



Valley Link Rail Project Update



Megaregion Working Group

September 25, 2026



Key Project Updates

- ✓ Achieving Project Goals
- ✓ Project Delivery Status
- ✓ Project Schedule
- ✓ Project Cost and Funding
- ✓ Stakeholder Coordination
- ✓ Public Outreach

District 4, 10 - County ALA, SJ - Route 580 PM (7.8, 19.3), Route 205 PM (0, 2.4)

Project Report
For Project Approval

On Routes Interstate 580 and Interstate 205

Between 0.3miles East of Iron Horse Trail Overcrossing on I-580 in Alameda County

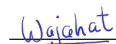
And 1mile East of Mountain House Parkway Overcrossing on I-205 in San Joaquin County

I have reviewed the right of way information contained in this report and the right of way data sheet attached hereto, and find the data to be complete, current and accurate:


Julie McDaniel, Deputy District Director, Right of Way and Land Surveys

APPROVAL RECOMMENDED: 
Wil Ridder, Deputy Director
Tri-Valley - San Joaquin Valley Regional Rail Authority
Accepts Risks Identified in this Project Report and Attached Risk Register


Michael T. Nguyen, Regional Project Manager

PROJECT APPROVED:  09/03/2026
Wajahat Nyaz, Deputy District Director, Design Date

Valley Link Phase 1 Project Report

Achieving Project Goals

Connect Communities



Improve passenger rail connectivity between the Tri-Valley, BART, ACE, and the San Joaquin Valley.

New Rail Connections to the Valley



Establish an early operating segment that closes a key transit gap and supports future service extension and capacity.

Cost Effectiveness



Advance a phased, independently operable project that can be aligned with funding and delivery capacity.

Model Sustainability



Deliver a zero-emission transit alternative that reduces reliance on long-distance auto commuting.

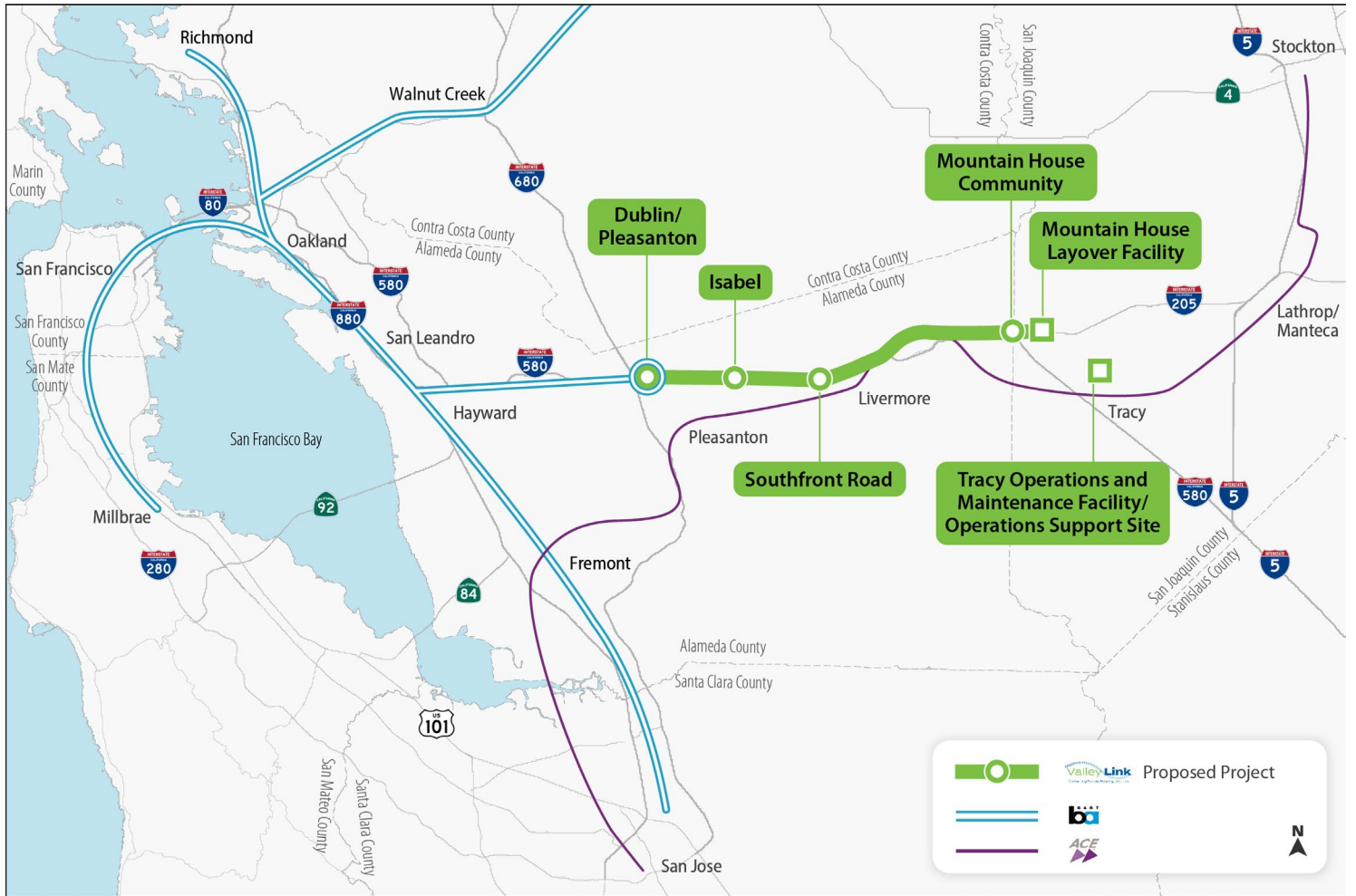
Support CA State Rail Plan



Create a transfer-based connection that improves megaregional rail integration.

