

VALLEY LINK

CONNECTING PEOPLE, HOUSING AND JOBS

Executive Director
Report

February 2021



Tri-Valley & San Joaquin Valley
REGIONAL RAIL AUTHORITY



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CHAIR
Vice Mayor
City of Tracy



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Councilmember
City of Lathrop



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City of Pleasanton



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BOARDMEMBER
Supervisor
County of San Joaquin



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BOARDMEMBER
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Town of Danville



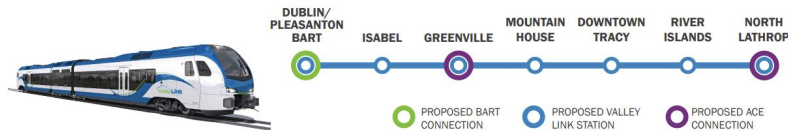
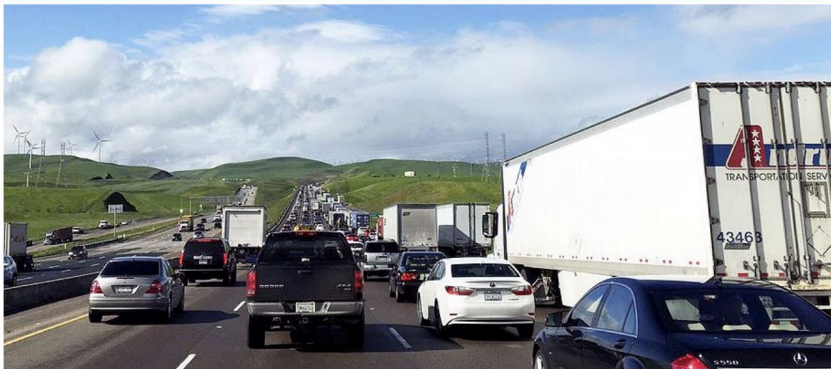
BOB WOERNER
BOARDMEMBER
Mayor
City of Livermore



LEO ZUBER
BOARDMEMBER
Vice Chair
ACE

Draft Environmental Impact Report

SCH# 2018092027



Public comments were due January 21, 2021.

Comment letters from 42 different entities, which included 27 agencies, 3 organizations, 4 private companies and 8 individuals.

Project team currently responding to those comments and making any associated revisions to the Draft EIR.





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.





“Our collaboration...will focus on developing integrated services and connections between state rail systems, including projects such as the Valley Link project that will provide increased connectivity...”

REVISED DRAFT 2020 BUSINESS PLAN



Recovery and Transformation



