



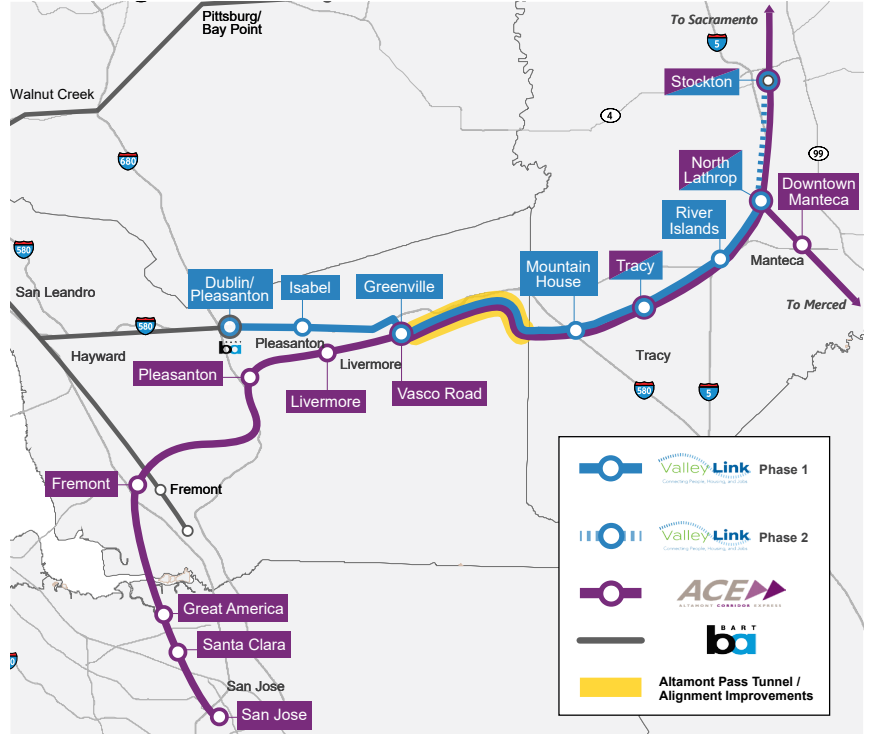
# Altamont Corridor Vision Phase 1: Valley Link, Improved ACE, Shared Altamont Pass



**\$1.9 billion (FY19) requested in FASTER Bay Area Measure**

## What is the Altamont Corridor Vision?

The Altamont Corridor that connects the San Joaquin Valley to the Bay Area is one of the **most heavily traveled, most congested, and fastest growing corridors** in the Northern California megaregion. The Bay Area Council estimates that Altamont Corridor (I-580) **congestion will increase an additional 75% between 2016 and 2040**. To achieve state and regional environmental and economic development goals, robust passenger rail alternatives are needed in the Altamont Corridor to increase mobility by providing a sustainable transportation option, provide greater connectivity, and a better quality of life and access to jobs, educational opportunities and health care facilities.



The **Altamont Corridor Vision Phase 1** Improvement Program is the result of a partnership between San Joaquin Regional Rail Commission (Altamont Corridor Express [ACE]), Tri-Valley-San Joaquin Valley Regional Rail Authority (Valley Link), and San Joaquin Joint Powers Authority (San Joaquins). The Bay Area improvements of this Phase 1 Program include **\$1.1 billion (FY19)** for the implementation of 8.6 miles of new alignment through the Altamont Pass (between Greenville Road and the San Joaquin County Line) to be used by both ACE and Valley Link services. This new alignment through the Altamont Pass would include a 3.5 mile tunnel and enable speeds up to 125 mph which would **decrease train travel times through the Altamont Pass by 11-15 minutes**. Bay Area Phase 1 improvements also include **\$600 million (FY19)** to fund equipment and the additional infrastructure needed to complete the Valley Link service between Dublin/Pleasanton BART and

Livermore. In the near-term, the Tri-Valley – San Joaquin Valley Regional Rail Authority anticipates running **25 Valley Link daily round-trips between Dublin/Pleasanton BART and the North Lathrop Transfer Station in San Joaquin County**. In addition, Phase 1 also includes **\$200 million (FY19)** for new ACE equipment and Bay Area station/alignment improvements for two additional ACE round-trips between the San Joaquin Valley and San Jose.

The Altamont Corridor Vision Phase 1 Improvement Program will provide safe, frequent, and reliable regional rail service by modernizing passenger rail in the Altamont Corridor. The vastly improved infrastructure through the Altamont Pass would be separated from freight, double tracked, grade separated, and enable fast (up to 125 mph maximum speeds), and frequent service. The Altamont Corridor Vision Phase 1 Improvement Program is the **first step** towards the completion of the **Altamont Corridor Vision** which is consistent with the 2018 State Rail Plan, 2007 MTC Regional Rail Plan, MTC Resolution 3829 from 2007, and the CHSRA's Altamont Corridor Rail Project.