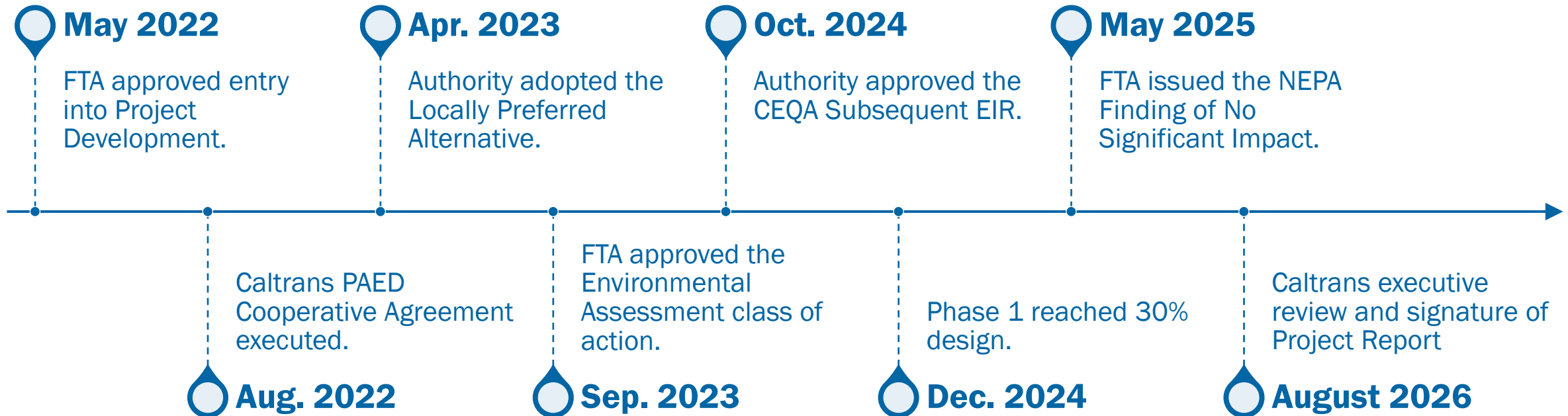
Phase 1 – Approved Project

- Board selected Dublin/Pleasanton to Mountain House as the Locally Preferred Alternative in 2023.
- Phase 1 included approximately 22 miles of track, four stations, maintenance and layover facilities, and zero emission vehicles.
- CEQA certification and the FTA NEPA Finding of No Significant Impact established the environmentally cleared corridor.
- The Authority advanced the approved corridor through environmental review and 30% design before evaluating implementation and funding options.



Approved 2023 Phase 1 Preferred Alternative

Phase 1 Approval and Design Milestones



Project Optimization and Selection of Phase 1A

Selected and Advanced Phasing Alternative

- The Authority advanced the approved Phase 1 corridor through 30% design and value engineering.
- Value engineering identified approximately \$500 million in potential cost savings.
- Even with these savings, the full 22-mile Phase 1 project exceeded available funding.
- The Authority evaluated phased delivery alternatives based on cost, funding need, ridership, connectivity, and independent utility.
- The Dublin/Pleasanton to Vasco Road alternative provided a direct connection to ACE with a substantially lower initial funding need.
- In June 2025, the Authority selected Dublin/Pleasanton to Vasco Road as Phase 1A and preserved the Mountain House extension as Phase 1B.

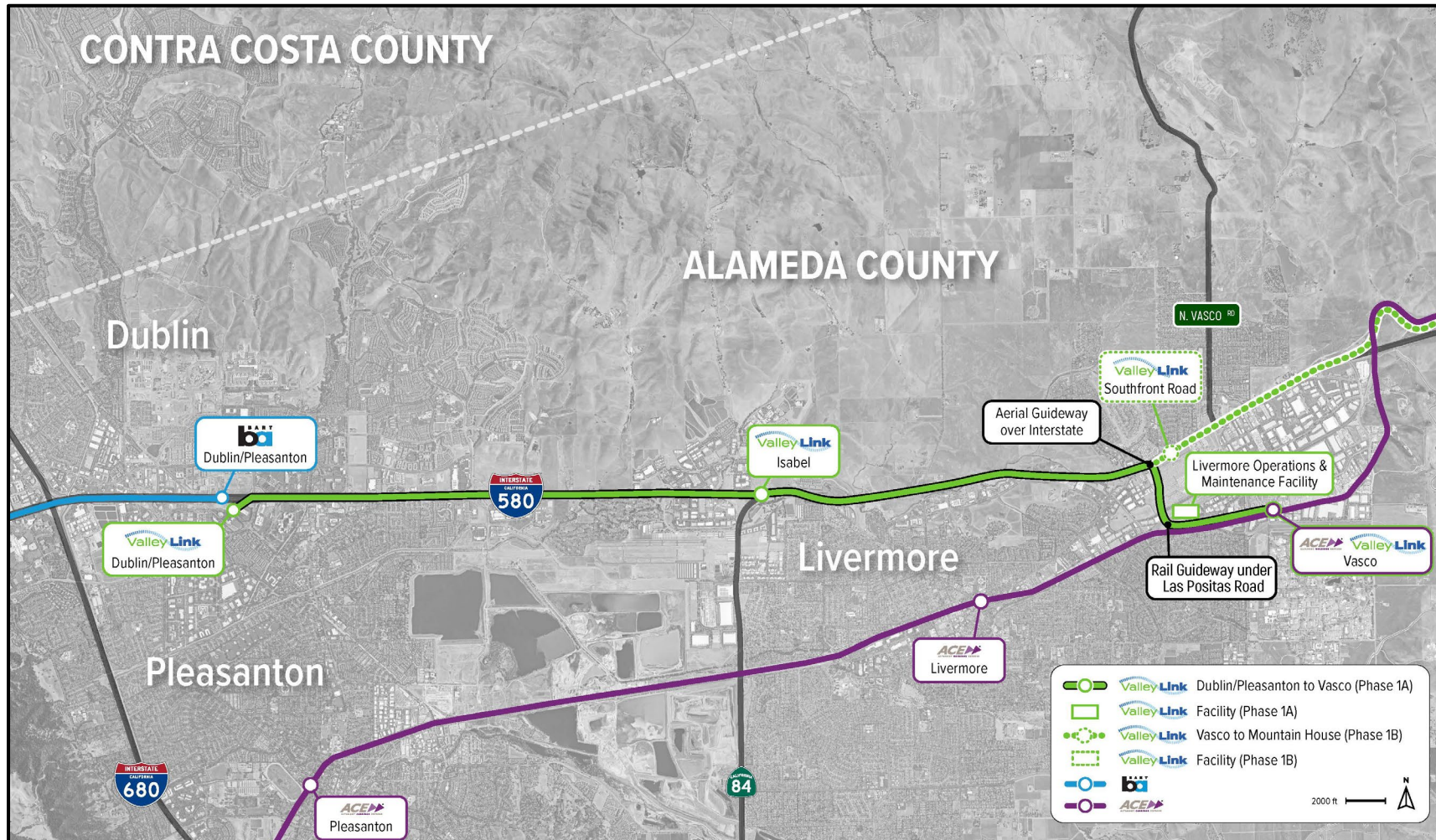
Phasing Alternatives		D/P to Mountain House (10 vehicles)	D/P to Vasco Direct ACE Connection (6 vehicles)	D/P to Southfront Bus ACE Connection (5 vehicles)
Total Project Cost (\$M, YOE)		\$3,794 - \$4,465	\$2,025 - \$2,186	\$2,161 - \$2,305
FTA Share	40%	\$1,518 - \$1,786	\$810 - \$875	\$928 - \$990
	49.4%	\$1,874 - \$2,206	\$1,000 - \$1,080	\$1,068 - \$1,139
Existing Local Funding Match		\$635	\$635	\$635
Additional Funding Need	FTA @ 40%	\$1,641 - \$2,044	\$580 - \$677	\$598 - \$680
	FTA @ 49.4%	\$1,285 - \$1,624	\$390 - \$471	\$459 - \$531
Ridership (Weekday, YR 2025/2045)		4,384/9,965	2,720/6,690**	2,360/5,040

* Total project cost excludes rail vehicles. Planned as annualized lease.

