



Tri-Valley San Joaquin Valley
REGIONAL RAIL AUTHORITY

NEWS RELEASE

FOR IMMEDIATE RELEASE

Contact:
Michael Tree
Executive Director
Office: 925.605.8442
Email: mtree@valleylinkrail.com

Valley Link Board Approves Environmental Impact Report

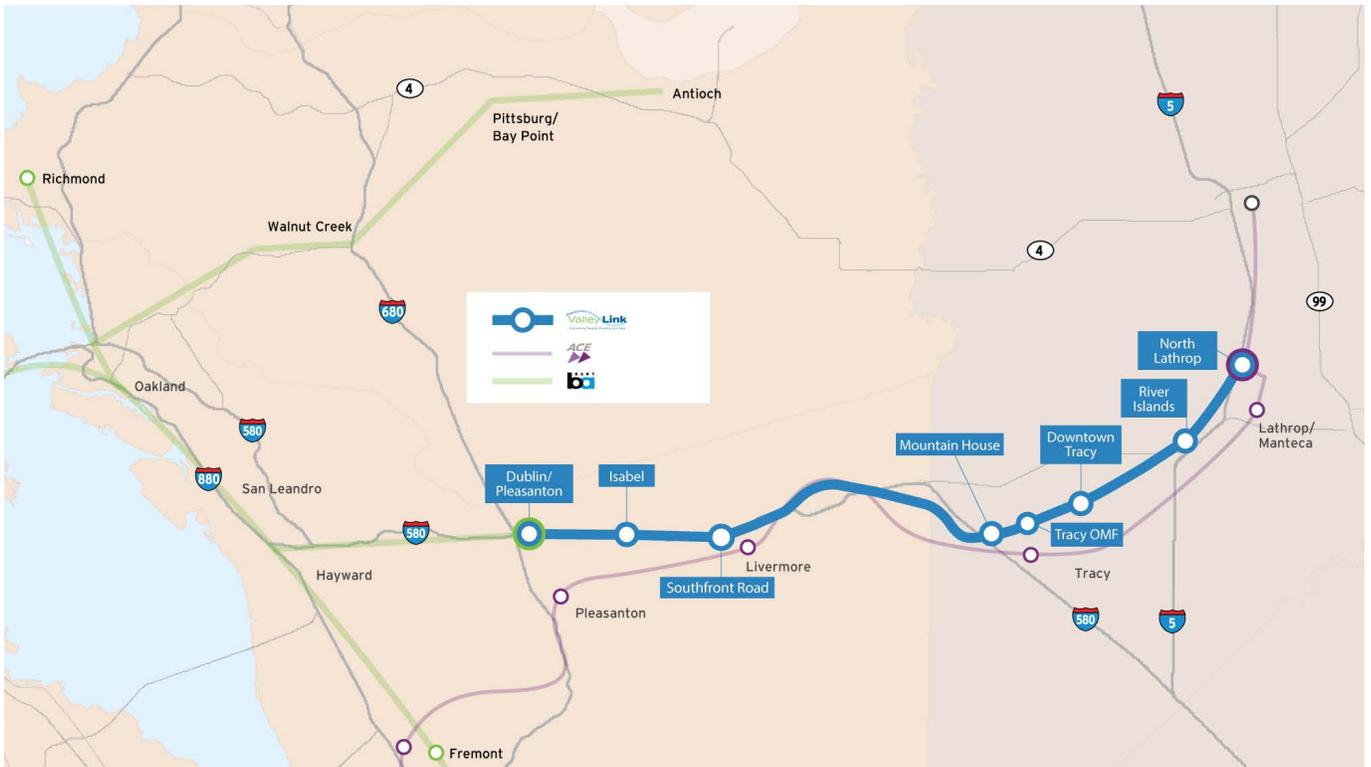
Livermore, CA, May 12, 2021 – The Tri-Valley – San Joaquin Valley Regional Rail Authority Board of Directors today unanimously approved the Final Environmental Impact Report (FEIR) for the Valley Link rail project. This vote, along with other associated board actions, will allow the rail authority to proceed with continued design work while seeking funding for the construction and implementation of the project.

Tracy Mayor Pro Tem Veronica Vargas, who serves as the Chair of the Valley Link Board, said, “I am proud that we have reached this important project milestone that moves the project closer toward completion. The project will bring congestion relief to more than 97,900 commuters travelling daily over the Altamont Pass,” she said, citing a recent report from the University of the Pacific. Vargas also commented on Valley Link’s impact on quality of life issues, noting, “People continue to suffer in their daily lives with anguishing super commutes. This hurts our environment. It hurts our economy. But importantly, it translates to the loss of 28 days per year on average for each individual commuter – and this hurts our communities and our families.”

The Board also approved a Mitigation Monitoring Plan for the project that includes a wide range of measures aimed at minimizing potential environmental impacts. Dublin Mayor Melissa Hernandez, Vice Chair of the Valley Link Board, said “I am pleased we are making these important commitments to support the environment and proud that we are continuing to move the project forward. Valley Link will connect people to work but also create jobs – an estimated 22,000 during construction and when operational support 400 jobs per year. It is vital to our economy given the recovery needs we are now facing.”

The Board action adopted a preferred alternative for the 42-mile 7-station Valley Link project, a new commuter rail service that will connect the Central Valley with the Dublin/Pleasanton BART Station. The project will provide 74 daily round trips and is expected to carry more than 33,000 daily riders by 2040. The FEIR finds that the project will result in the reduction of approximately 141 million vehicle miles traveled per year by 2040, which will significantly reduce greenhouse gas emissions. The first Valley Link trains could be placed into service in 2028.

#



Valley Link Project Map

More about the Tri-Valley – San Joaquin Valley Regional Rail Authority

The Tri-Valley – San Joaquin Valley Regional Rail Authority was created by the California Legislature in 2017 with the passage of Assembly Bill 758, co-authored by Assemblywoman Catharine Baker, R-San Ramon and Assemblywoman Susan Eggman, D-Stockton. The authority's primary purpose is to plan, develop and deliver cost-effective transit connectivity between the San Joaquin Valley and the Bay Area.

The Authority is governed by a Board of Directors appointed by its 15-member agencies, including: the Town of Danville, the cities of San Ramon, Dublin, Pleasanton, Livermore, Tracy, Manteca, Lathrop and Stockton, the Mountain House Community Services District, the counties of Alameda and San Joaquin, the Livermore Amador Valley Transit Authority (LAVTA), the San Francisco Bay Area Rapid Transit (BART) and the Altamont Corridor Express (ACE).

The proposed Valley Link project includes seven stations along 42 miles of track, connecting the existing Dublin/Pleasanton BART Station to the proposed ACE North Lathrop Station. Trains would be scheduled to allow for convenient transfers to BART. The first Valley Link trains could be placed into service in 2028.

Valley Link will carry 33,000 passengers a day in 2040, reducing vehicle miles travelled by 141 million each year, and eliminating between 33,000 to 42,000 metric tons of greenhouse gas emissions (GHG) per year depending on the vehicle technology selected. Currently, the Regional Rail Authority is considering four technologies that include two zero emission technologies; battery/electric and hydrogen.

The passenger rail project will have a significant impact on the regional economy. A recent Economic Impact Study performed by PGH Wong found that during construction Valley Link will create 22,000 jobs with an economic impact on the region of \$3.5 billion. Additionally, during service, Valley Link will create 400 jobs and an economic impact of \$69 million per year.

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.

END

#