



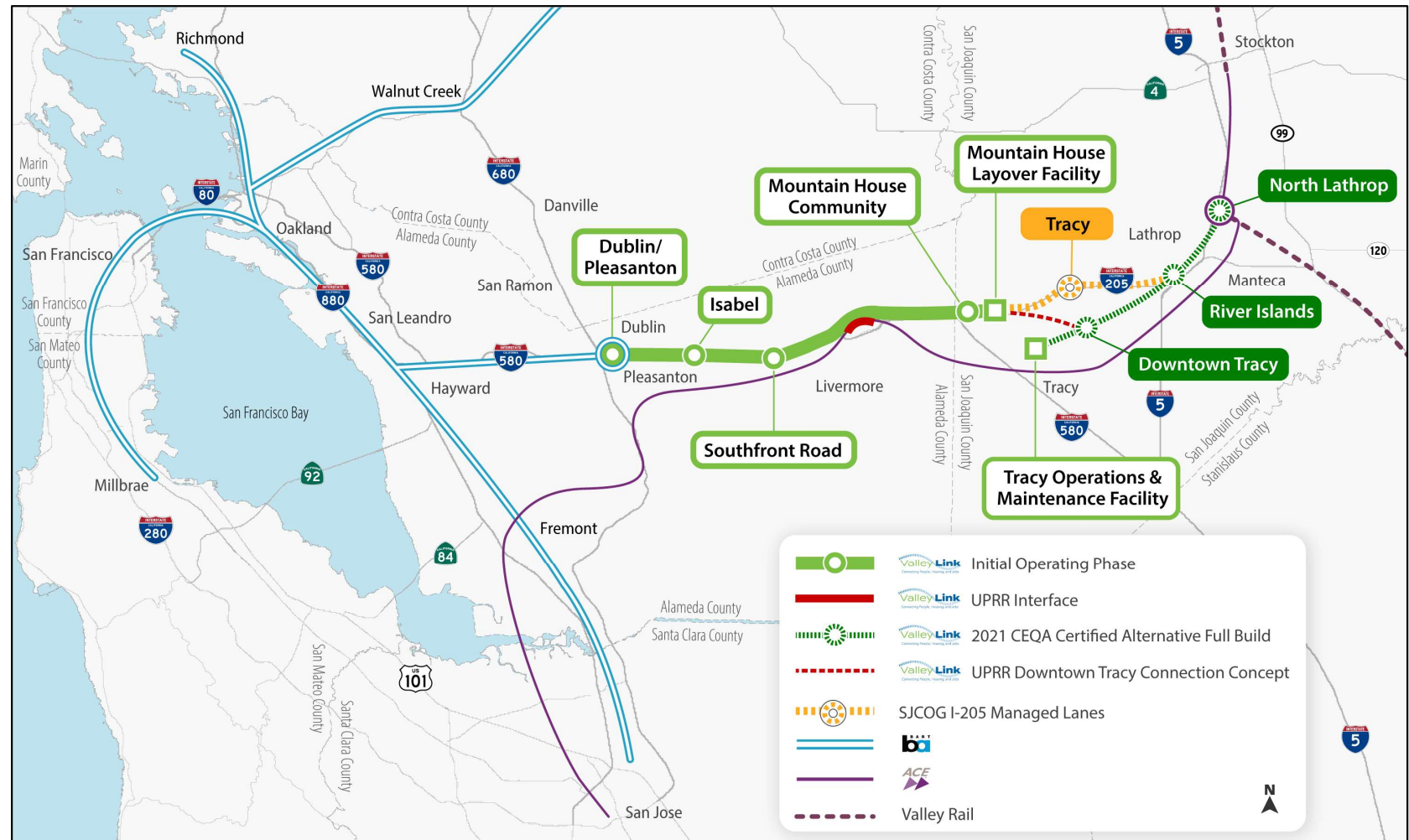
Valley Link Rail Project

Agenda Item 15.1
Stockton City Council Meeting
May 23, 2023



Project Overview

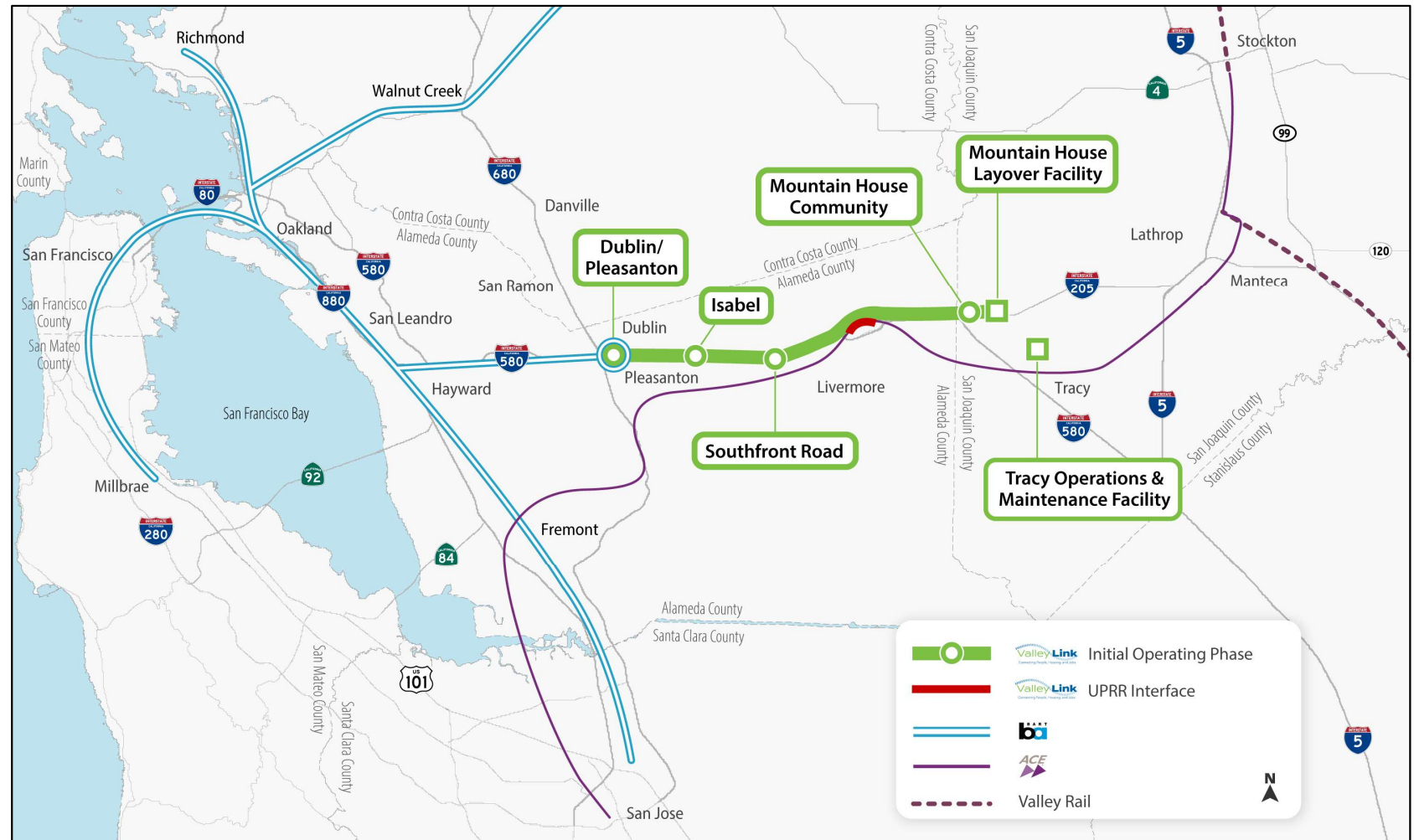
- 42-mile Alignment
- 2 Phases (22- and 20-miles)
- New track and 7 stations
- Mega-Regional Connectivity
 - BART/ACE/CAHSR