** Existing 4 ACE Service trains to San Jose



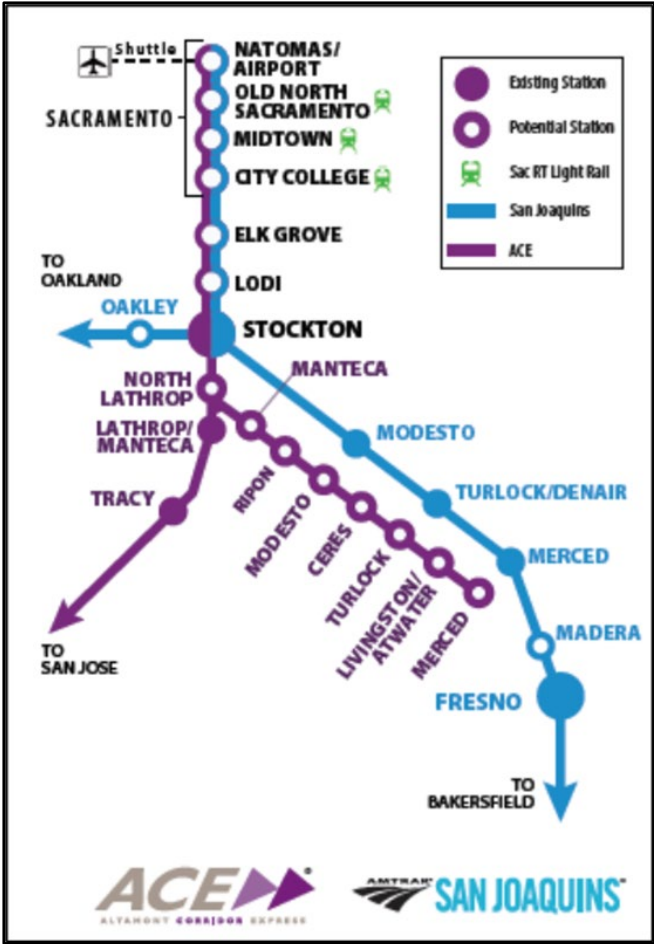
Valley Link Phase 1A to Vasco Road



Key Elements:

- 11-miles of new track
- 3 Stations
- 15-min all day service
- 1 Operations and Maintenance Facility
- BEMU Vehicle Technology
- Direct connection between BART and ACE

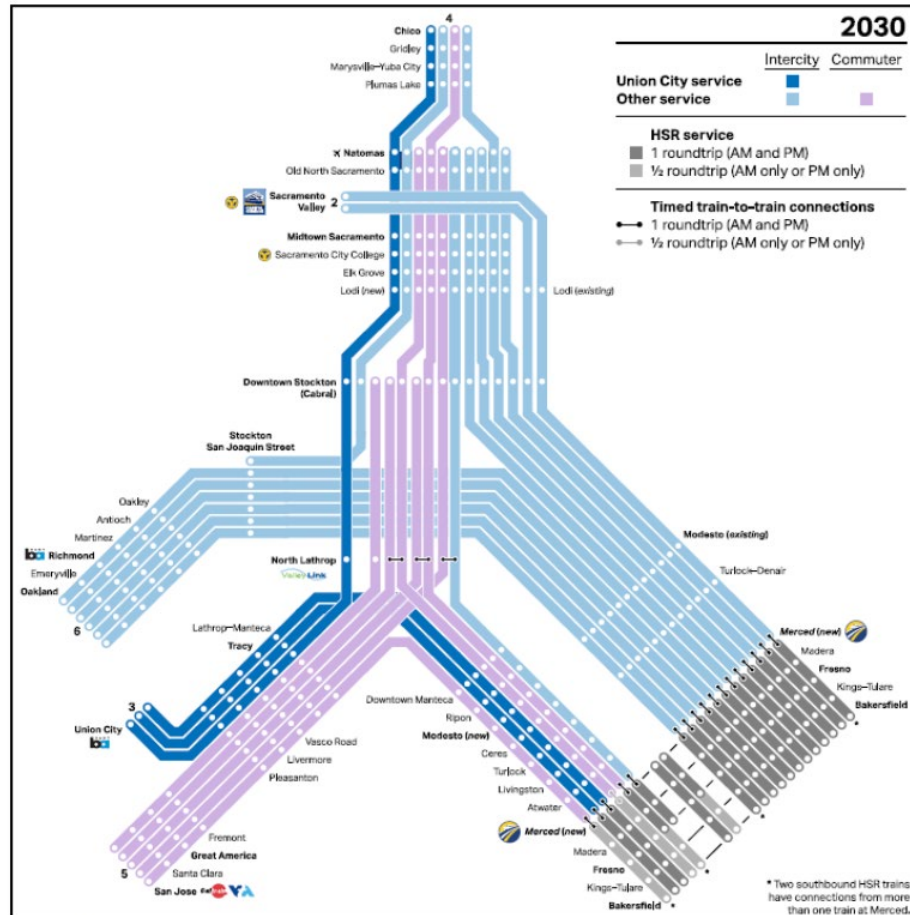
Realizing Megaregional Connectivity



Supporting Increased ACE Service to Bay Area

SOUTHERN ALAMEDA COUNTY INTEGRATED RAIL ANALYSIS – PHASE 2 REPORT

Figure 3-1. Proposed Union City Intercity Rail Service and Other Valley Rail Passenger Rail Services