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## What are the benefits of the Altamont Corridor Vision Phase 1?

### Expands Passenger Rail Ridership in the Altamont Corridor

- Current ACE annual ridership: 1.5 million
- Phase 1 2030 annual ridership: **11.4 million**
  - 4.0 million annual riders on ACE (Central Valley to Bay Area)
  - 7.4 million annual Valley Link riders

### Increases Connectivity

- Improved ACE and new Valley Link services are a key part of an integrated, coordinated, megaregional rail system
- Introduces increased frequencies, broader market reach, regular interval service, and new connectivity
- Provides improved direct connections to BART, Caltrain, Capitol Corridor and future High-Speed Rail and Dumbarton services

### Reduces GHG Emissions & Improves Public Health

- VMT reduction of hundreds of millions of miles annually in 2030
- Millions of metric tons of greenhouse gas emissions reduced in the first decade
- Reduces injuries and fatalities as a result of VMT reduction

### Promotes Transit-Oriented Development

- Altamont Corridor Vision Phase 1 creates new TOD opportunities at Livermore, Tracy, and River Islands
- Increases TOD potential at Bay Area and San Joaquin Valley ACE stations (including Pleasanton, Fremont, Great America, Stockton, Modesto, Merced, Manteca, and Ripon)
- Supports the Diridon Station Master Plan

### Regional Equity & Benefits to Priority Populations

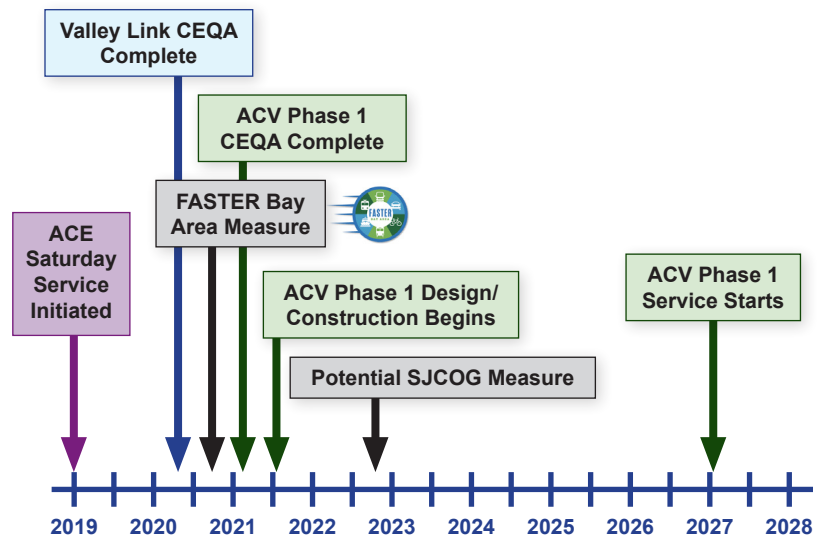
- Expands rail service in the Tri-Valley and increases rail connectivity in the heavily trafficked I-580 corridor which is the primary transportation link between the Bay Area and Northern San Joaquin Valley
- Directly serves many of California's Disadvantaged Communities and Low-Income Communities

### Leverages Existing/ Matching Funding

- Over \$1 billion in state funding secured for expansion of ACE and San Joaquins in the Central Valley
- \$628 million in ACTC Measure BB funds and Tri-Valley Transit Access Improvement funds identified for the Valley Link Program

## What is the timeline for Altamont Corridor Vision Phase 1?

Altamont Corridor Vision Phase 1 is ready to advance. If the \$1.9 billion (FY19) in Bay Area funds needed for this program is included in FASTER Bay Area and the measure passes in November 2020, design/construction is estimated to start in 2021. The environmental process for Valley Link is underway and draft documents for public review will be available in Fall 2019. Additional environmental clearance for the Altamont Pass section would be done through a supplemental EIR after FASTER is successful. The Altamont Corridor Vision Phase 1 can be fully implemented and in service within the next eight years if funding is secured.



### Contact:

Dan Leavitt  
 Manager of Regional Initiatives  
 dan@acerail.com / dan@sjjpa.com  
 (209) 944-6266  
 SJRR / SJJPA  
 949 East Channel Street  
 Stockton, CA 95202

Michael Tree  
 Executive Director  
 mtree@valleylinkrail.org  
 Tri-Valley-San Joaquin Valley  
 Regional Rail Authority  
 1362 Rutan Court  
 Livermore, CA 94550