Project Overview

Initial Operating Phase

- 22-miles of new track
- 4 Stations
- Layover and operations and maintenance / support facility sites
- Connectivity to existing passenger rail systems



Project Need and Benefits

MEGA CHALLENGES IN THE MEGAREGION

THE BAY AREA GENERATES

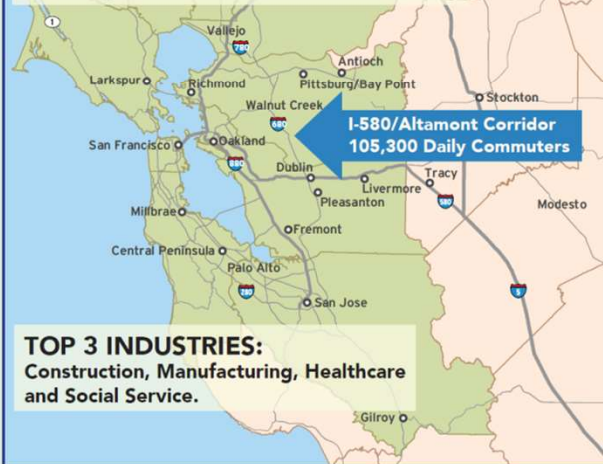


BAY AREA UNSUSTAINABLE HOUSING COSTS



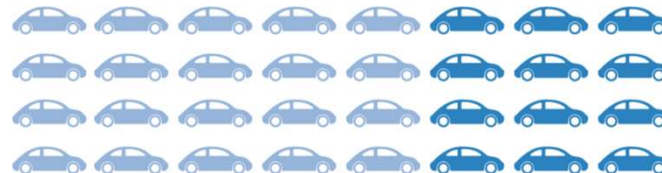
SUPER COMMUTE

Places nationally in the top 10 for its high percentage of commutes over 90 minutes long.



TRAFFIC WILL INCREASE

60%
By 2040



Addresses California's Crises:

✓ Climate

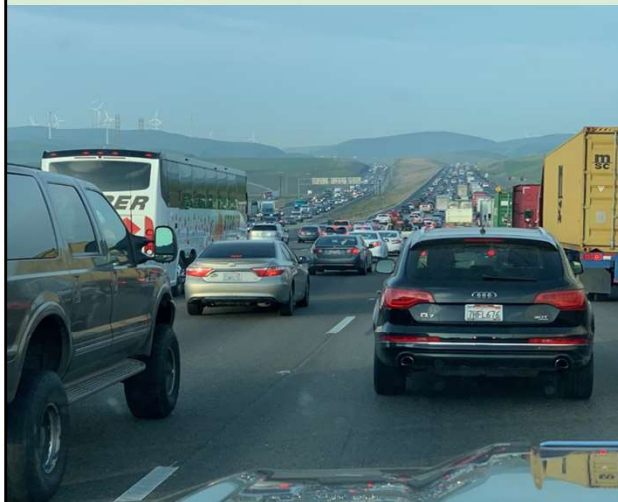
- Reduces Greenhouse Gas Emissions
- Brings new riders to existing transit
- Provides resiliency in the transportation system

✓ Housing Affordability

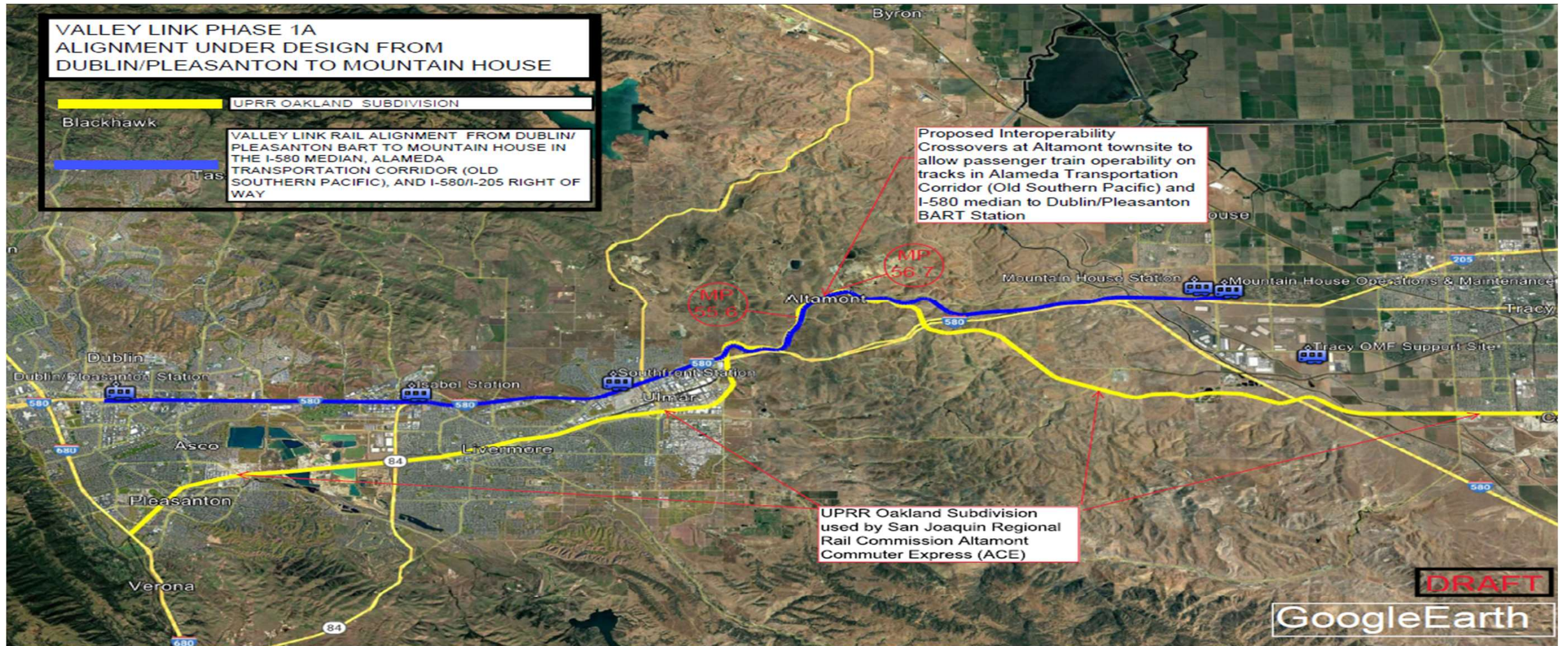
- Connects affordable housing in Northern San Joaquin Valley to higher paying jobs in Bay Area