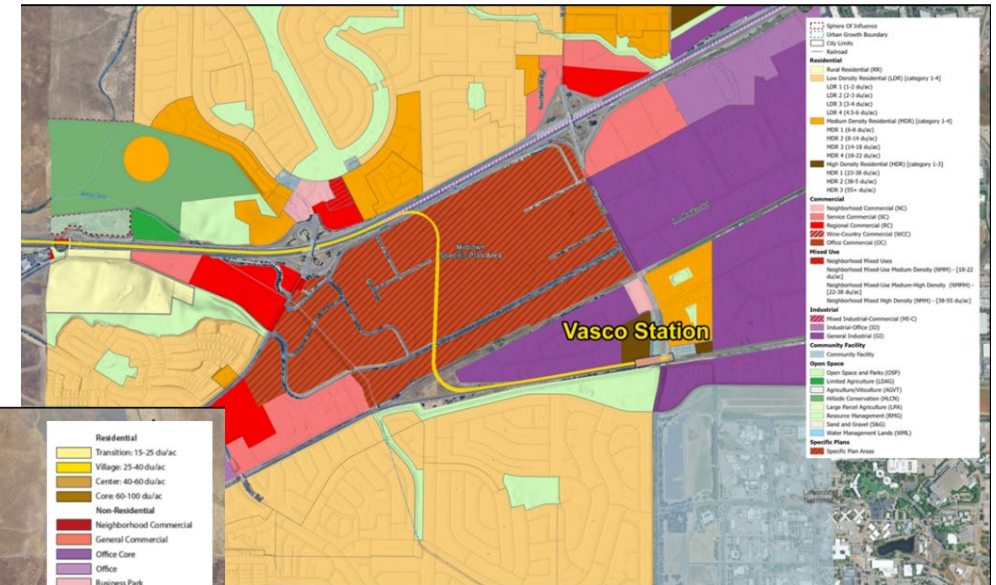


BART to ACE connection brings increased ridership and subsequent revenue to both those systems

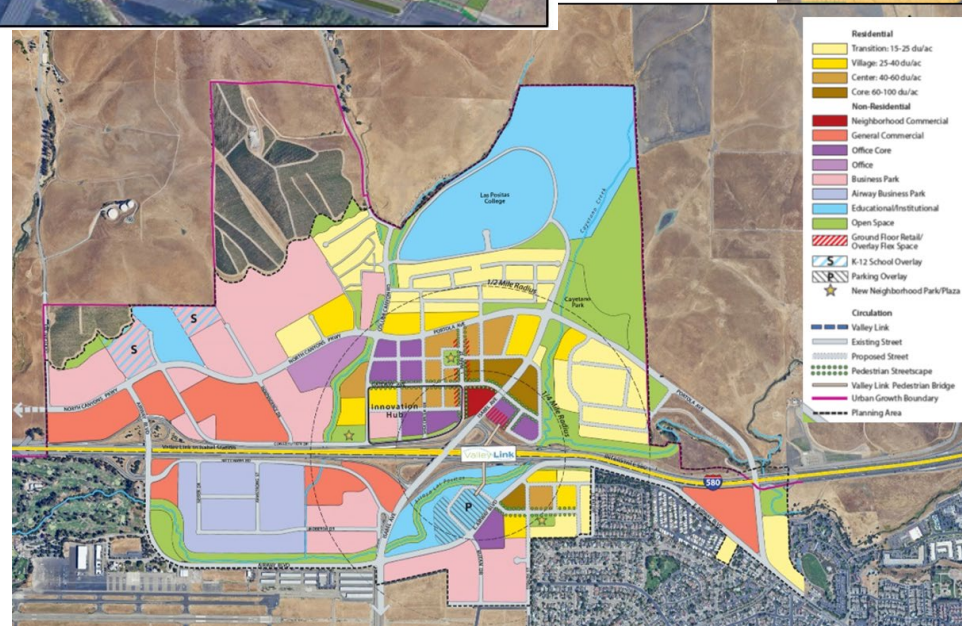
Supporting the Megaregion's Economic Growth



City of Pleasanton and BART TOD
Planning at Dublin/Pleasanton
Station



City of Livermore Midtown
Focus Area



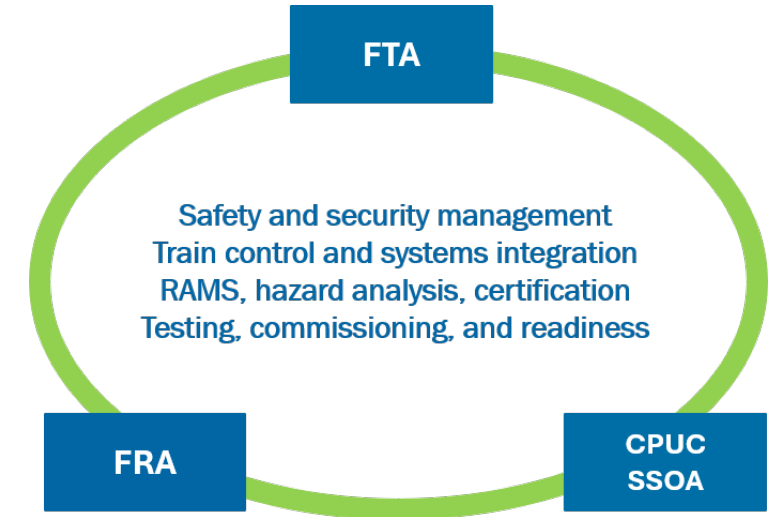
City of Livermore Isabel
Neighborhood Specific Plan

Promoting Transition to Zero Emission Vehicles

**June 2025 Board action to consider
implementation of Phase 1A project with battery
electric multiple unit (BEMU) vehicle technology**



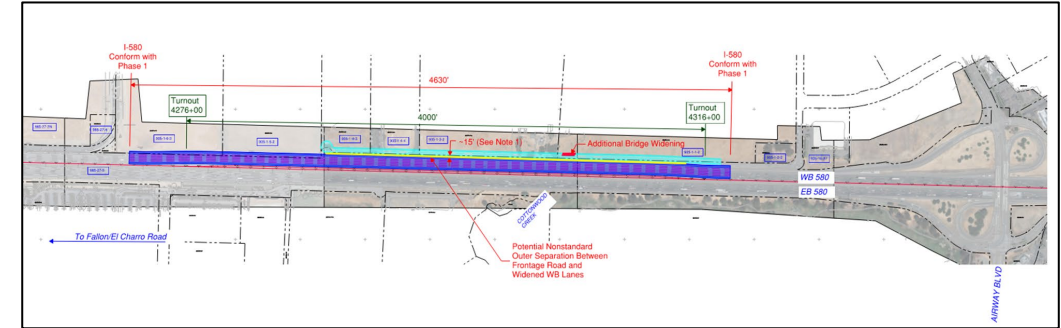
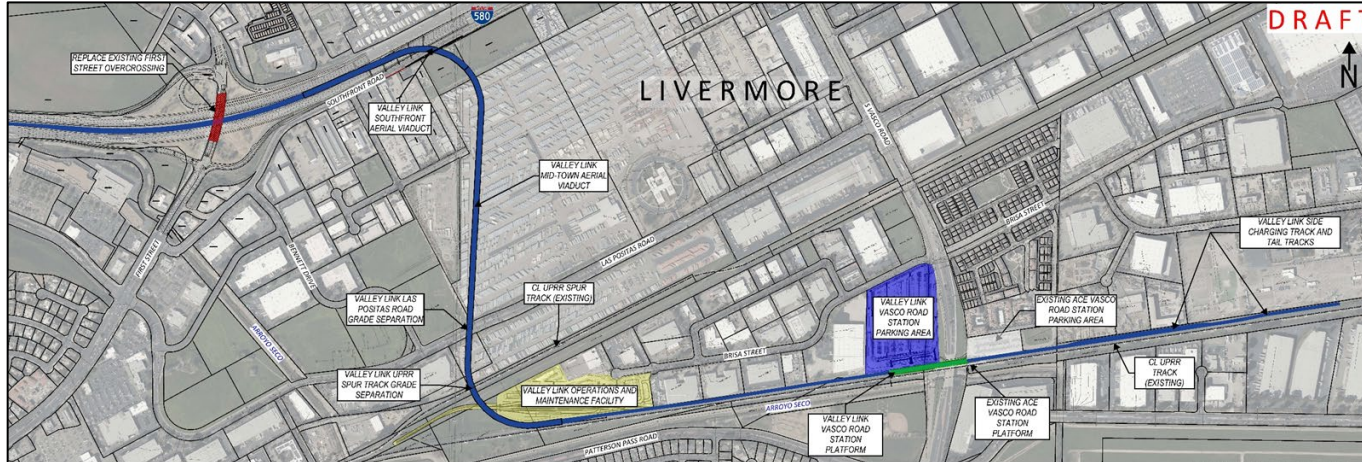
Chicago Metra BEMU Vehicles with Trailer Car Concept



