



Valley Link Rail Project

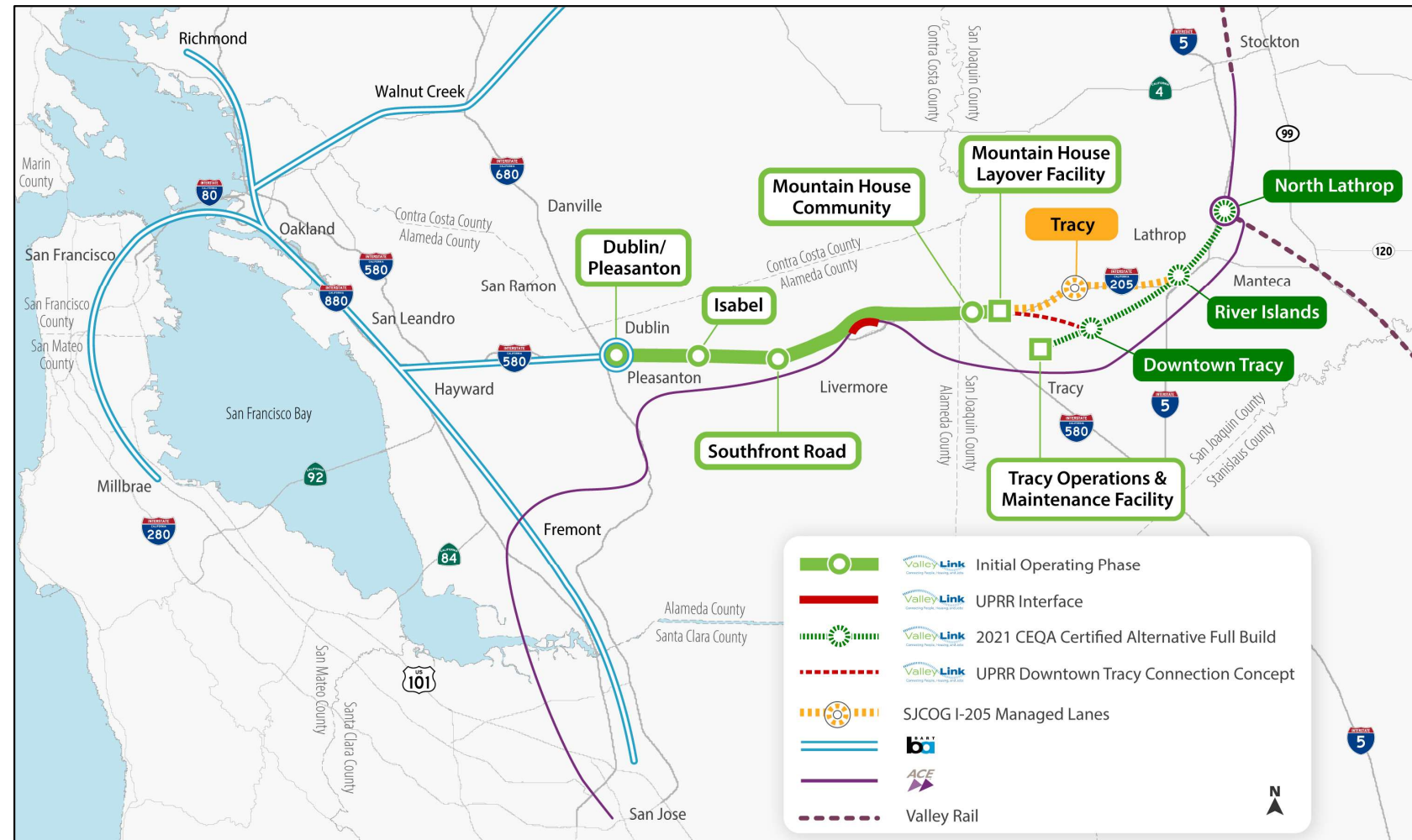


MTC
Programming and Allocations Committee
May 10, 2023



Project Overview

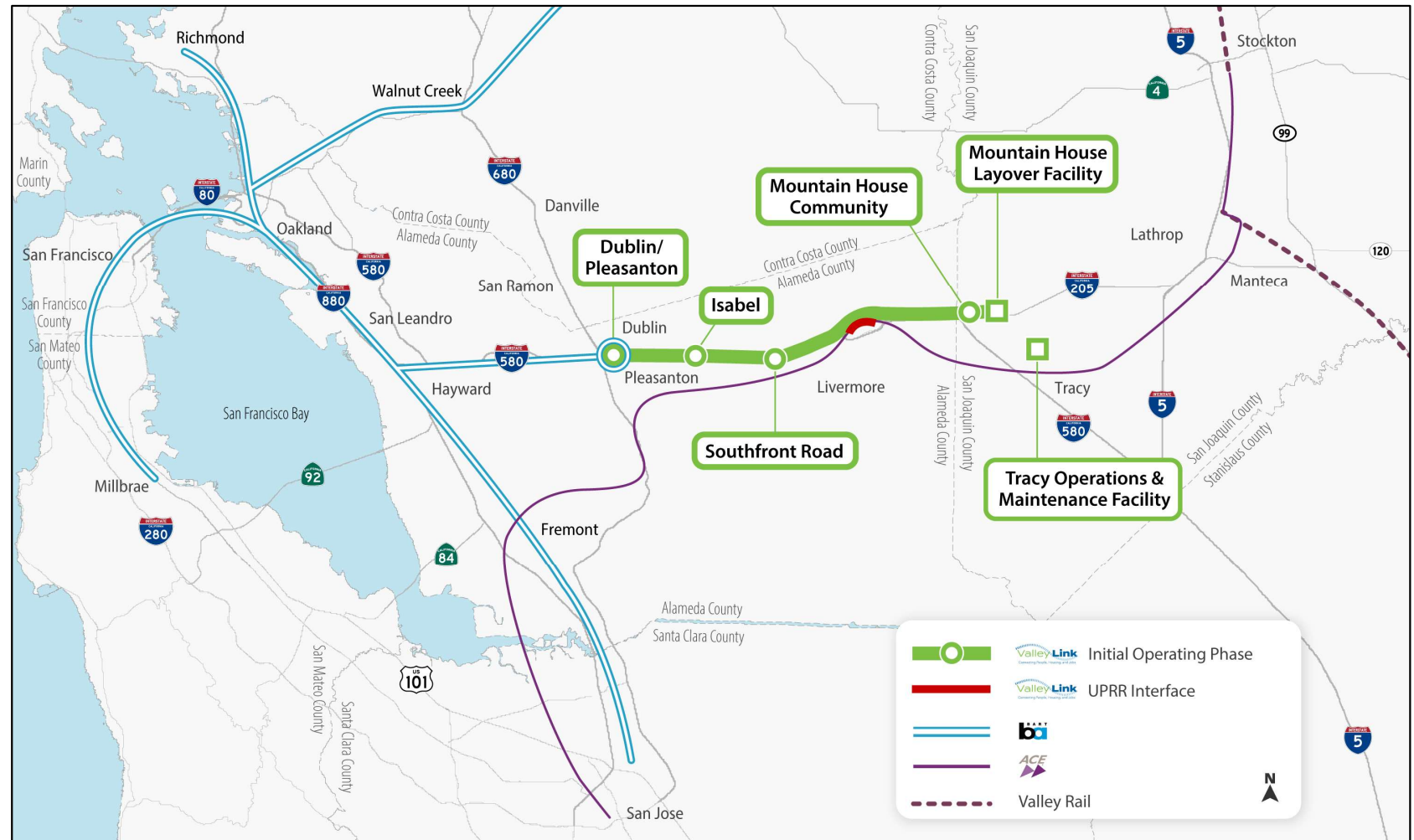
- 42-mile Alignment
- 2 Phases (22- and 20-miles)
- New track and 7 stations
- Mega-Regional Connectivity
 - BART/ACE/CAHSR



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



Capital Cost and Funding Overview

Total project cost = \$1.86 billion

- Approved by the Federal Transit Administration (FTA) into Project Development under the Capital Investment Grants (CIG) Program
- Adopted by MTC as a regional CIG Program priority in Regional Grant Strategy for the federal Bipartisan Infrastructure Law and Level 2 priority in Major Project Advancement Policy (MAP)
- Endorsed by MTC for project development funding under the State Transit and Intercity Rail Capital Program (TIRCP) Cycle 6
- Dual oversight processes with FTA Project Management Oversight (PMO) and Caltrans Project Approval and Environmental Document (PA&ED) oversight