✓ Racial Inequity and Income Inequality

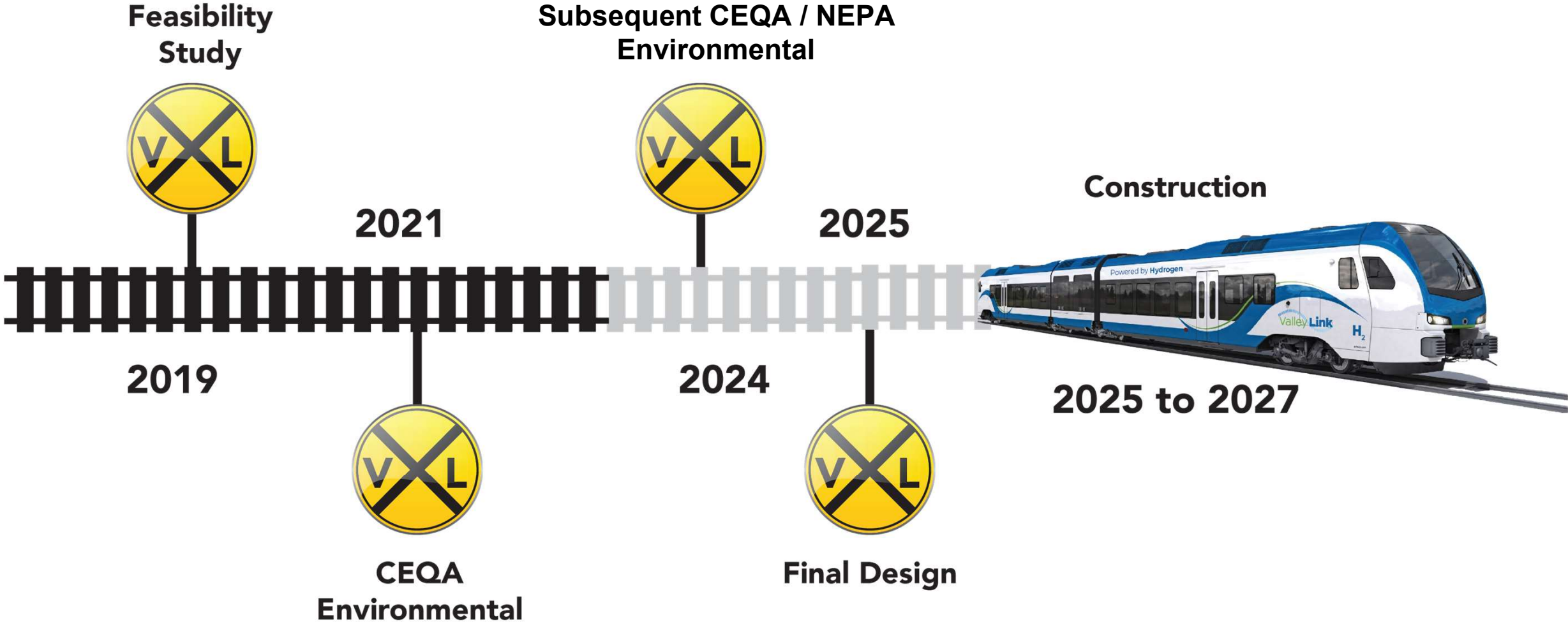
- Serves one of the State's most significant areas of California Climate Investments Priority Populations for both State designated disadvantage and low-income communities
- Creates new jobs and promotes economic recovery



Vision of Future Interoperability with ACE



Schedule



Funding

Total project cost = \$1.86 billion

- Approved by the Federal Transit Administration (FTA) into Project Development under the Capital Investment Grants (CIG) Program – the largest federal transit funding program
- Adopted as a regional CIG Program priority in Metropolitan Transportation Commission’s (MTC) Regional Grant Strategy for the federal Bipartisan Infrastructure Law
- Endorsed by MTC for project development funding under the State of California’s recent Transit and Intercity Rail Capital Program (TIRCP) cycle resulting in \$25 million award

Over one-third of funds identified for the project through local sources:

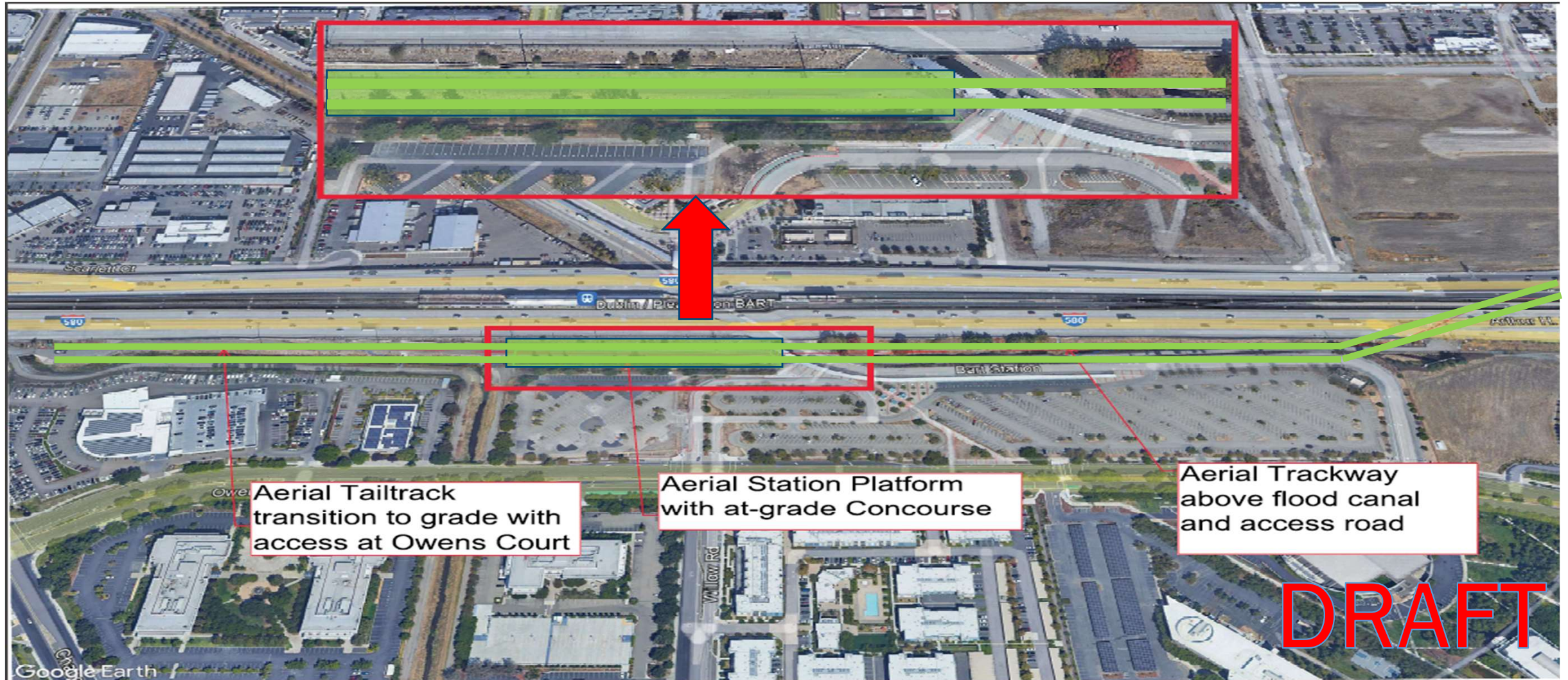
Measure BB	\$400 Million
Bridge Toll	\$188 Million
Local Agency Contributions	\$200 Million
State Transportation Funds	\$30 Million
Developer Fees	<u>\$26 Million</u>
Total	\$844 Million