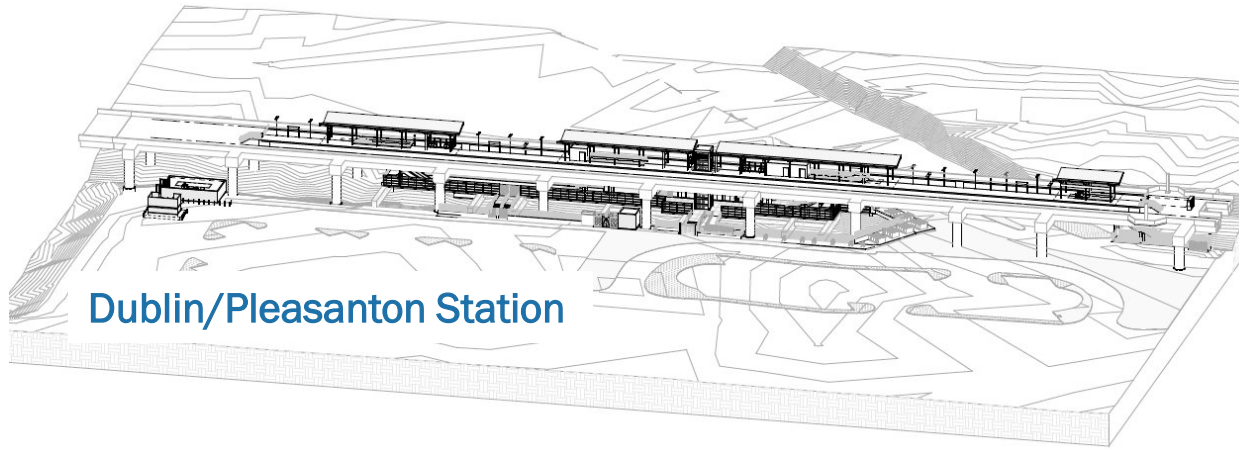
**Jurisdiction and
Safety Oversight
Considerations**

Project Delivery Status

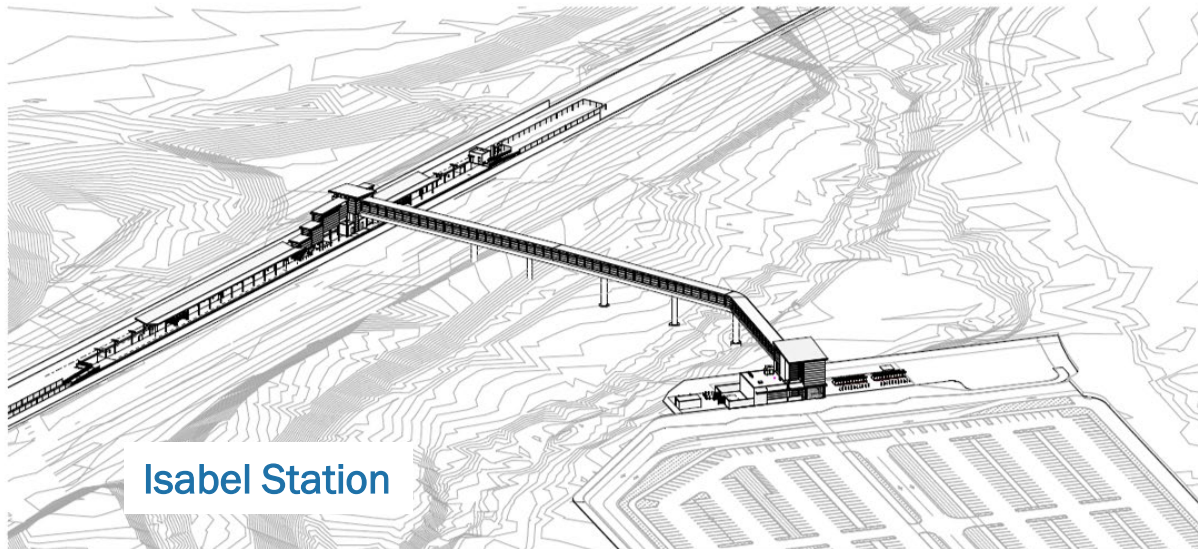
- ✓ FTA concurrence on joint NEPA reevaluation and CEQA Addendum
- ✓ Caltrans approval of Phase 1 Project Report (PR) and concurrence on Supplemental PR and TOAR methodology
- ✓ Caltrans concurrence on CMGC delivery framework with signed Decision Document and draft PS&E + ROW cooperative agreements circulated for review
- ✓ CMGC and ICE procurements completed with Caltrans participation
- ✓ Phase 1A 30% design complete and CMGC preconstruction activities for 30% cost estimate development underway



