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## **State Awards \$25 Million to Valley Link to Advance Project Development**

**Livermore, CA, May 2, 2023** – Last week, [Governor Newsom announced](#) the award of \$25 million to the Valley Link rail project as part of a \$690 million statewide investment to expand transit and passenger rail service across California. The \$25 million in funds from the Transit and Intercity Rail Capital Program (TIRCP) will advance Valley Link’s design and equity focused community engagement during the current Project Development phase under the Federal Transit Administration’s (FTA) Capital Investment Grants (CIG) Program. These funds were awarded from the \$150 million statewide Major Projects Project Development Reserve category of the TIRCP specifically established to support the delivery of capital projects such as Valley Link that have entered or have applied to enter federal project development processes to receive federal funding in the future.

“I am excited that the Tri-Valley - San Joaquin Valley Regional Rail Authority was recently awarded \$25 million in Transit and Intercity Rail Capital Program funding to support the Valley Link rail project, which will transform travel in the East Bay by reducing congestion and emissions while connecting our communities,” said Congressman Eric Swalwell. “This state funding will build on the momentum of Valley Link’s Federal Transit Administration’s Capital Investment Grants Program and put us one step closer towards construction of this vital rail project.”

Senator Susan Talamantes Eggman (D-Stockton) commented, “I applaud Governor Newsom and Secretary of Transportation Omishakin in the award of state funds to advance the development of the Valley Link rail project. For the over 100,000 Californians commuting daily over the highly congested Altamont Pass, this project is not only a priority to address the statewide crises in climate change and equitable access to affordable housing and jobs, but a priority to their quality of life. With new fast, frequent, and reliable passenger rail connectivity between ACE in San Joaquin County and BART in Alameda County, Valley Link will increase the time these Californians have to spend with their families and in their communities instead of in traffic. I look forward to future state investment in Valley Link when the project is ready for construction.”

The 22-mile initial operating phase of the Valley Link rail project between the Dublin/Pleasanton Bay Area Rapid Transit (BART) station in Alameda County and a new Mountain House Community station in San Joaquin County, including two additional stations in the City of Livermore, will connect tens of thousands of Northern San Joaquin Valley workers to the Tri-Valley at the center of the Northern California Megaregion – one of the fastest growing and economically significant areas in the state of California – with all-day, bi-directional service at frequent intervals using zero-emission rail vehicles.

“One of my top priorities is to give commuters high quality transit options to help relieve congestion on our Bay Area freeways,” Senator Steve Glazer said. “Valley Link is valuable in connecting commuters to their jobs with a convenient, safe and reliable transit experience as well as advancing our clean air environmental goals.”

“Valley Link is critical to our communities. It will build a new future with lower commute times, fewer emissions, and better connections for the Tri-Valley and beyond,” said Assemblymember Rebecca Bauer-Kahan. “I’m thrilled this funding will be available to improve equity and move this essential project forward.”

“The Valley Link Rail Project will provide a transformative solution for our workforce and families throughout the San Joaquin Valley,” said Assemblymember Carlos Villapudua. “This is an important step toward relieving the massive congestion along our main commuting corridor to improve air quality and allow our workers to spend more time with their families and less time on the road.”

“With an unprecedented federal transit funding opportunity, now is the perfect time for the State of California to accelerate investments into a robust, reliable, and sustainable transportation system by ensuring that the most competitive projects, like the Valley Link Rail Project, are positioned to compete. The Valley Link Rail Project is a vital element of this system and essential to the future of the Northern California Megaregion and the State,” said Melissa Hernandez, Chair of the Authority Board of Directors. “Not only will it equitably serve our residents and workforce with a better quality of life and access to jobs, affordable housing, educational opportunities, and health care facilities it will advance the State’s goals for the economy, the environment, housing, transportation, and equity.”

The Valley Link rail project is being implemented as a megaregional partnership by a 15-member Board of Directors representing the counties of Alameda and San Joaquin along with the communities of Danville, Dublin, Lathrop, Livermore, Manteca, Mountain House, Pleasanton, San Ramon, Stockton and Tracy. The project has widespread support from all sectors of the Northern California Megaregion, is identified in all countywide and regional transportation plans and has over one third of its funding already identified as available through local sources – a total of over \$800 million, including \$400 million of Alameda County Measure BB transportation sales tax funds.

“The Valley Link rail project represents the best and most cost-effective opportunity in Northern California to compel a megaregional mode-shift between the San Joaquin Valley and Bay Area, particularly for disadvantaged communities, substantially reducing greenhouse gas emissions, while providing a solution to the jobs-housing imbalance and accelerating the use of zero-emissions fuels”, stated Dan Wright, Vice Chair of the Authority Board of Directors. “The Valley Link Rail Project is also being implemented as a model of economic and environmental sustainability – one that could operate on its own created renewable

energy, support transit-oriented land use development around station areas and promote innovation in station access while maximizing air quality, equity, health, and workforce benefits.”

The 22-mile initial operating phase of the Valley Link rail project was approved into the Project Development phase under FTA’s CIG Program in 2022 in order to compete for significant federal transit funding. The \$25 million in TIRCP funded work is critical to identify and address major risks prior to completing Project Development to ensure that the project's total cost is most accurately estimated before requesting construction funding from FTA as well as the State and is both allowable and encouraged by FTA in the CIG Program. The scope of the Valley Link rail project’s TIRCP award also supports the regional focus on major project delivery led by the Metropolitan Transportation Commission (MTC) to address significant cost increases experienced on the other major Bay Area projects and has been endorsed by MTC for these TIRCP funds as part of their Major Project Advancement Policy (MAP) and TIRCP framework adopted in 2022.

