# Valley Link
Connecting People, Housing, and Jobs

# A Transformative Transit Project

## The Project

Valley Link is a new megaregional passenger rail line - a national model of environmental sustainability with new and emerging zero emission technologies, including hydrogen powered trains, electric shared autonomous vehicles and seamless system integration that will equitably serve the state's most disadvantaged communities.

### Megaregion Connection of CA High-Speed Rail and Valley Link to the Bay Area



River Islands
Lathrop
Tracy
Mountain House
Isabel
Southfront Road
Dublin/Pleasanton
Valley Link Stations (not to scale)

SACRAMENTO
OAKLAND
LATHROP
SAN FRANCISCO
Dublin/Pleasanton
SAN JOSE
MERCED

— CA High-Speed Rail
— Valley Rail
••• Valley Link
— Bart/Caltrain

## IMPORTANT BENEFITS OF VALLEY LINK PROJECT

### Social Equity

Valley Link stations serve some of the state's most disadvantaged communities with the highest poverty rates—in San Joaquin County three stations are in disadvantaged communities and four are in proximity to areas designated as low income. It is one of the most polluted air basins in the United States and one in four children have asthma, the highest rate in the state.

### Transit Oriented Communities

Station area plans will support transit area development providing housing in disadvantaged communities to alleviate the devastating jobs/housing imbalance in the megaregion and leverage new and emerging zero emission last-mile technologies–including expansion of the Shared Autonomous Vehicle program now in system testing in the Tri-Valley.

### Jobs Creation

An estimated 22,000 jobs will be created in Valley Link communities during construction with an economic impact in the region of $3.5B. During operations 400 jobs will be created with $69 million in economic impact annually.

### Climate

A 42-mile, 7-station rail system with 74 daily round trips will serve an estimated 33,000 daily riders in 2040–a reduction of 141 million vehicle miles traveled per year and more than 40,000 metric tons of greenhouse gas. Design work is underway to advance an all-hydrogen fuel cell (HFC) hybrid fleet, including the establishment of a solar/wind powered carbon neutral maintenance facility and an on-site hydrogen production plant with opportunities for public/private partnerships within the goods movement sector. A 200-acre site has been dedicated to the project for this use by a municipality along the rail alignment.

# VALLEY LINK OPERATING IN PASSENGER SERVICE AS EARLY AS 2027

The Valley Link Initial Operating Segment (IOS) will construct the first 26 miles of new passenger rail from the Dublin BART Station to the Mountain House Station, joining Alameda and San Joaquin Counties over the Altamont Corridor, significantly reducing congestion on Interstates 205 and 580. The anticipated date to begin running service is late 2027 or early 2028. To date, nearly $750 million in local resources have been committed for the initial operating segment of the project, including local Measure BB funding, bridge toll funding and anticipated developer impact fees.



# STATE BUDGET FUNDING REQUEST - $450 MILLION

## Closes Gap to Complete Initial Operating Segment

There has never been a more opportune time to make Valley Link service a reality given the unprecedented state budget surplus, which includes a $4.5 billion carryover of General Fund money from FY 21-22 and a projected $31 billion surplus for FY 22-23. Valley Link provides a rare opportunity to establish a new, environmentally sustainable passenger rail service.

Our request is to secure $450 million from state funds, which can be derived from a combination of resources including the General Fund surplus, the $1.1 billion in interest that has accumulated into the Road Maintenance and Rehabilitation Account through investments made into the Pooled Money Investment Account and the proposed Transit and Intercity Rail Capital Program augmentation.

The $748 million in committed local resources provides a 62 percent match to complete funding for infrastructure of the initial operating segment, a substantial return on investment to enhance mobility, safety, relieve congestion, and help achieve statewide climate goals in the second most congested region (Bay Area) and region with the worst air quality (San Joaquin Valley) in the nation.

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## Tri-Valley ▲ San Joaquin Valley REGIONAL RAIL AUTHORITY