30% Design Updates



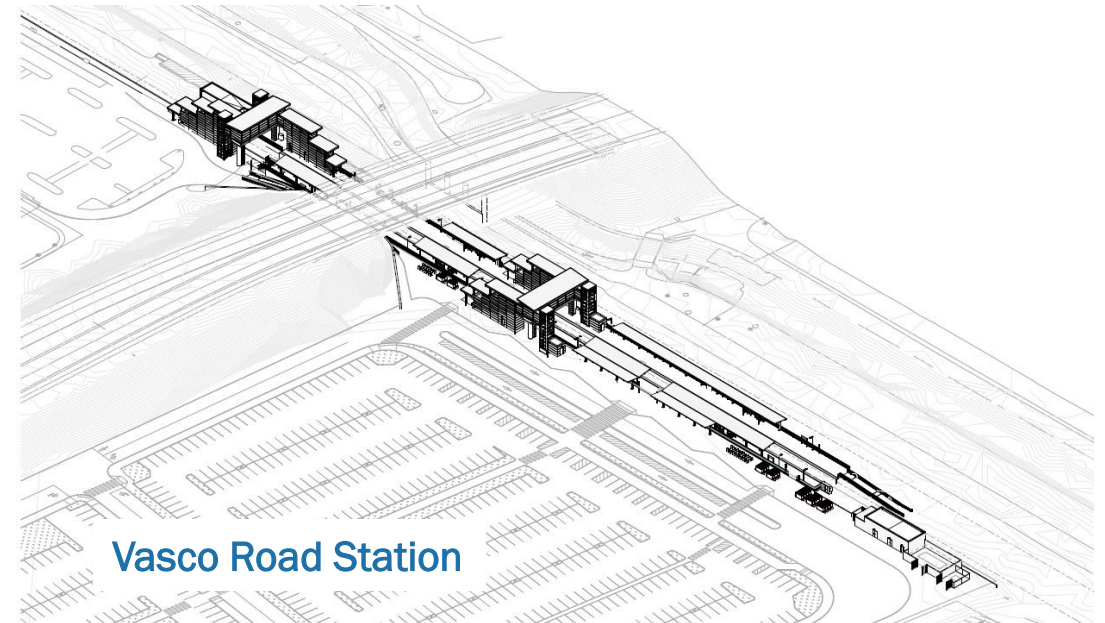
Dublin/Pleasanton Station



Isabel Station

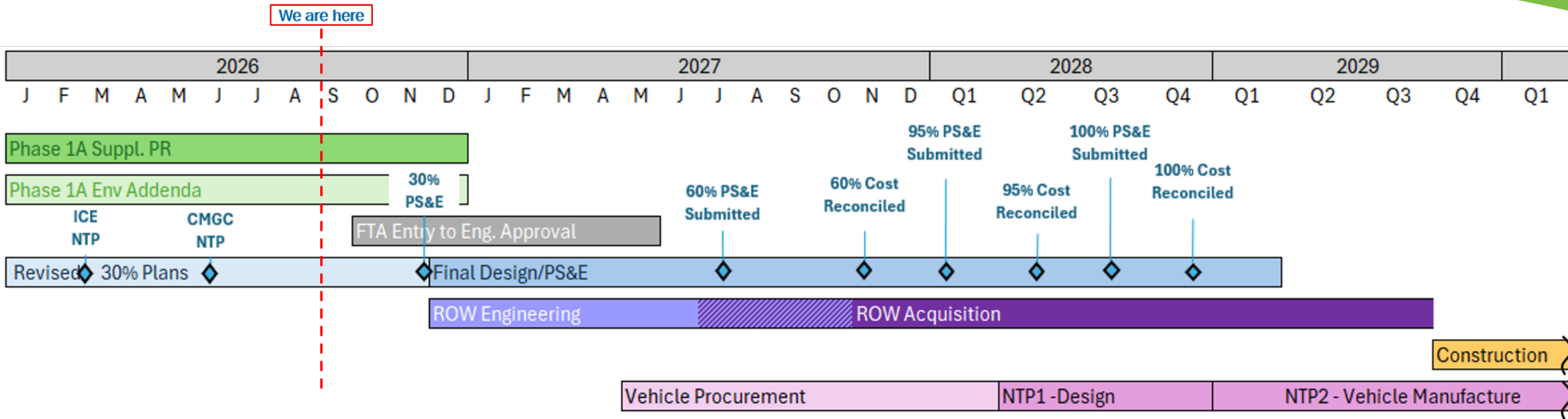
Station and station area design

- ✓ Pedestrian and bicycle access
- ✓ Transit access and connectivity
- ✓ Parking demand and access



Vasco Road Station

Project Delivery Milestone Schedule



Key Milestones

- **November** – Revised 30% Cost Estimate (From Independent Cost Estimator and CMGC)
- **December** – Phase 1A Supplemental PR and Environmental Addenda Complete
- **September – January** – FTA Capital Investment Grants (CIG) Entry to Engineering Application Submittals

