- Per a recent PGH Wong study, during construction the economic impact of Valley Link project will be 16,300 to 22,200 jobs and between $2.6 billion and $3.5 billion in revenues.
- Valley Link is a project advancing quickly and cost effectively. Amending the Measure BB Transportation Expenditure Plan to provide $400 million to the Valley Link project for construction in the Alameda County portion of the project will be extremely important at this time so that the Authority can leverage local funds with State, federal and private funding to complete.

Sincerely,

Andreas Cluver, Secretary-Treasurer
Building & Construction Trades Council of Alameda County

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