



Valley Link Rail Project



Valley Link

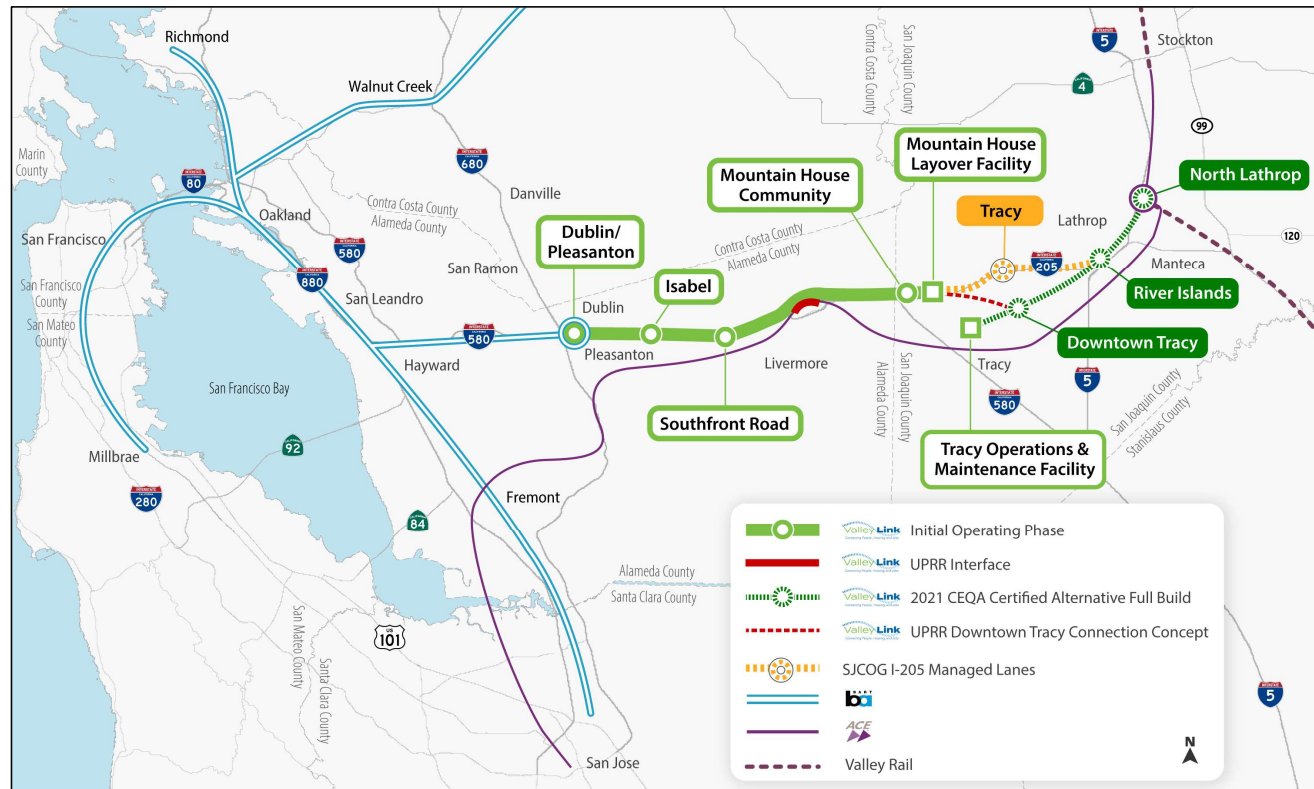
Connecting People, Housing, and Jobs

Summer 2023 Update – MHCS D Presentation
September 13, 2023