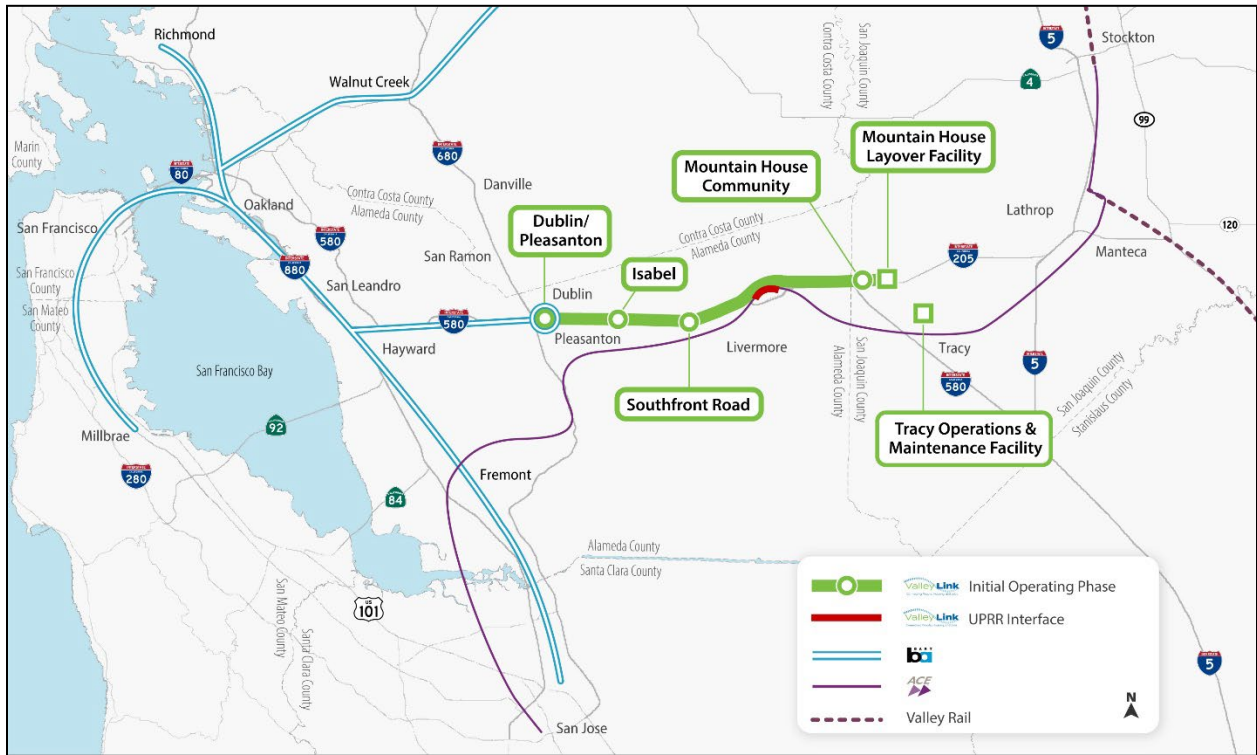
“We thank Governor Newsom, Secretary of Transportation Toks Omishakin and his team at the California State Transportation Authority for their leadership and support of the Valley Link rail project as we celebrate the recent announcement of the award of \$25 million in TIRCP Cycle 6 funding,” said Authority Executive Director/CEO Kevin Sheridan. “This funding is significant to position Valley Link for future construction funding and moves us closer to implementing this critical project for the communities it will serve. We also sincerely appreciate the support of the Metropolitan Transportation Commission in their endorsement of this funding for Valley Link and see this award of TIRCP as a shared success for the region.”

## **Background on Valley Link**

Valley Link will ultimately close a critical gap in the statewide rail system with a 42-mile, 7 station rail connection between the Dublin/Pleasanton BART station and the North Lathrop Altamont Corridor Express (ACE) station with all day service on BART frequencies during peak periods. With 33,000 daily riders projected by 2040, Valley Link would remove tens of thousands of cars off Interstates 580 and 205 and connect nearly 500 miles of passenger rail with more than 130 stations in the Northern California Megaregion – removing up to 42,650 metrics tons of greenhouse gas emissions, creating 22,000 jobs, and supporting national goods movement by reducing heavy truck conflicts with cars on Interstates 580 and 205 that serve as life lines between the Port of Oakland and both domestic and international markets. Overall traffic on Interstate 580 is projected to increase by an estimated 60 percent by 2040 and truck traffic is expected to increase by 58 percent.

The 22-mile initial operating phase between the Dublin/Pleasanton BART station and the Mountain House Community station, including the Isabel and South Front Road stations in Livermore, is targeted for construction in 2025. In addition to the use of zero emissions vehicle and green energy production technologies, the Valley Link Board-adopted Sustainability Policy identifies implementing strategies to achieve a zero emissions system through innovative station access. This includes electric autonomous shuttles, shared mobility, and support for local transit operator alternative vehicle technology.

Additional information on the Tri-Valley – San Joaquin Valley Regional Rail Authority, is available on the Regional Rail Authority’s website at [www.valleylinkrail.com](http://www.valleylinkrail.com).



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