Valley Link Team

VALLEY LINK RAIL AUTHORITY

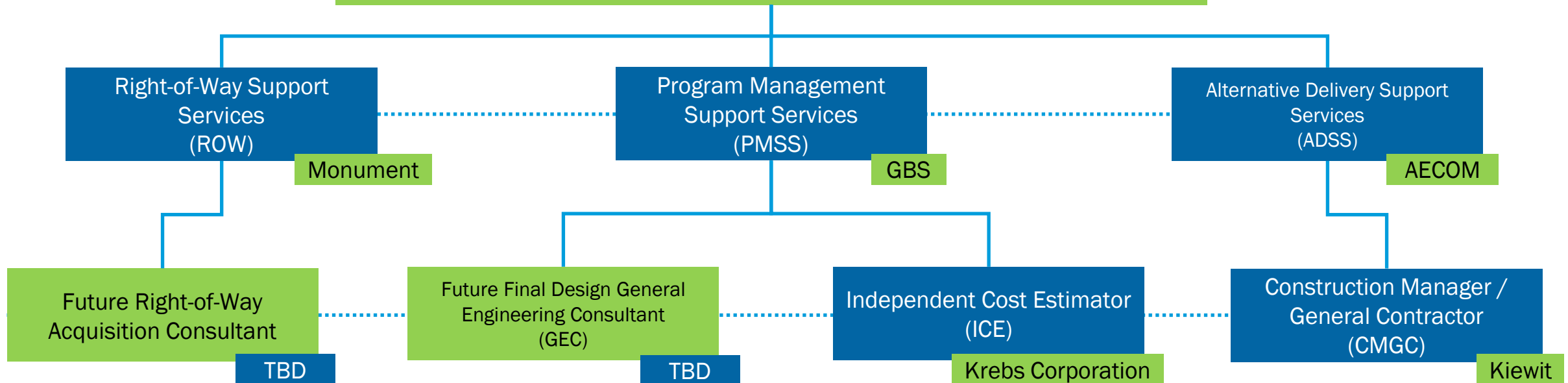
Kevin Sheridan – Executive Director/CEO

Wil Ridder – Deputy Executive Director

Bill Casey – Chief Engineer

Marianne Payne – Director of Policy, Planning, and Environmental

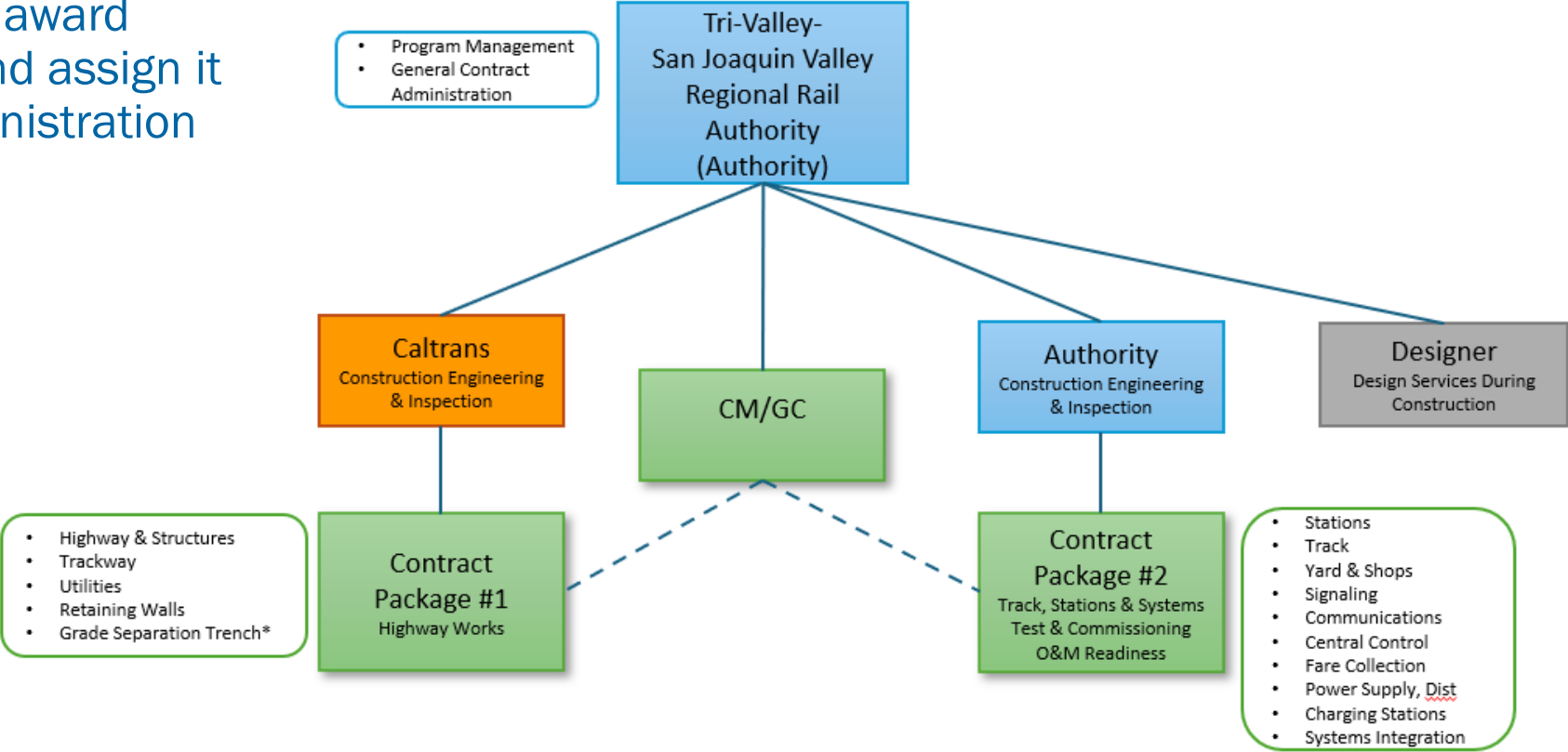
Candice Kendall – Executive Assistant



CMGC Partnership with Caltrans

Caltrans Approved AAA Policy Exception allows Authority to advertise and award highway construction package and assign it to Caltrans for construction administration

 Joint Authority and Caltrans CMGC Process Decision Document November 20, 2025	
APPROVAL RECOMMENDED	
<i>Nick Saleh</i>	12/18/2025
Nick Saleh Acting Deputy District Director, PPM	Date
<i>Wajahat</i>	12/04/2025
Wajahat Nyaz Deputy District Director, Design	Date
<i>Andrew Baskerville</i>	12/04/2025
Andrew Baskerville (Dec 4, 2025 11:17:59 PST) Deputy District Director, Construction	Date
<i>Wil Ridder</i>	Jan 7, 2026
Wil Ridder Deputy Executive Director, Valley Link Rail	Date
APPROVED	
<i>Doanh Nguyen</i>	01/28/2026
For: <i>David Ambuehl</i> (Acting) District 4 Director	Date
<i>Kevin Sheridan</i>	01/29/2026
Kevin Sheridan Executive Director/CEO, Valley Link Rail	Date



Project Stakeholder Coordination

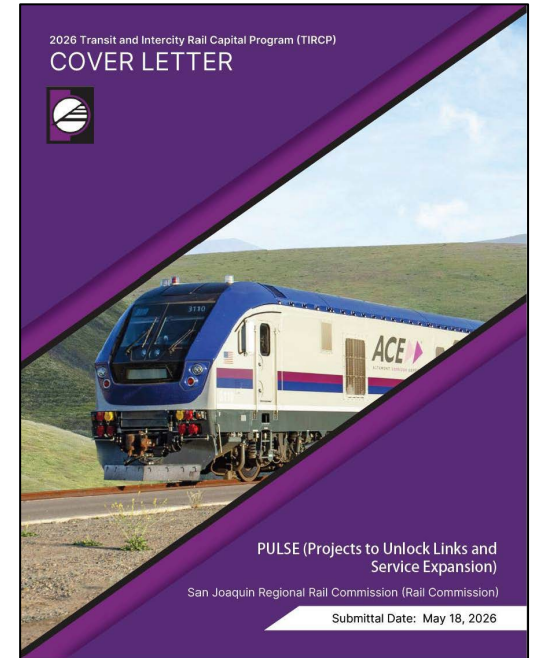
- ✓ Local Jurisdictions
- ✓ Regional Agencies
- ✓ State Agencies
- ✓ Federal Agencies
- ✓ Peer Transit Agencies
- ✓ UPRR
- ✓ Utilities



