

From: vaughnwolffe@netscape.net
To: [MTC-ABAG Info](#)
Subject: Plan Bay Area 2050 Final Blueprint meeting 7/22 at 9:45 item 8a
Date: Monday, July 20, 2020 8:26:54 PM

External Email

July 20, 2020
Jim Sperring, Chair, Planning Committee
Metropolitan Transportation Commission
375 Beale Street Suite 800
San Francisco, CA 94105

Re: Agenda Item 8a
Plan Bay Area 2050 Final Blueprint: Key Decisions for the Transportation Element

Dear Chair Sperring & Committee Members:

I have major concerns that Valley Link is being considered as a mega project. As the MTC staff correctly determined it should certainly not be advanced to Period 1. There is no ridership to support spending \$2.5 to 3 billion. While the proponents claim 28,000 riders the Valley Link sustainability report indicates new riders are only 13,800 out of 26,000 to 28,000 by 2040. As indicated by the 2000 I-580 Corridor Study and validated by the 2016 BART to Livermore Study less than 10% of trips to, though or from the Tri-Valley I-580 corridor are going to a BART service area. That corridor is expected to grow by 150,000 trips including 8,000 trucks. Making Valley Link traffic and GHG reduction claims negligible.

According to the ACE Vision and the State Rail Plan 125 mph electrified modern rail service would cover the Mega-Regional Corridor from Stockton to San Jose, Redwood City and Oakland with faster higher capacity trains. Replacing the ACE to BART element of Valley link with with a transfer only BART/ACE station at Shinn ST in Fremont would be easier, far cheaper, higher capacity and less convoluted than throwing \$400 million of tax payers' money at tearing up a highly congested highway for 10 miles. The more than 185,000+ East Bay BART and County tax payers using Dumbarton and San Mateo bridges who also must pay bridge tolls(to Valley Link) would finally get to benefit with modern rail service if ACE and Capitol Corridor could use a Dumbarton Rail bridge.

As Caltrans has mentioned moving project ids 2300, 2302, 2306 and 2312 or DTX, Caltrain Frequency, Dumbarton Rail and ACE Frequency Increases to Period 1 would be better regional rail transportation improvements. There are more East Bay tax payers clogging up 880, 101 and the bridges than San Joaquin folks coming over the Altamont to BART.

With the coming climate change fight we need useful rail service and connections not another Bay Area transit agency.

Vaughn Wolffe [REDACTED]