



Connecting People, Housing, and Jobs

Fact Sheet

Project Overview

Connecting San Joaquin Valley to the Bay Area.

Valley Link will offer a reliable and efficient commute alternative, providing San Joaquin Valley and eastern Alameda County residents with a direct connection to BART and ACE.

A Seamless Connection to BART. The first phase of service will provide a seamless and timed connection to BART, with service from North Lathrop to the Dublin/Pleasanton BART station.

Frequent and Reliable Service. Trains will run throughout the day in both directions with the goal of matching BART frequency and hours of operation.
















Initial Service Characteristics

	PEAK	OFF-PEAK
Between Dublin/Pleasanton and Greenville	12 min (meeting every BART train)	30 min (meeting every other BART train)
Beyond Greenville	24 min (meeting every other BART train)	60 min (meeting every 4th BART train)





By the Numbers

-  **42 Miles** - using existing transportation corridors
-  **7 Stations** – Dublin/Pleasanton, Isabel, Mountain House, Tracy, River Islands, North Lathrop
-  **98,500 Bay Area workers** - commuting from San Joaquin Valley today
-  **78 Minutes** - current average commute each way
-  **28 days** – total commute time per year for average commuter
-  **75% increase** - commute traffic on I-580 by 2040
-  **58% increase** – truck traffic on I-580 by 2040
-  **25 daily round-trips** - by Valley Link trains each day in 2040
-  **28,000 riders** – estimated in 2040 for Valley Link per day
-  **99.4 Million** – reduction in Vehicle Miles Traveled (VMT) per year in 2040
-  **33,000 metric tons** – reduction in greenhouse gas emissions (GHG) per year
-  **0 Emissions** – battery-electric and hydrogen vehicle technologies under investigation
-  **\$1.88 billion** - cost of Valley Link Phase 1 from Dublin/Pleasanton BART to North Lathrop
-  **\$628 million** - identified as available for the project:
 - \$400 million** - Measure BB funds
 - \$188 million** - Bridge Toll funds
 - \$40 million** - impact fees from the City of Livermore
-  **2027** – target date for Valley Link revenue service

Project Benefits

Valley Link aims to be a model of sustainability in the design, construction and operation of the system. It is vital to our state's economy, environment and the quality of life in our communities:



- Serves communities and households in the Northern San Joaquin Valley with some of our state's highest poverty rates;
- Promotes equity by maximizing benefits to disadvantaged communities



- Links the Northern California Megaregion's workforce to affordable housing;
- Readily connects our state's future high-speed rail system to BART;



- Provides direct and seamless service to major employment centers in all parts of the Bay Area;

- Provides opportunities for compact transit-oriented development; and
- Will have a significant impact on the reduction of VMT and greenhouse gas emissions.
- Operates on renewable energy



Sources:

Bay Area Economic Institute
 Valley Link Project Feasibility Report
 (October 2019)
 San Joaquin County Council of
 Governments