Targeted funds to complete project:

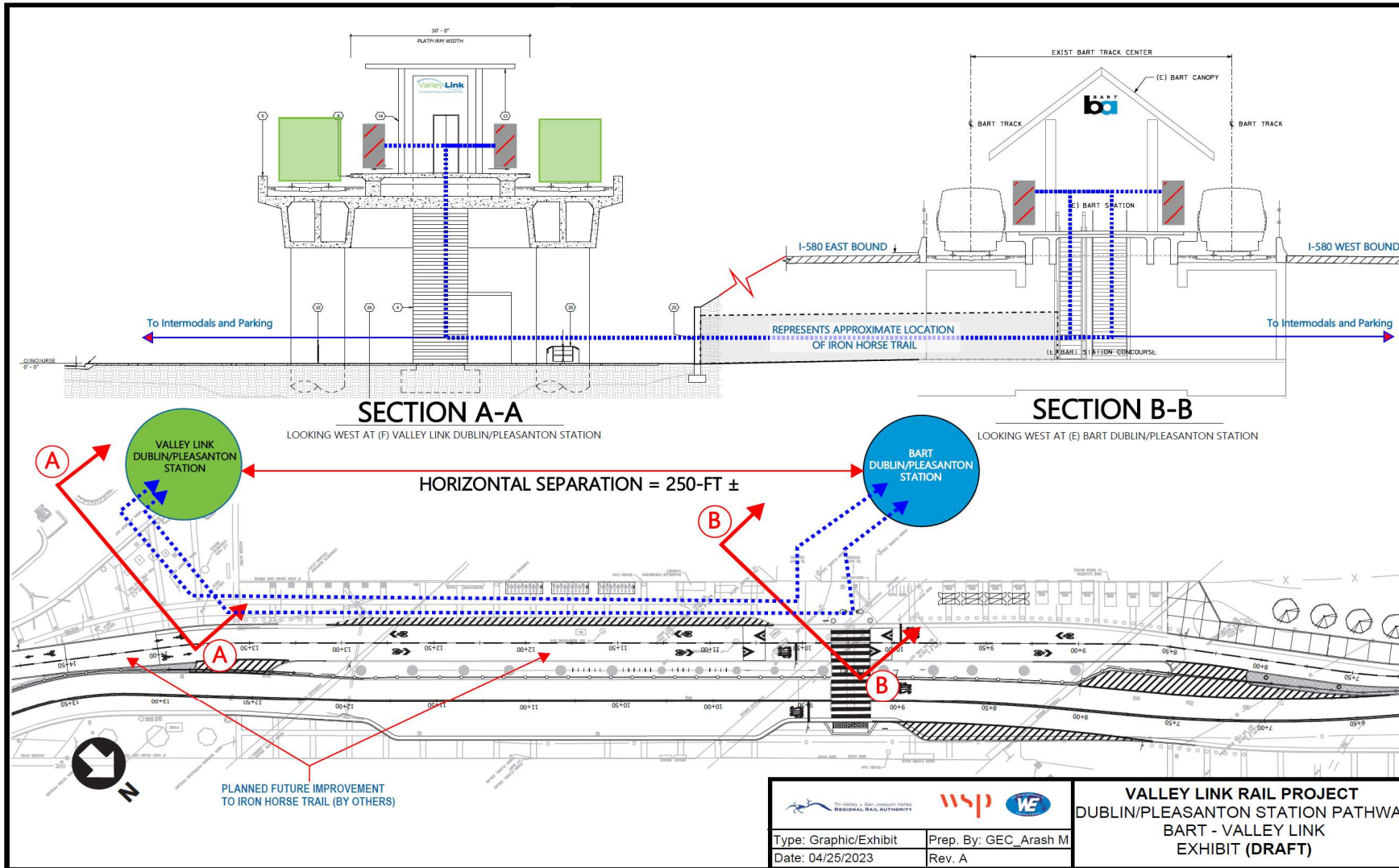
Federal CIG - New Starts	\$450 Million
State Transportation Funds	<u>\$575 Million</u>
Total	\$1.02 Billion



Valley Link Dublin/Pleasanton Station



VL D/P Station Connectivity to BART



- 250 feet between station entrances
- Estimated 3 to 5 minutes total walking time between station platforms
- Consistent and compatible with Iron Horse Trail Project

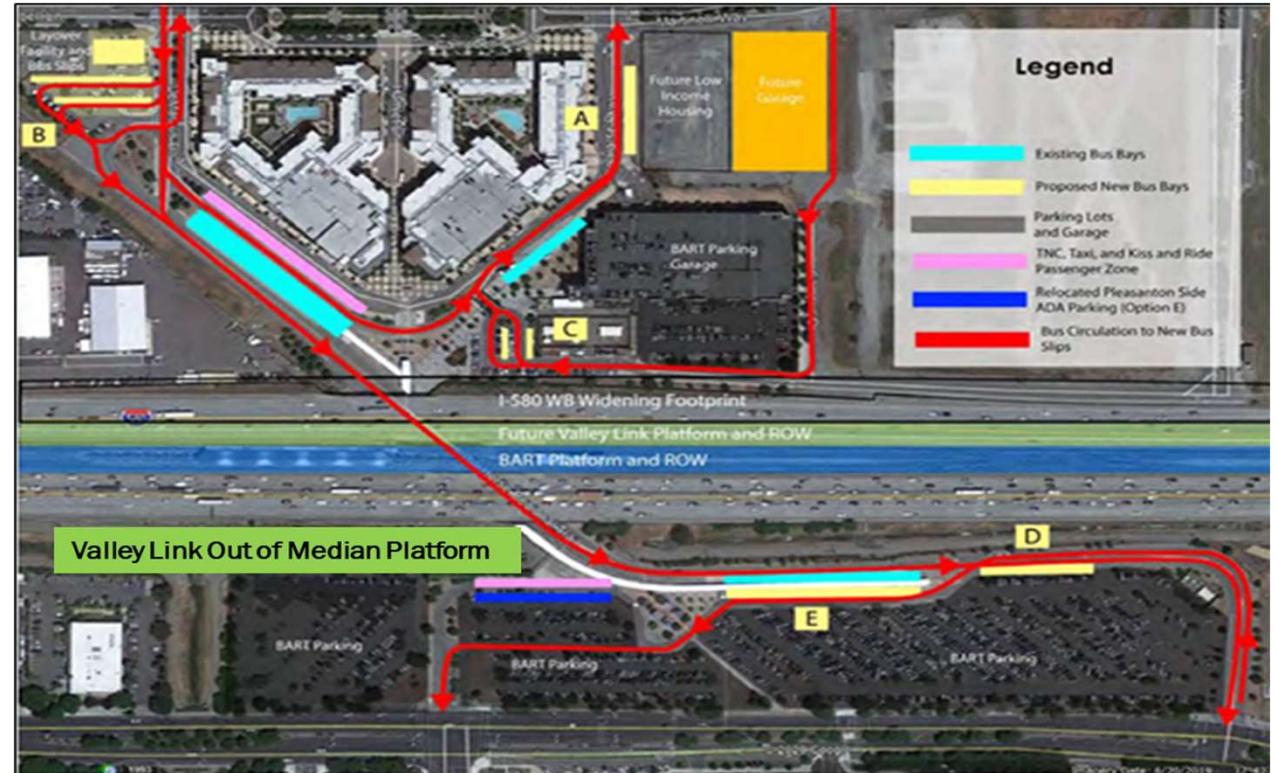


VL D/P Station Passenger Experience



- Iron Horse Trail Project will further enhance corridor for pedestrian and bicycle access, safety and connectivity
- Iron Horse Trail Project will provide separated pedestrian and bicycle paths to improve transit passenger transfers

