East Bay Regional Park District
Healthy Parks Healthy People

2950 PERALTA OAKS COURT • OAKLAND • CALIFORNIA • 94605-0381 • T: 1-888-EBPARKS • F: 510-569-4319 • TRS RELAY: 711 • EBPARKS.ORG

September 22, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission (ACTC)
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:

As an agency within the jurisdiction of the Alameda County Transportation Commission (ACTC), we write to 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 which can be an eligible recipient of Measure BB funds. It would update the TEP by adding Valley Link as an eligible entity for some of the $400 million Measure BB funding identified for the BART to Livermore project. This action will help fulfill a commitment made to the Tri-Valley to advance rail connectivity to Livermore. We also assert regional trail connections to future Valley Link stations would be eligible for this funding as well.

The Tri-Valley is home to over a dozen East Bay Regional Parks and miles of paved active transportation trails which have remained open for essential outdoor activity during the 2020 pandemic – including the Iron Horse Trail (IHT) which connects the Dublin-Pleasanton Bay Area Rapid Transit (BART) station to numerous surrounding communities and businesses. This active transportation trail also connects the Bishop Ranch and Hacienda business parks to the BART station. The ultimate destination for the IHT is a multi-model transit hub likely around the I-580 Greenville Road Exit in Livermore for which Measure BB funds will be important. The District supported Measure BB as it included funding for trail connectivity and maintenance for the IHT, as well as other regional trails in Alameda County.

The Tri-Valley is home to hundreds of thousands of people, two national labs. and headquarters for more than 450 technology companies. Historically, families, and companies have settled in the Tri-Valley for the quality of life it affords. In more recent times, however, many find the cost of living in the Tri-Valley to be a challenge. It is now estimated that 93,400 Bay Area workers are living in neighboring Northern San Joaquin County, commuting daily over the Altamont Pass in vehicles. This includes those providing essential services to the Bay Area – firefighters, police, nurses, park personnel, and grocery store workers. Pre-pandemic, these commuters faced an average 78-minute commute each way and already there is evidence this congestion is rapidly returning.

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

Board of Directors

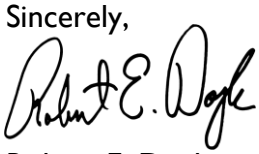
Ellen Corbett, President, Ward 4
Dee Rosario, Vice President, Ward 2
Colin Coffey, Treasurer, Ward 7
Beverly Lane, Secretary, Ward 6
Elizabeth Echols, Ward 1
Dennis Waespi, Ward 3
Ayn Wieskamp, Ward 5
Robert E. Doyle, General Manager

estimated 32,220 to 42,650 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted Transit-Oriented Development (TOD) Policy, Valley Link will support the advancement of TODs adjacent to its stations, which will further reduce VMT and greenhouse gas emissions. The TOD Policy mirrors the Metropolitan Transportation Commission (MTC) policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring the transportation infrastructure is a catalyst for smart growth that protects open space.

Valley Link will help connect the Northern California Megaregion's workforce to affordable housing, provide opportunities for compact transit-oriented development which helps preserve open space, and will have a significant impact on the reduction of greenhouse gas emissions. It will also provide an estimated 22,000 jobs during construction. When operational, it will 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 important to the environment and the quality of life in the Bay Area – and now even more significant for the economy given the recovery needs we are facing.

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

Sincerely,



Robert E. Doyle
General Manager
East Bay Regional Park District

CC: Alameda County Transportation Commission (ACTC) members
Tess Lengyel, ACTC Executive Director
Michael Tree, Authority Executive Director
EBRPD Board of Directors