



## PROJECT OVERVIEW

The Tri-Valley – San Joaquin Valley Regional Rail Authority was established on January 1, 2018 through the enactment of Assembly Bill 758 with the mandate to plan and deliver cost-effective and responsive transit connectivity between the BART system and the Altamont Commuter Express. The Feasibility Report adopted by the Board in October 2019, identifies a proposed project.

The Proposed Project is a new 42-mile, 7-station passenger rail project that will connect the existing Dublin/Pleasanton Bay Area Rapid Transit (BART) Station in Alameda County to the planned Altamont Corridor Express (ACE) North Lathrop Station in San Joaquin County utilizing existing transportation rights-of-way where feasible. Regular service is planned for throughout the day in both directions with timed connections with both BART and ACE services. Initial Operating Segments are also under consideration – from the Dublin/Pleasanton BART Station to either the Greenville or Mountain House Station.

Valley Link promotes social equity by providing transit to jobs in the Bay Area for some of the most disadvantaged communities in California. These include essential jobs that are critical to the entire megaregion.



## PROJECT GOALS & BENEFITS

### **Improve connectivity within the Northern California Megaregion: connecting housing, people, and jobs.**

Will provide a reliable alternative to congestion for the more than 93,500 Bay Area workers now commuting daily from their homes in Northern San Joaquin County.

### **Establish rail connectivity between BART's rapid transit system and the ACE commuter service.**

The connection of these two intermodal hubs would link nearly 500 miles of commuter and intercity rail with more than 130 stations in the Northern California Megaregion.

### **Pursue Project implementation that is fast, cost-effective, and responsive to the goals and objectives of the communities it will serve.**

The Authority's TOD policy supports regional goals by encouraging the development of station area plans tailored to the goals and objectives of each community.

### **Be a model of sustainability in the design, construction, and operation of the system.**

Valley Link provides an estimated 33,000 daily rides in 2040, resulting a reduction of 99.4 million vehicle miles traveled per year between 32,220 and 42,650 metric tons of GHG emissions.

### **Support the vision of the California State Rail Plan to connect the Northern California Megaregion to the State rail system.**

Valley Link supports State transportation goals. It closes critical transit gaps, connects two designated State Rail Hubs, and provides a potential interim connection to high-speed rail.



Congestion on I-580. Congestion is anticipated to increase 60% between 2013 and 2040, with freight movement in the corridor anticipated to increase 58% during the same period.

## PROJECT STATUS

On January 21, 2021 the public comment period for the draft EIR closed. The Authority anticipates that in May of 2021 the Valley Link Board of Directors will consider certification of the EIR in accordance to the California Environmental Quality Act. At that time the Board of Directors will also consider adoption of the project.

An Economic Impact Report was recently completed that calculated Valley Link would generate up to 22,000 jobs during construction with an economic impact in the region of \$3.5 billion. The report also calculated that during operations Valley Link would generate 400 jobs with an economic impact of \$69 million per year.

## PARTNERS AND STAKEHOLDERS

CalSTA, Caltrans, Alameda CTC, MTC, San Joaquin COG, San Joaquin Regional Rail Commission, BART, Livermore Amador Valley Transit Authority, Union Pacific Railroad, City of Danville, City of San Ramon, City of Pleasanton, City of Dublin, City of Livermore, City of Tracy, Mountain House Community Services District, City of Lathrop, City of Manteca, City of Stockton, County of Alameda and County of San Joaquin.

## PROJECT FUNDING

Project Cost ..... \$2.7B to \$3.4B

### IDENTIFIED FUNDING

Bridge Toll ..... \$188M

Measure BB ..... \$400M

Impact Fees ..... \$80M

Property ..... \$40M

**TOTAL REVENUES ..... \$708M**

## SCHEDULE BY PHASE

**End**

Feasibility Report ..... Fall 2019

Preliminary Engineering/  
Environmental Impact Review (EIR) ..... Spring 2021

National Environmental  
Policy Act Review (NEPA) ..... Summer 2023

Final Design ..... Summer 2025