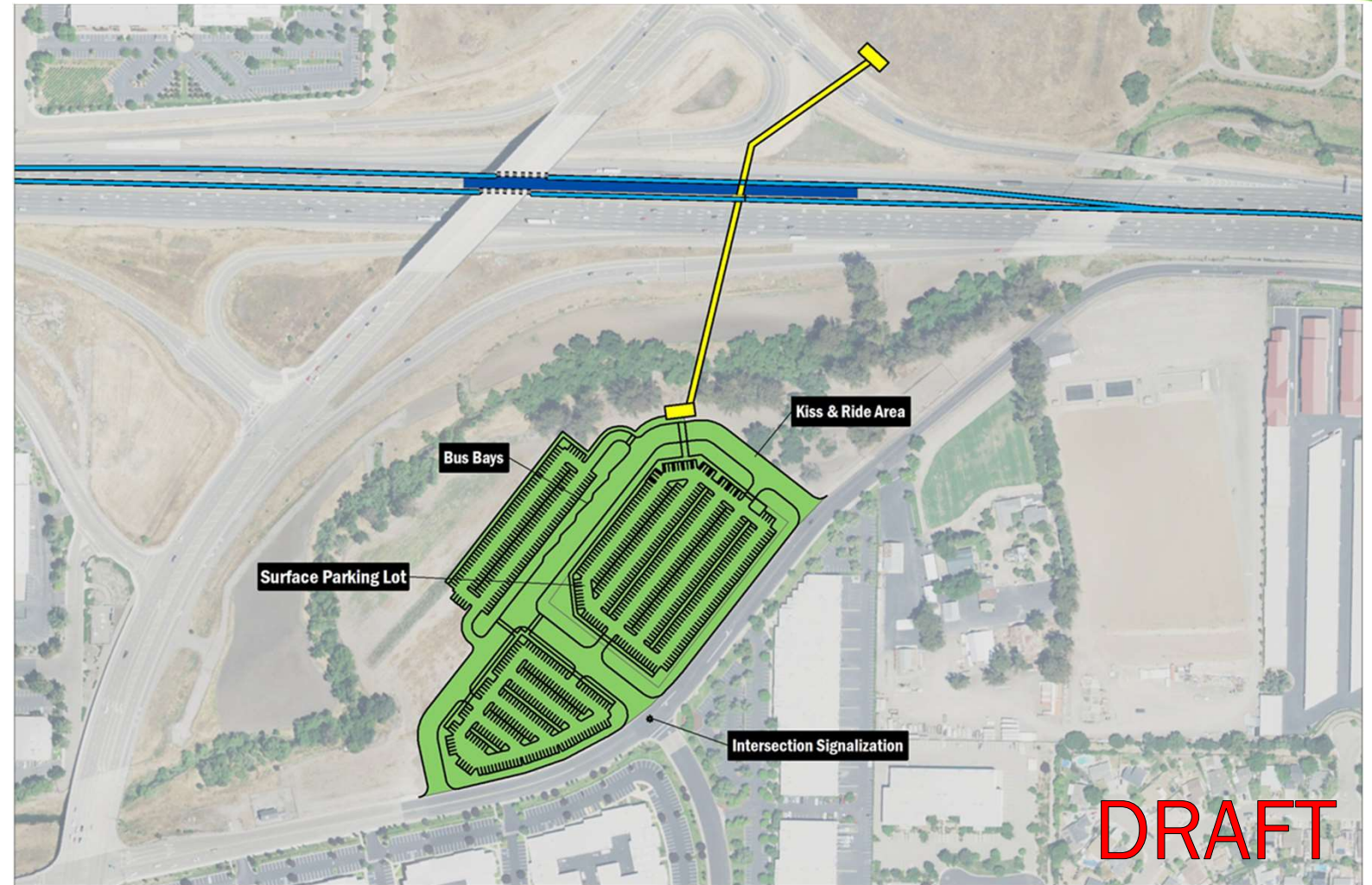
VL D/P Station Connectivity to Tri-Valley Transit Hub



- Tri-Valley Transit Hub provides potential model of intermodal connectivity to Valley Link stations in San Joaquin County with local bus transit services

Isabel Station

- A double-track, at-grade Valley Link station platform in the median of I-580 just east of Isabel Avenue
- Surface parking lots providing parking spaces and bus bays located on site along East Airway Boulevard south of I-580.
- A pedestrian overcrossing from the parking lots over Arroyo Las Positas and eastbound I-580 to the median station platform, and an overcrossing of westbound I-580 (depending on available funding)