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

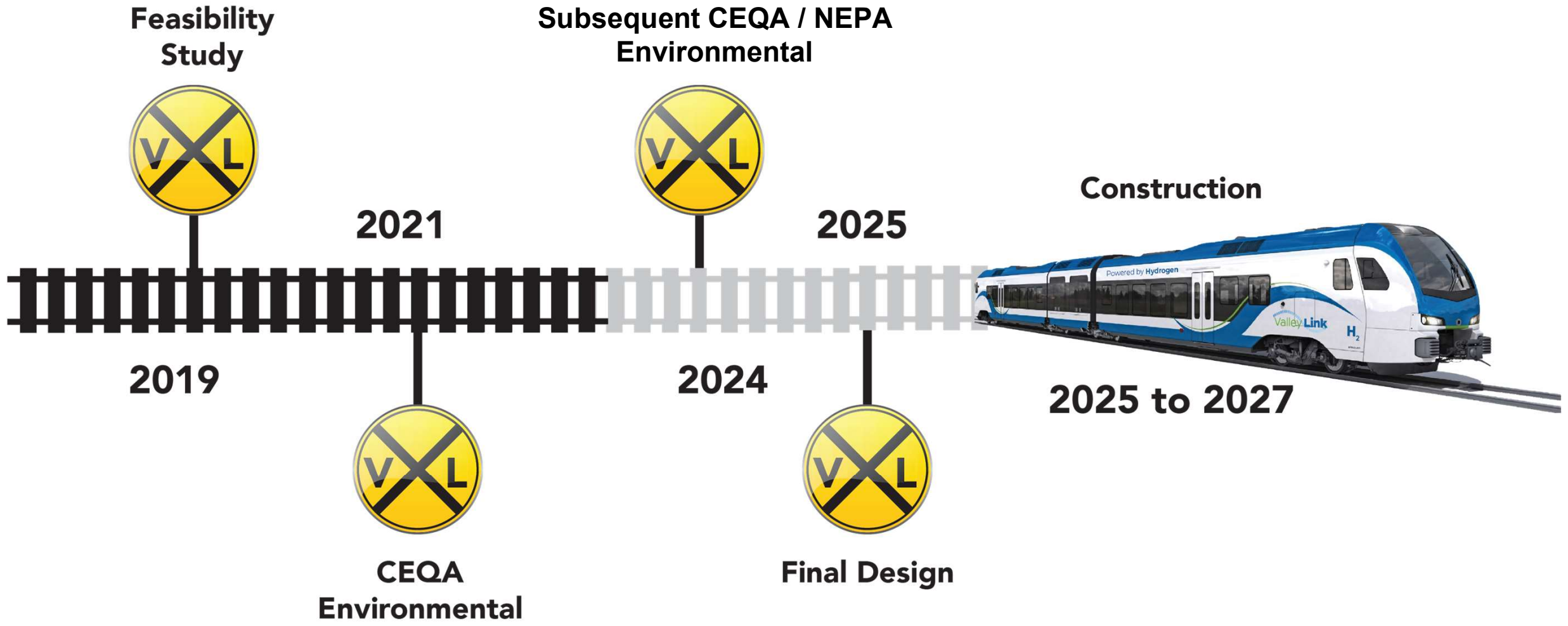


Capital Project Cost and Funding Plan

Delivery Phase	Estimated Cost	Fund Source	Amount	Status
Environmental and Preliminary Engineering	\$ 64,911,000	MTC AB 1171 Bridge Tolls	\$ 59,911,000	Committed
		State Budget Funds (AB 179)	\$ 5,000,000	Committed
Advanced Design, Community Engagement and Third-Party Agreements During PD	\$ 40,000,000	State Transit and Intercity Rail Capital Program (TIRCP Cycle 6)	\$ 25,000,000	Committed
		MTC AB 1171/RM3 Bridge Tolls	\$ 15,000,000	Identified
Final Design	\$ 88,200,000	MTC AB 1171/RM3 Bridge Tolls	\$ 88,200,000	Identified
ROW	\$ 160,000,000	City of Tracy (OMF Property Dedication)	\$ 80,000,000	Committed
		Tri-Valley Transportation Development Fee	\$ 10,000,000	Committed
		MTC Regional Measure 3 (RM3) Bridge Tolls	\$ 25,000,000	Identified
		City of Livermore	\$ 20,000,000	Identified
		Mountain House Community Services District	\$ 25,000,000	Identified
Construction	\$ 1,515,800,000	ACTC Measure BB	\$ 400,000,000	Committed
		Tri-Valley Transportation Development Fee	\$ 15,800,000	Committed
		City of Livermore	\$ 60,000,000	Identified
		Mountain House Community Services District	\$ 15,000,000	Identified
		State Transit and Intercity Rail Capital Program (TIRCP)	\$ 425,000,000	Planned
		State Solutions for Congested Corridors Program (SCCP)	\$ 150,000,000	Planned
		Federal CIG New Starts	\$ 450,000,000	Planned
Total =	\$ 1,868,911,000			