MTC Passenger Wayfinding Signage

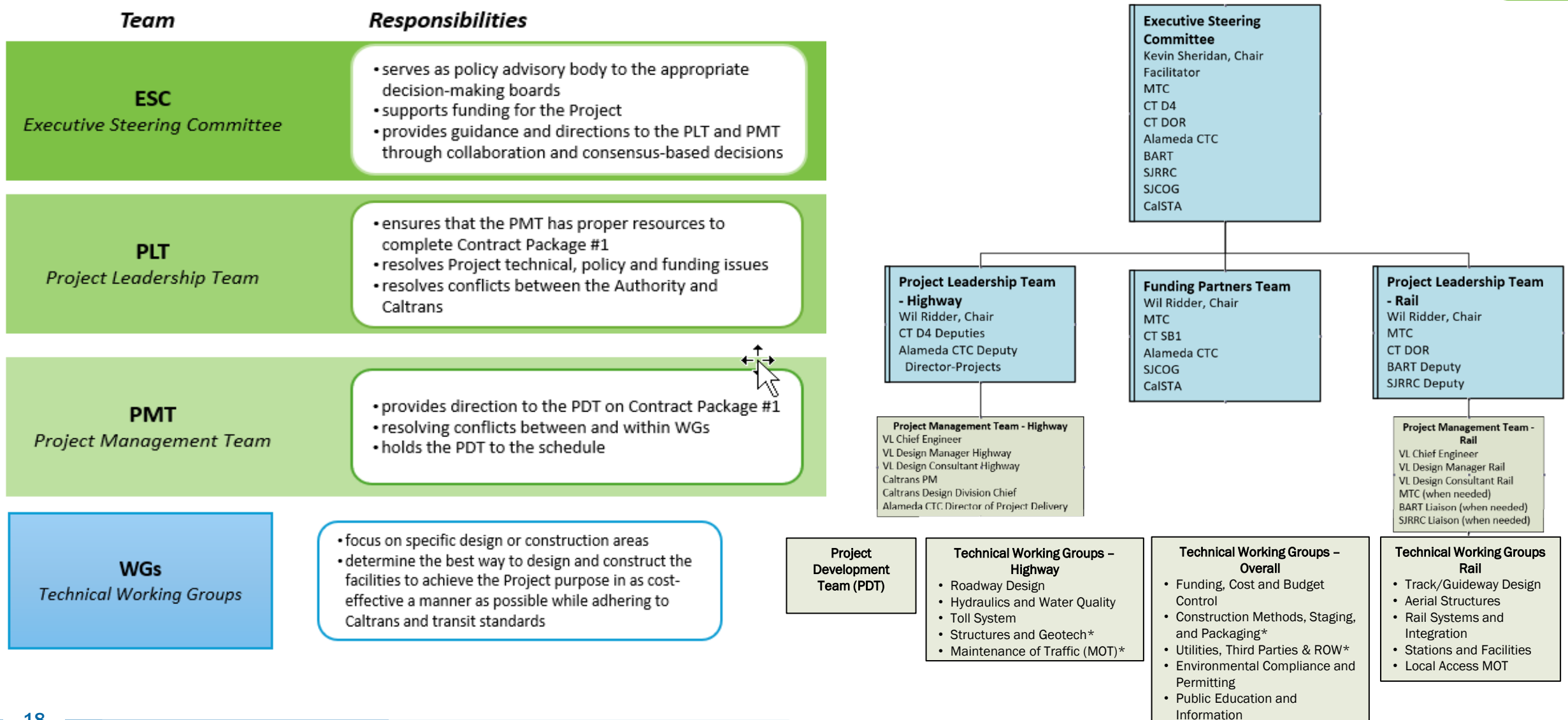


ACTC I-580 Express Lanes System



Partnership TIRCP Cycle 8
Application with SJRRC for
Network Integration Study of
Increased ACE Service to
Vasco

Pre-Construction Phase Collaboration



Major Funding Partners



**Alameda County
Transportation Commission**



**Federal Transit
Administration**



**METROPOLITAN
TRANSPORTATION
COMMISSION**



Project Cost and Funding Plan

Valley Link Rail Project - Estimated Cost and Funding Plan (2024\$)

Funding Source	Status	Env	Design	ROW	Vehicles	Con	CM	Total	
MTC Bridge Tolls	Committed	\$66,900,000	\$78,700,000	\$53,200,000				\$198,800,000	
AB 179 State Budget Earmark	Committed	\$3,600,000	\$1,400,000					\$5,000,000	
State TIRCP Project Development	Committed	\$10,700,000	\$14,300,000					\$25,000,000	
ACTC Measure BB	Committed					\$235,000,000	\$165,000,000	\$400,000,000	\$668,600,000
Tri-Valley Transportation Development Fee	Committed					\$25,800,000		\$25,800,000	
ACTC I-580 Net Toll Revenue	Committed		\$4,000,000					\$4,000,000	
SJCOG SB125	Committed		\$10,000,000					\$10,000,000	
ACTC CIP Funding	Targeted		\$6,000,000					\$6,000,000	
Local/Regional Agency Funding	Targeted			\$20,000,000		\$20,000,000		\$40,000,000	
State SB1 SCCP	Targeted					\$125,000,000		\$125,000,000	
State SB1 LPP	Targeted					\$25,000,000		\$25,000,000	\$1,376,100,000
State TIRCP	Targeted			\$99,500,000		\$295,200,000		\$394,700,000	
Federal Capital Investment Grants (CIG) Program	Targeted				\$180,400,000	\$605,000,000		\$785,400,000	
		\$81,200,000	\$114,400,000	\$172,700,000	\$180,400,000	\$1,331,000,000	\$165,000,000	\$2,044,700,000	

FTA CIG Program Status

ID	Description	2026					
		Jul	Aug	Sep	Oct	Nov	Dec
1	1.0 Project Definition						
2	CEQA / NEPA Completion						
3	Configuration Management Plan						
4	Geotechnical Baseline Report						
5	2.0 Project Management Plan						
6	Project Management Plan						
7	Real Estate Acquisition Management Plan						
8	Rail Fleet Management Plan						
9	Safety and Security Management Plan						
10	Quality Assurance / Quality Control Plan						
11	Project Management Information System Plan						
12	3.0 Management Capacity & Capability						
13	Organizational charts						
14	Staff Qualifications / Experience						
15	Staffing Plan						
16	Resumes						
17	4.0 Scope						
18	Basis of Design Report						
19	Design Criteria						
20	Project Delivery Method Plan						
21	Constructability Review						
22	ADA Accessibility Report						
23	Third Party Agreement Matrix						
24	Preliminary Hazard Analysis / Threat & Vulnerability Assessment						
25	5.0 Schedule						
26	Schedule and Basis						
27	6.0 Capital Cost Estimate						
28	Capital Cost Estimate & Basis						
29	Before and After Study Plan						
30	Value Engineering Report						
31	SCC Workbook						
32	O&M Cost Estimating Methodology Report						
33	7.0 Risk and Contingency Management						
34	RCMP						
35	Risk Workshop						
36	8.0 Other						
37	New Starts Templates						
38	Financial Plan						
39	Notification of Intent to Request Entry into Engineering						

- Targeting request to FTA for entry into Engineering phase of Capital Investments Grant (CIG) Program in December 2026
- Actively updating the Project Management Plan (PMP), subplans and all other FTA Oversight Procedure (OP) 51 requirements to reflect Phase 1A project scope and CMGC delivery

Public Outreach



**Livermore
Farmer's Market**



**Lathrop Birthday
Celebration**



**LAVTA 40th Anniversary Customer
Appreciation Event**

Thank You