— Proposed Rail Alignment ■ Valley Link Platform ■ Pedestrian Overcrossing

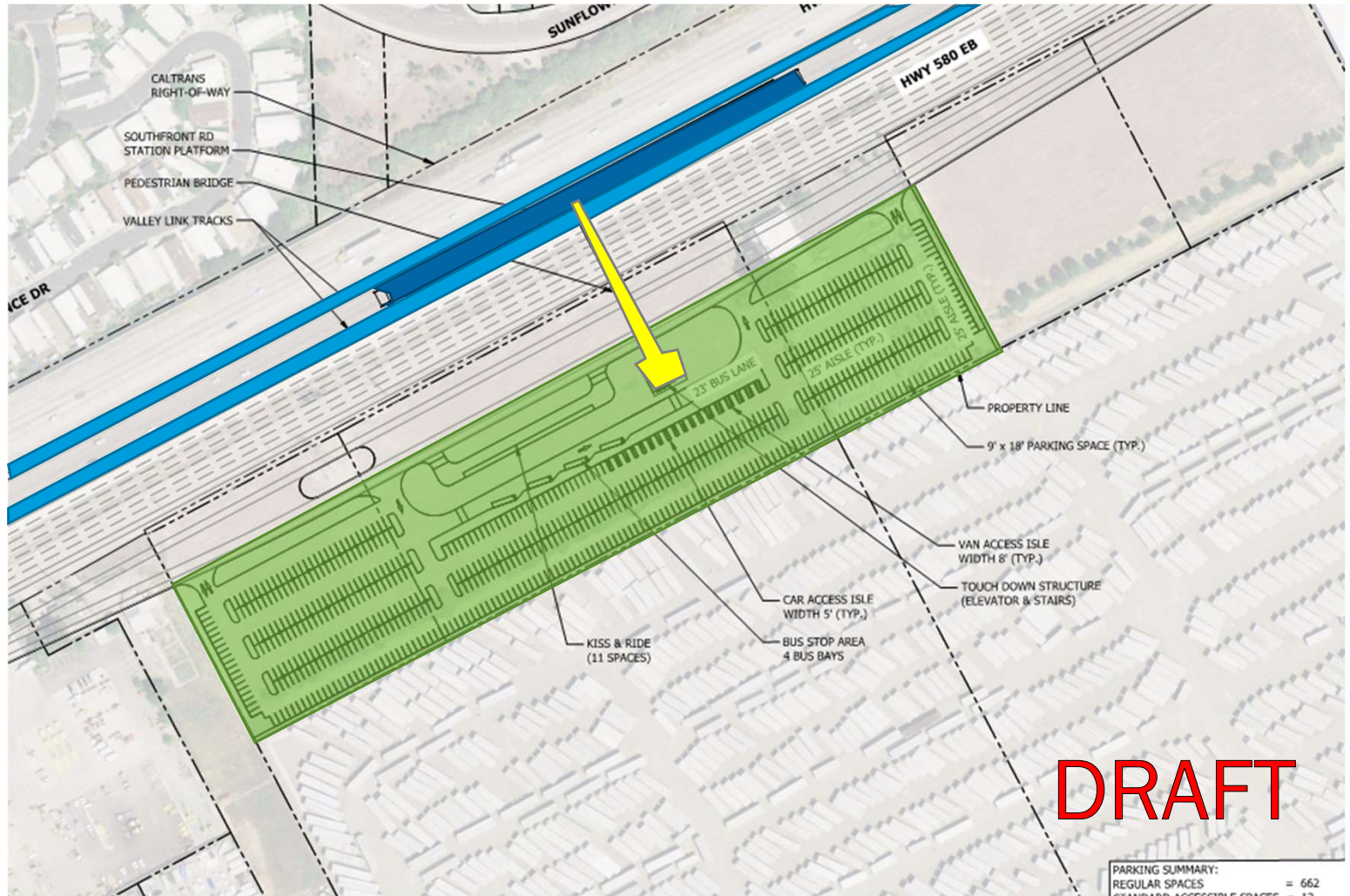
Sources: ESRI 2022, USGS (NAIP) Imagery, 2022

Note: Station layout is preliminary and will be refined as design continues.



Southfront Road Station

- A double-track, at-grade Valley Link station platform in the median of a widened I-580 between First Street and Vasco Road interchanges
- A surface parking lot providing parking spaces and bus bays on a site along Southfront Road between McGraw Avenue and Franklin Lane in Livermore
- A pedestrian overcrossing from the parking lot over Southfront Road and eastbound I-580 to the median station platform
- Platform design that accommodates a potential pedestrian overcrossing to the north of the I-580 (depending on available funding) subject to station area planning by the City of Livermore



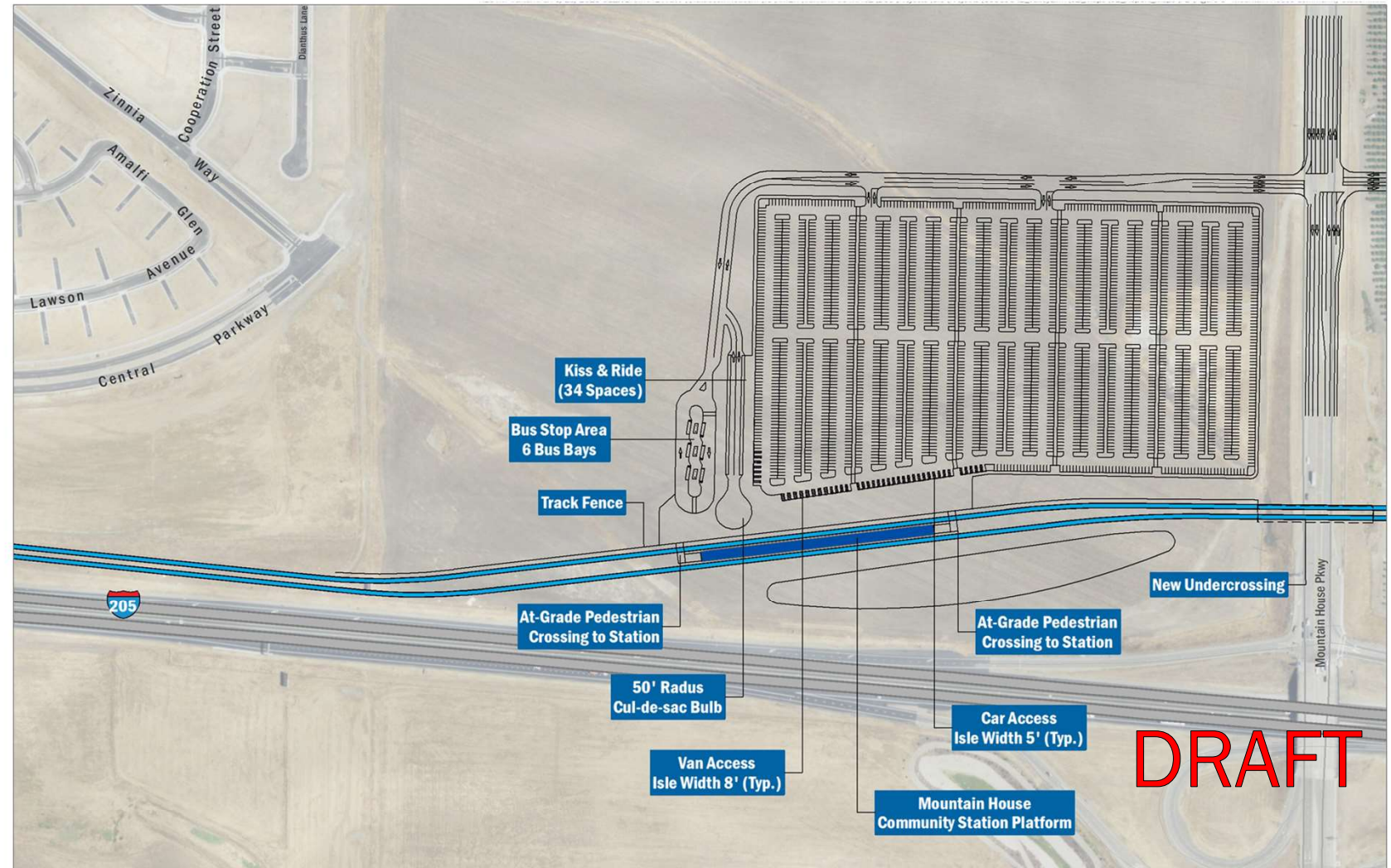
— Proposed Rail Alignment
■ Valley Link Platform
■ Valley Link Parking
■ Pedestrian Overcrossing

PARKING SUMMARY:
REGULAR SPACES = 662
EXAMINED ACCESSIBLE SPACES = 13

Note: Station layout is preliminary and will be refined as design continues.

