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I fault the DEIR for not considering project alternatives and for the project's minimal projected ridership compared to the total travel demands of the I-580 Corridor.

Although this document honors the time-honored Bay Area practice of advancing politically-motivated capital projects, Valley Link would not materially benefit the residents of either the Tri-Valley or San Joaquin County.

As indicated in the 2016 BART-to-Livermore DEIR, the number of BART riders currently traveling to, through and from Tri-Valley is less than 10% of total I-580 auto trips. Had the writers of the VL DEIR compared the projected 2040 Valley Link ridership to the total number of projected auto trips in the Corridor in that year, it would have confirmed this fact.

The suggestion in Section 3.6 Energy that Valley Link trains would reduce GHG emissions is utterly without merit. In the first place it is projected by Caltrans, BART and the Bay Council that between 2015 and 2040, I-580's already backed-up traffic will increase from 200,000 auto trips a day to at least 350,000 auto trips a day. The idea that Valley Link trains would have a discernible effect on I-580 congestion is a myth. Neither the auto-trip nor GHG emission reductions set forth in the DEIR are meaningful.

Absent a valid ridership analysis that includes consideration of the long term effects on commuting of COVID-19 due to anticipated future work-at-home reductions and the evaluation of bona fide project alternatives including an intensified and up-graded ACE service with a connection to BART in Fremont and a highly efficient all-bus alternative, there is little basis to determine the actual effect of Valley Link. If these matters are not taken into consideration and dealt with seriously, the expenditure of \$3 billion or more of taxpayer money needed to develop a Valley Link system would likely come to be regarded as another major Bay Area waste of money.

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