Project Overview

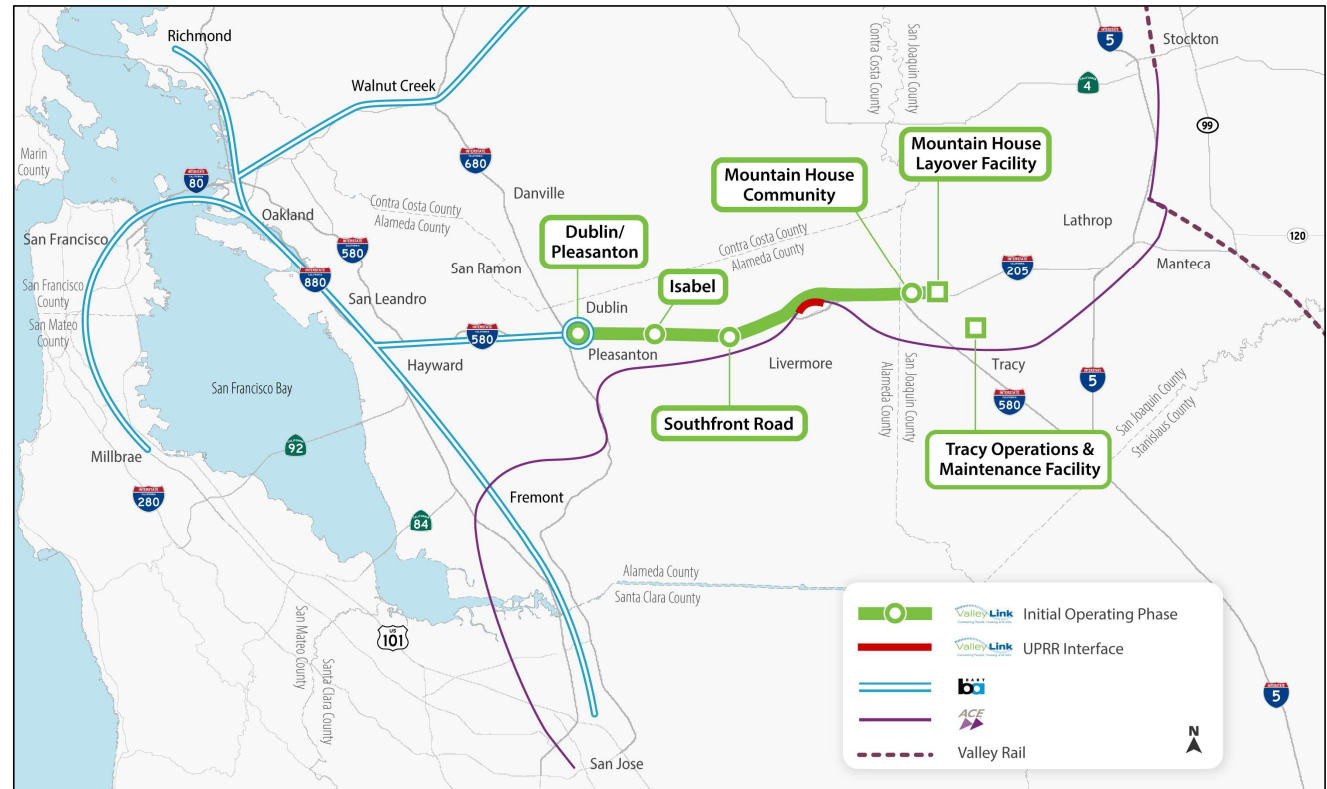
- 42-mile Alignment
- 2 Phases (22- and 20-miles)
- New track and 7 stations
- Mega-Regional Connectivity
 - BART/ACE/CAHSR



