

Bobadilla, Lisa

From: Doug Mann <doug@dougmann.com>
Sent: Monday, April 18, 2022 10:47 AM
To: Bobadilla, Lisa
Subject: Public Comment "04/18/2022" Opposition to Valley Link funding

Public comment for Item 6a, expenditure plan

2022/04/18

Greetings Council:

I urge you to not include Valley Link in your strategic expenditure plan.

I am a Livermore resident, my wife takes BART to Oakland every day and I am generally a fan of trains. The ACE train was and continues to be a great use of a transportation corridor. When it comes to Valley link specifically, I have struggled to justify its construction as a benefit to virtually any Livermore resident.

Likewise, I don't see how it is a benefit to any of the other Tri-Valley cities. Valley link creates new commuters from the central valley that did not exist before, in the form of new housing developments to be constructed along the line if the train is built. *It does not "take cars off the road"*.

To me, all I see is an increased onslaught of new passengers that the BART train will simply not be able to accommodate. BART even admits they won't be able to reduce their interval from 15 minutes to 12 minutes until 2032. That would be the earliest one could even imagine the Valley Link train being able to operate and not cause insurmountable problems.

Currently, BART riders are greeted with empty trains at the the Dublin-Pleasanton station. How will it be helpful if those trains are instead full, or near so at the outset? How is it a benefit to the Pleasanton resident if it's harder or impossible to get on the train? The same applies to residents of Dublin, San Ramon and Danville, who would like to be able to get on the BART with the same relative ease that they enjoy today. The current Castro Valley BART challenge will transition to more of a nightmare. It makes no sense for us to actively engage in making the commute experience of Tri-Valley residents worse.

Finally, I may be an outlier but I believe the Valley Link train will ultimately collapse under its own weight for many of the same reasons "BART to Livermore" could not ultimately be justified. All transportation systems require a public subsidy, but Valley Link's subsidized cost per rider may be the highest of any public transportation system in the Country - an honest evaluation would not justify the enormous ongoing operating expenses.

A far better solution for Tri-Valley residents would be to fund greater access to public on-demand or traditional bus service to and from BART so that it would be more accessible for our people. Spending money on that would be welcome.

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