



Tri-Valley & San Joaquin Valley
REGIONAL RAIL AUTHORITY

NEWS RELEASE

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Congressman Swalwell Advances \$20 Million in Federal Funding for Valley Link Project

Livermore, CA, June 8, 2021 – Congressman Eric Swalwell announced Monday that the House Transportation and Infrastructure Committee has included \$20 million he requested for the Valley Link project, connecting Bay Area Rapid Transit (BART) to the Altamont Corridor Express (ACE) commuter train, in its Fiscal Year 2021 transportation spending bill.

This \$20 million specified in the Surface Transportation Reauthorization Act of 2021 would help implement Valley Link’s sustainability blueprint, helping to make the project into a national model of environmental sustainability by identifying and integrating cost-effective ways to maximize the reduction of greenhouse gas emissions into the system’s planning, design and operation. The 42-mile, 7-station passenger rail project will connect the existing Dublin/Pleasanton BART Station in Alameda County to the approved Altamont Corridor Express North Lathrop Station in San Joaquin County.

“The Valley Link project will fundamentally change the way we travel in the East Bay by reducing traffic congestion – particularly on Interstate 580 – and connecting our communities,” said Swalwell. “Connecting BART to ACE has been among my top priorities since I came to Congress eight years ago, and I am pleased to finally see it included among our national transportation priorities. I’m looking forward to the spending bill’s swift passage so we can deliver on this transformative project.”

“We are very fortunate to have a Congressional Representative with such a strong commitment to our project goals,” said Tracy Mayor Pro Tem Veronica Vargas, who serves as Chair of the Tri-Valley – San Joaquin Valley Regional Rail Authority Board. “These funds will help us to transform Valley Link into a national model of environmental

sustainability and support service expansion to equitably serve some of the state's most disadvantaged communities.”

Dublin Mayor Melissa Hernandez, Vice Chair of the Valley Link Board, added “Valley Link is essential to our post-pandemic economic recovery. The project will provide access to jobs and job training sites, but will also create up to 22,000 jobs during construction with an economic impact of \$3.5 billion. The \$20 million request advanced by Congressman Swalwell would represent the first allocation of federal funds to the Valley Link project and will bring us one step closer to bringing relief to nearly 100,000 Bay Area workers now commuting daily through this corridor.”

Federal highway and public transportation programs are funded through multi-year surface transportation authorization acts. Under guidelines issued by the Committee on Transportation and Infrastructure, each Representative was able to request funding for highway and transit projects in their community, although only a handful are included in this year's bill. Projects are restricted to a limited number of federal funding streams and limited to surface transportation authorization legislation.

The 42-mile 7-station Valley Link commuter rail service will provide 74 daily round trips and is expected to carry more than 33,000 daily riders by 2040. The project is expected to 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.

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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.

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