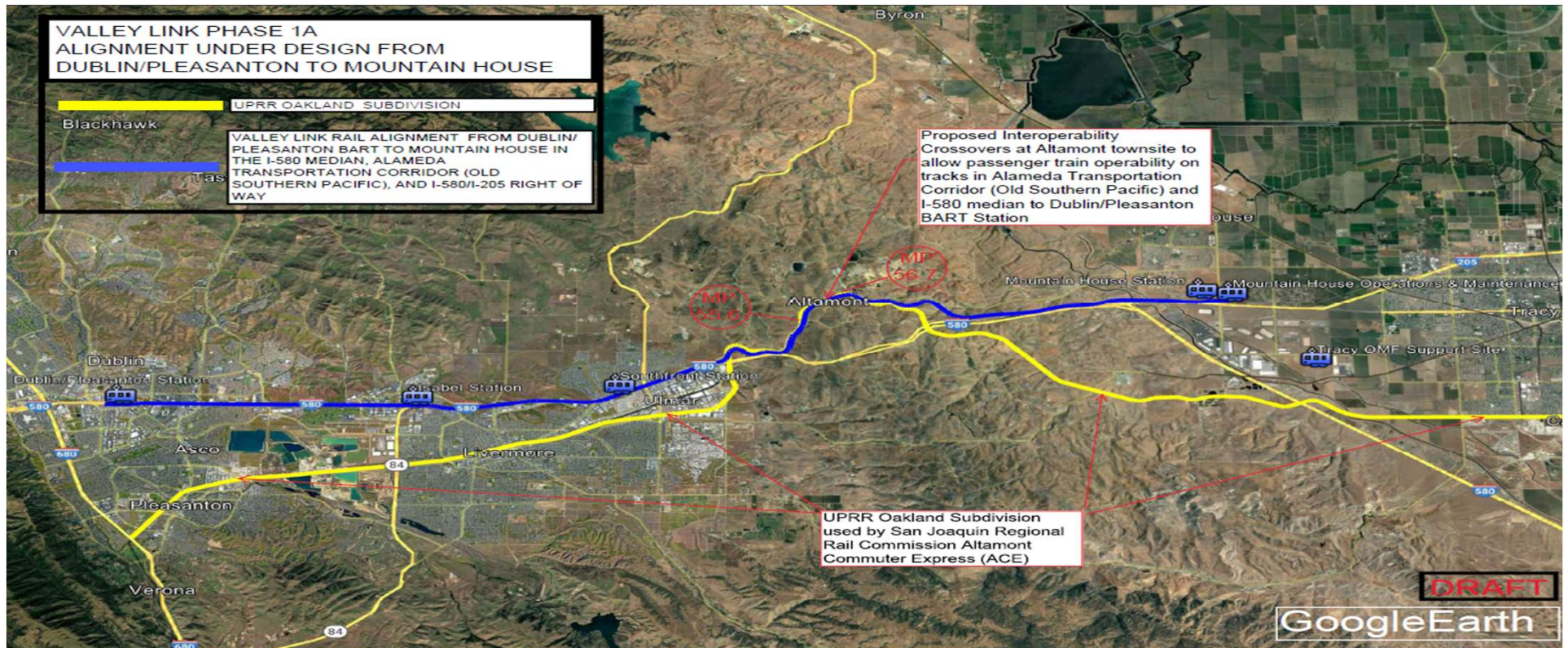
Project Overview

Initial Operating Phase

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



Vision of Future Interoperability with ACE



Dublin/Pleasanton Station

- An aerial double-track station platform
- At-grade concourse
- Located south of I-580 and above county-owned existing flood canal and access road
- Convenient access to BART station platform and Iron Horse Trail
- Connects to Valley Link median at-grade guideway via double track fly-over structure over eastbound I-580 and BART tail-tracks



Dublin/Pleasanton Station Passenger Experience



- Iron Horse Trail Project will provide separated pedestrian and bicycle paths to improve transit passenger transfers

New 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
- Increased opportunity for Transit Oriented Development/Transit Oriented Communities



Vehicles – Zero Emission Multiple Units



- Available zero-emission vehicle technology
- Supports both environmental and economic sustainability goals
- Leverages existing state and regional investments
- Resiliency of operations
- Meets Buy America for federal funding eligibility

MODULAR VEHICLE CONFIGURATIONS



- ADA Accessible Area
- General Use Area
 - Restroom
 - Bicycle Rack
 - Ski/Luggage Rack

**4 CAR EXAMPLE
CONFIGURATION:
SINGLE TRACTION**

SEATING CAPACITY		VEHICLE DIMENSIONS	
FIXED SEATS	194	LENGTH	266' 0.92"
FLIP UP SEATS	28	HEIGHT	14' 0.68"
TOTAL SEATS	222	WIDTH	10' 2.36"

* Number of seats is dependent on vehicle layout

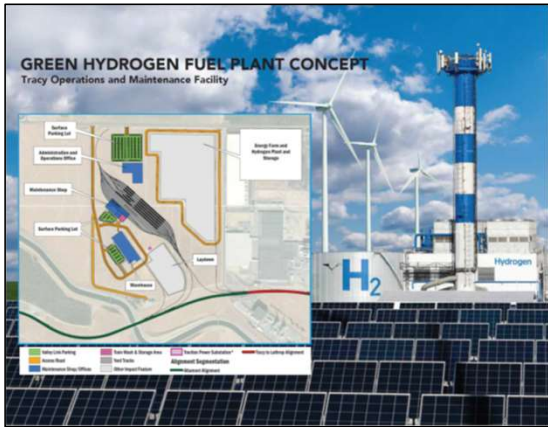


**4 CAR EXAMPLE
CONFIGURATION:
DOUBLE TRACTION**

SEATING CAPACITY		VEHICLE DIMENSIONS	
FIXED SEATS	388	LENGTH	532'
FLIP UP SEATS	56	HEIGHT	14' 0.68"
TOTAL SEATS	444	WIDTH	10' 2.36"

* Number of seats is dependent on vehicle layout

Hydrogen Production Facility Initiative



Spring 2022
Vision

September 2022
Board Adopted
Feasibility Study



Valley Link Hydrogen Production
and Energy Farm Feasibility Study

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



Section 1: Proposal

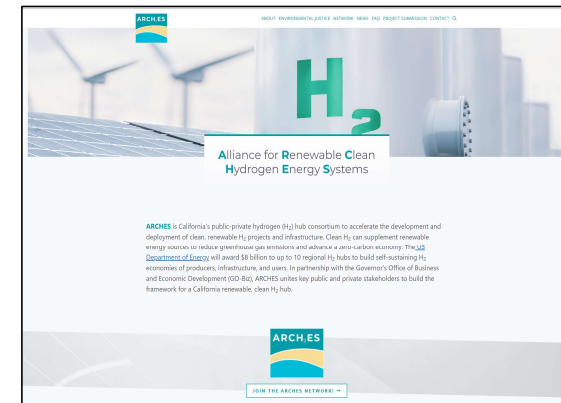
TRI VALLEY SAN JOAQUIN REGIONAL RAIL
AUTHORITY
HYDROGEN PRODUCTION FACILITY
#2022-03