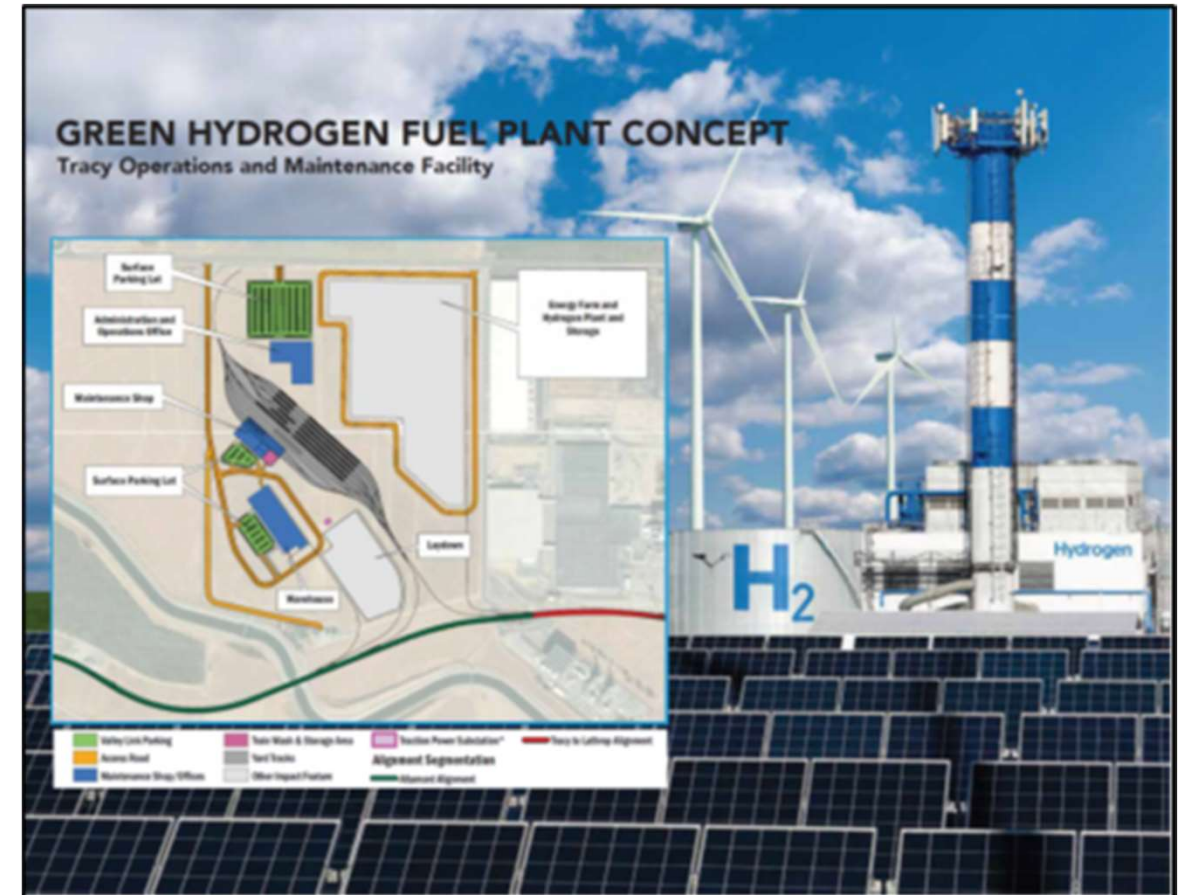


Schedule

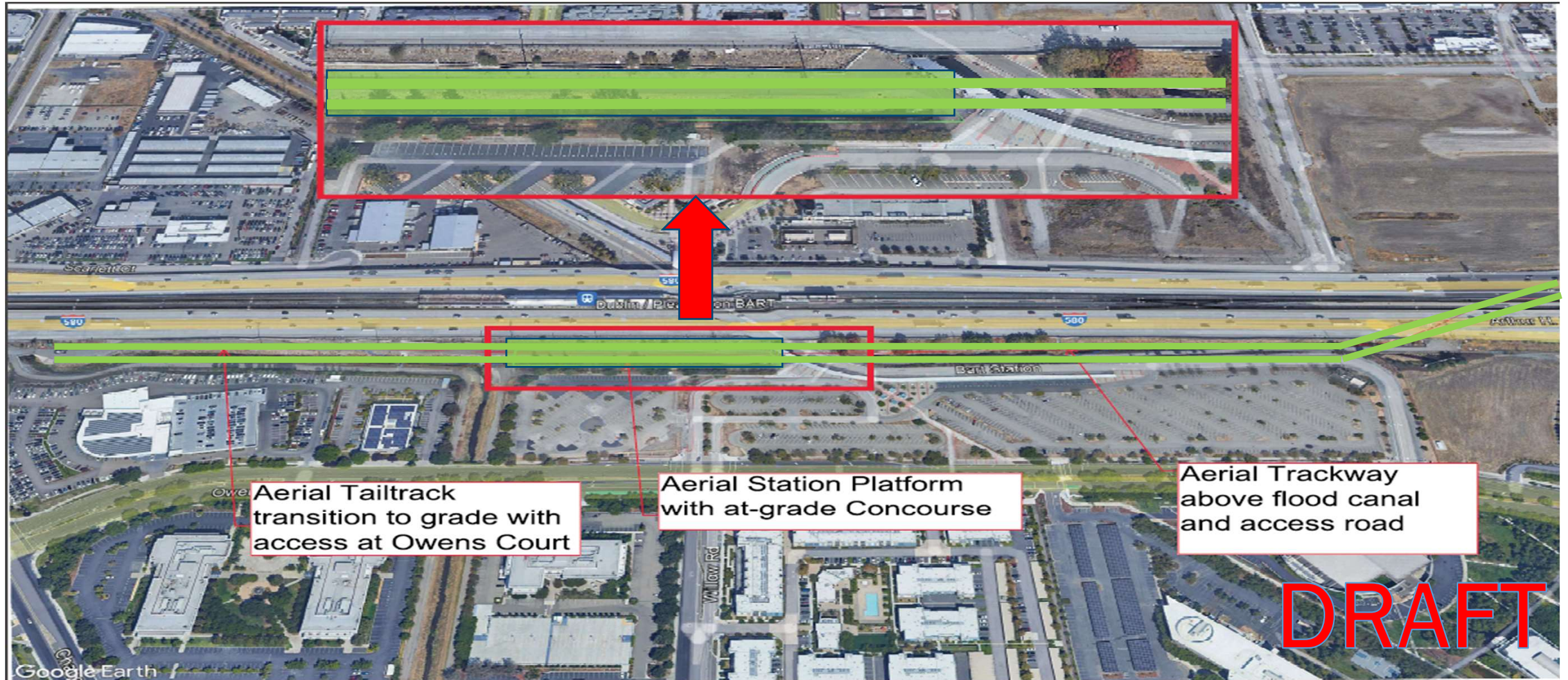


Operating Cost and Funding Overview

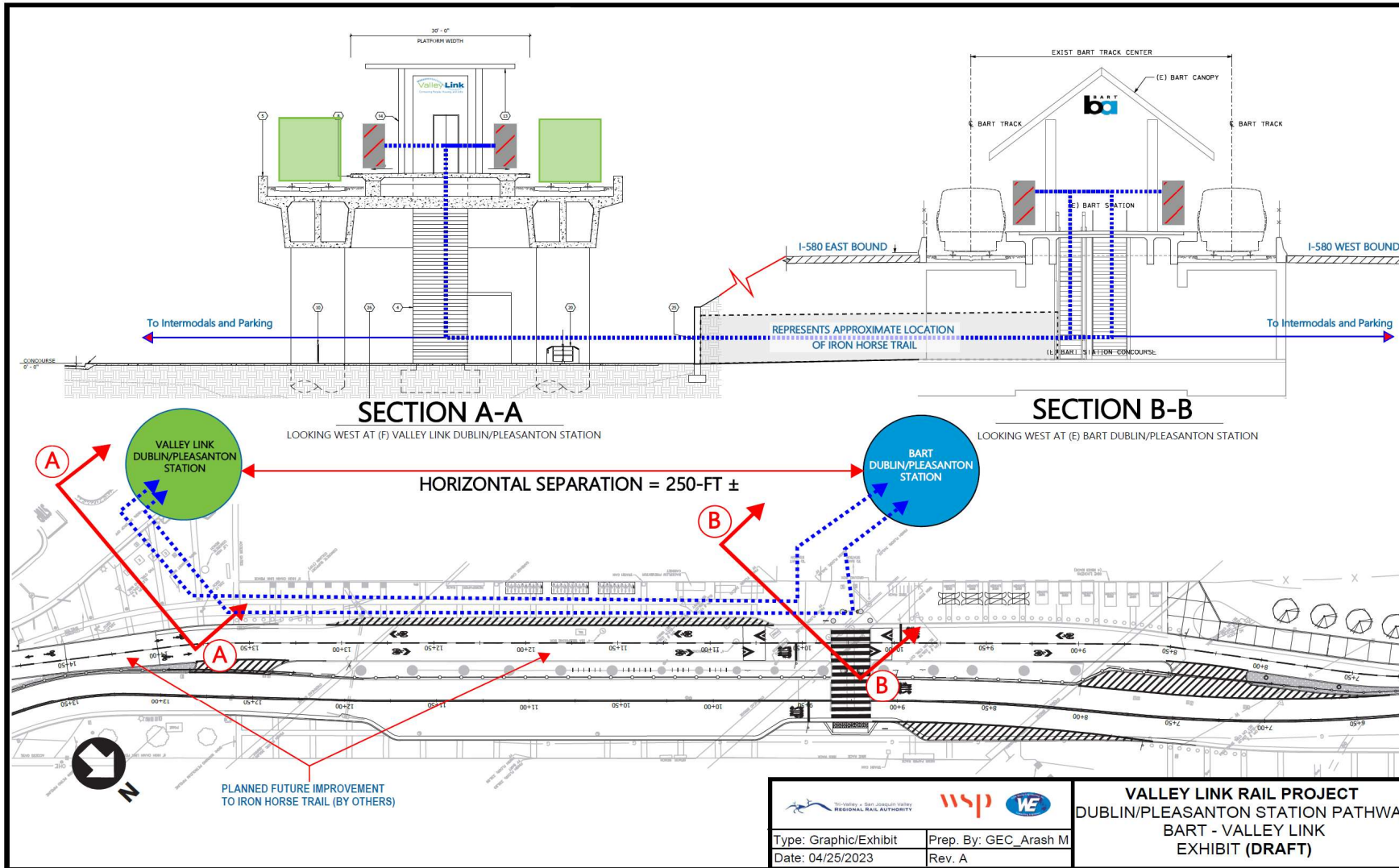
- Operating costs pending selection of vehicle technology, final service plan, and coordination with planned operator (SJRRRC)
- Currently assessing zero-emission hydrogen multiple rail vehicles along with self-production of hydrogen and sale of excess production to reduce fuel/operating costs
- Operations anticipated to be funded through a combination of fare revenue and other regionally programmed formulaic state/federal transit operating funds with recognition that this would be across both the MTC and SJCOG regions
- Opportunity to explore future funding from parallel highway pricing systems



Valley Link Dublin/Pleasanton Station



Dublin/Pleasanton Station Connectivity to BART



- 250 feet between station entrances
- 1 minute increase in walking time from in-median station
- Estimated 3 to 5 minutes total walking time between station platforms
- Consistent and compatible with Iron Horse Trail Project



Dublin/Pleasanton 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

Tri-Valley Transit Hub Connectivity

- Tri-Valley Transit Hub as Identified in Tri-Valley Hub Network Integration Study
- Comparable walking distances from BART station to other locations:
 - BART parking garage = 540 ft
 - Existing bus bays (northern) = 540 ft
 - Proposed I-680 Express Bus bay (E) = 800 ft



Thank you.



Valley Link
Connecting People, Housing, and Jobs