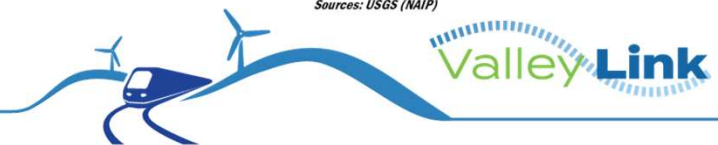
Mountain House Community Station

- Located west of Mountain House Parkway near the I-205/Mountain House Parkway interchange.
- At-grade, double-track Valley Link station platform
- Surface parking lot north of the tracks with parking spaces and bus bays



— Proposed Rail Alignment
■ Valley Link Platform

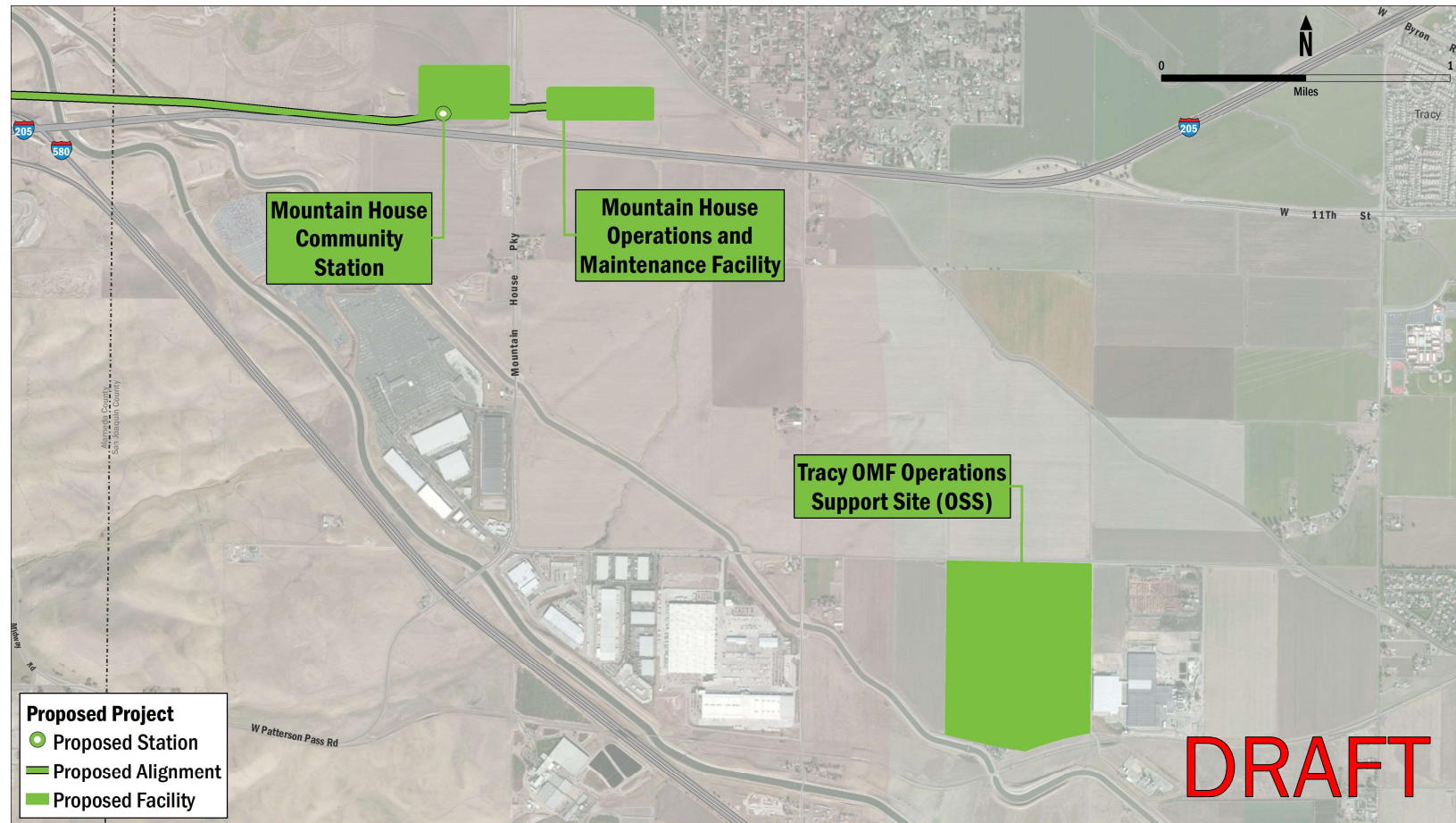
Sources: USGS (NAIP)



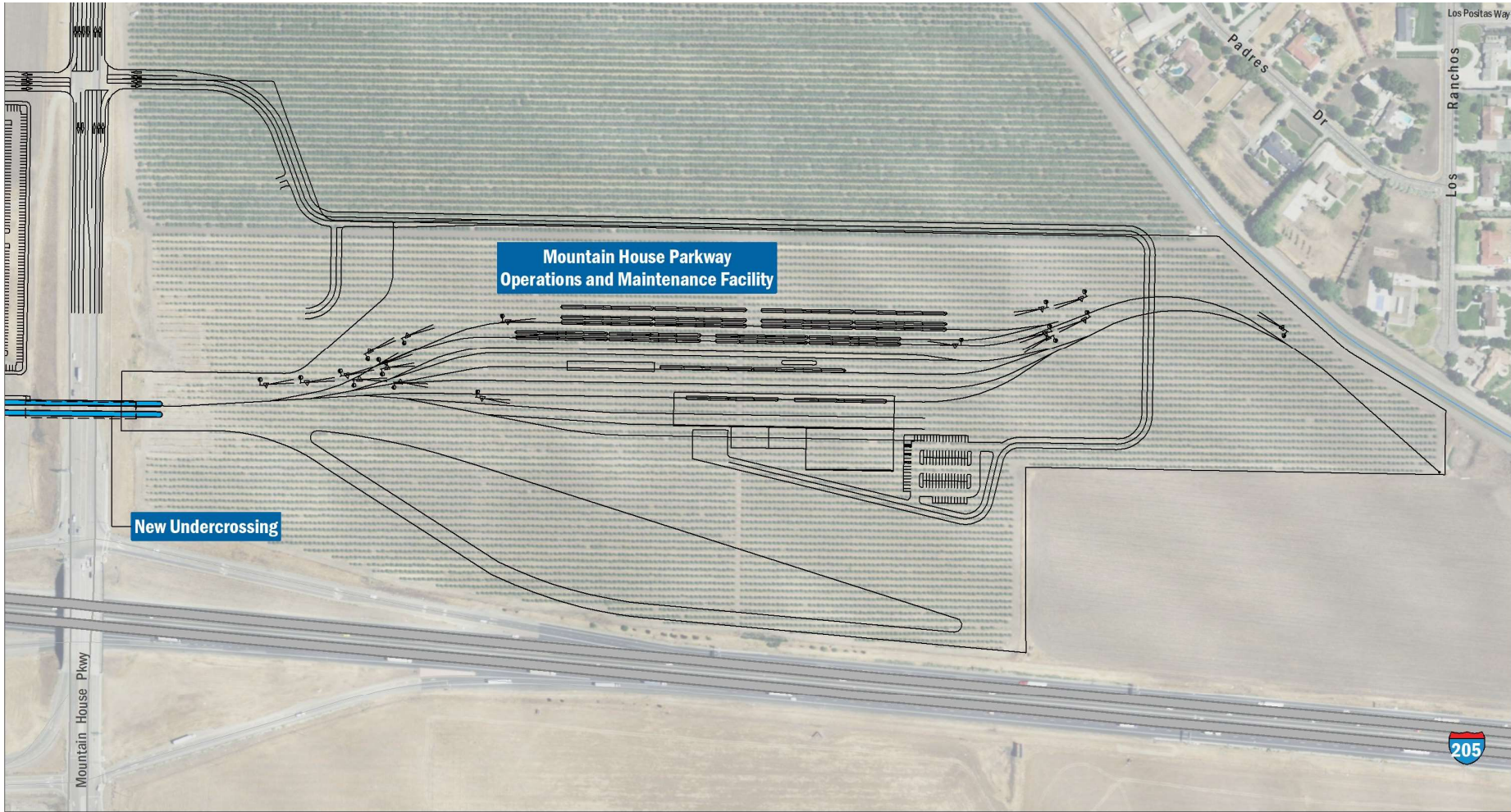
Operations & Maintenance Facility Sites

Two sites to support train storage, maintenance, and operations associated with the Proposed Project:

1. Mountain House OMF- a site east of Mountain House Parkway and north of I-205.
2. Tracy OMF Operations Support Site (OSS) - an approximately 200-acre property along West Schulte Road just west of Tracy. Includes proposed hydrogen production facility and onsite renewable energy farm.



Mountain House Layover Facility



— Proposed Rail Alignment

Sources: USGS (NAIP) Imagery, 2022; ESRI, 2022



Economic and Environmental Sustainability Vision

SUSTAINABILITY POLICY IN ACTION

GOAL – Be a model of sustainability in the design, construction and operation of the Valley Link system.



ZERO EMISSION VEHICLE TECHNOLOGY



GREEN ENERGY PRODUCTION



STATION AREA PLANNING



INNOVATIVE STATION ACCESS



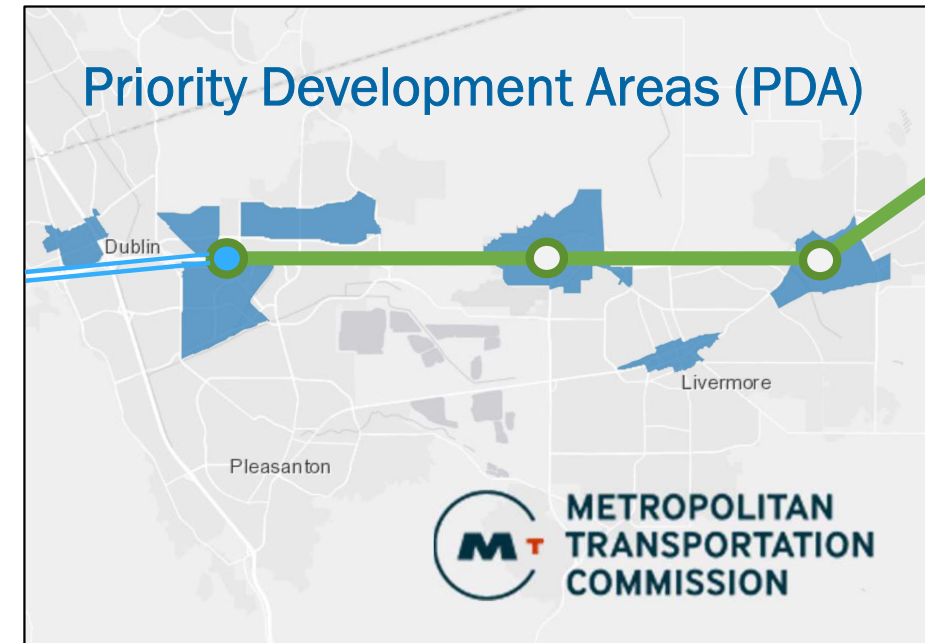
Sustainability and Transit Oriented Development (TOD) Policies Adopted by Authority December 2019

Goal to be a model of sustainability in the design, construction and operation of the Valley Link Rail Project.

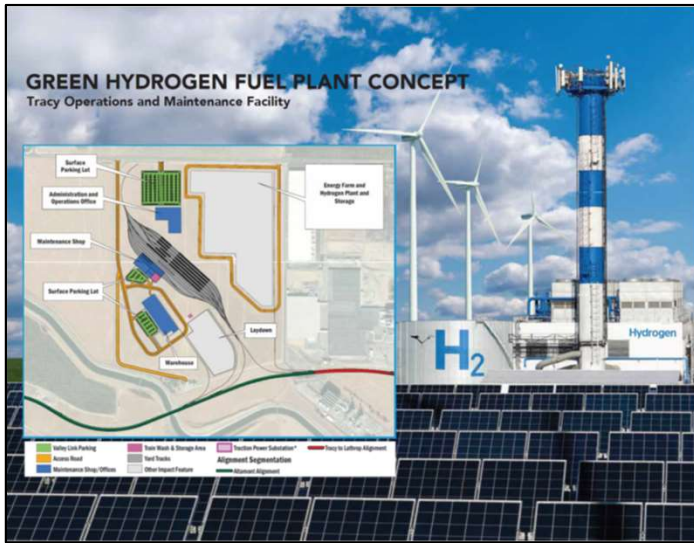
Policy Objectives:

- Environment
- Connectivity
- Equitable Access
- Station Area Plans

Updating TOD Policy for new Metropolitan Transportation Commission (MTC) Transit Oriented Communities (TOC) Policy approved in September 2022.



Hydrogen Production Facility Initiative



Spring 2022
Vision

September 2022
Board Adopted
Feasibility Study



ZEN
and the art of
CLEAN ENERGY
SOLUTIONS

Valley Link Hydrogen Production
and Energy Farm Feasibility Study

Prepared For:
Tri-Valley San Joaquin
Valley Regional Rail
Authority
September 2022



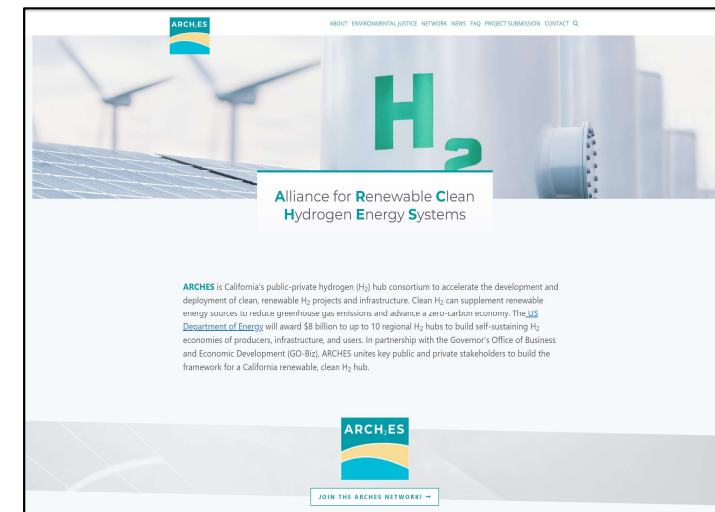
Section 1: Proposal

TRI VALLEY SAN JOAQUIN REGIONAL RAIL
AUTHORITY
HYDROGEN PRODUCTION FACILITY
#2022-03



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December 2022
ARCHES
Proposal



Thank you.



Valley Link
Connecting People, Housing, and Jobs