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December 2022
Board Approved
Strategic
Collaboration

December 2022
ARCHES
Proposal

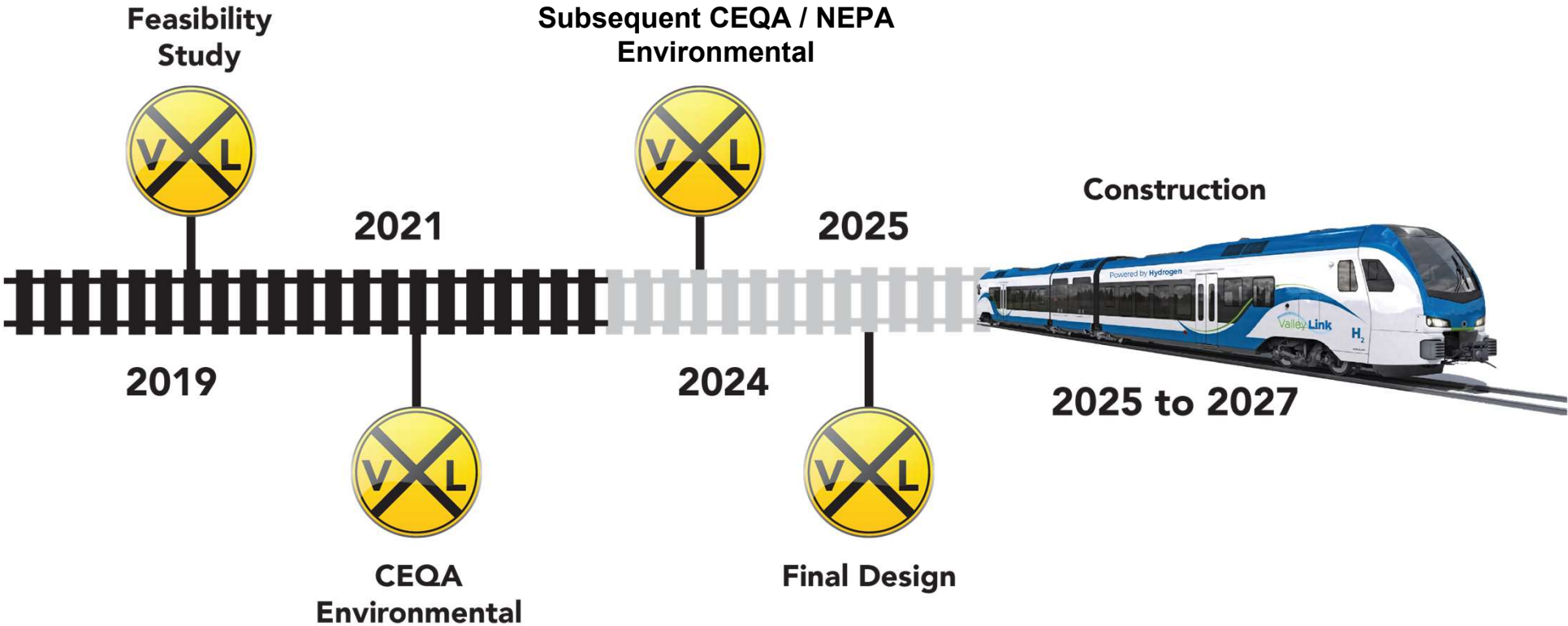


Hydrogen Production Facility – SB 746

- Current legislative proposal to amend California Government Code Section 4217.10 – 4217.18 on energy conservation projects and contracting
- Adds Valley Link as an eligible public agency with electrolytic hydrogen as an eligible form of alternative energy
- Ensures that hydrogen produced and used by Valley Link as an energy storage medium for renewable electric energy generation is eligible for all provisions of the law
- Includes all provisions of energy service contracting relating to the financing, construction, and operation of facilities as well as the use and sale of hydrogen as a form of alternate energy in the best interest of the public



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 MTC's Regional Grant Strategy for the federal Bipartisan Infrastructure Law and Level 2 priority in MTC's Major Project Advancement Policy (MAP)
- **Awarded \$25 million in funding for project development under the State's recent Transit and Intercity Rail Capital Program (TIRCP) cycle with MTC endorsement**

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



Thank you.



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Connecting People, Housing, and Jobs

