From: Rafael Gonzalez
To: Vanessa Lee
Subject: Valley Link
Date: Tuesday, May 26, 2020 10:10:41 AM

Good morning. I am writing to you in support of the Valley Link project and the proposed funding of that project. As a representative of thousands of workers who commute from the Central Valley into the Bay Area, and as someone who does that same commute, I can attest to the importance of the Valley Link Rail System. I moved to Tracy, about 20 years ago and I have seen firsthand the increase in commuter traffic. All the experts agree that this will only continue to increase as time goes on. This will result in more time on the road, which increases the carbon footprint of each individual commuter. Valley Link provides a safe alternative from the Central Valley to the Bay Area, reducing the amount of vehicles on the road, which in turn results in lower commute times, carbon emissions, and stress levels!

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.

For these reasons and other, I humbly ask that you consider having the Tri-Valley – San Joaquin Valley Regional Rail Authority recognized as an agency eligible for Measure BB funds (agency hadn't been created when Measure BB was approved). We are also seeking to amend the Measure BB Transportation Expenditure Plan to replace the BART to Livermore project with the Valley Link project. This will put $400 million in Measure BB funds into the control of the Valley Link Board.

I thank you for your consideration.

Rafael Gonzalez
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