## Current ACE Connectivity Map

### WESTBOUND TRAINS

<table>
<thead>
<tr>
<th></th>
<th>ACE 1</th>
<th>ACE 3</th>
<th>ACE 5</th>
<th>ACE 7</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stockton</td>
<td>4:20AM</td>
<td>5:35AM</td>
<td>6:40AM</td>
<td>7:05AM</td>
</tr>
<tr>
<td>Tracy</td>
<td>4:51AM</td>
<td>6:06AM</td>
<td>7:11AM</td>
<td>7:36AM</td>
</tr>
<tr>
<td>Pleasanton</td>
<td>5:33AM</td>
<td>6:48AM</td>
<td>7:53AM</td>
<td>8:18AM</td>
</tr>
<tr>
<td>Great Am.</td>
<td>6:13AM</td>
<td>7:28AM</td>
<td>8:33AM</td>
<td>8:58AM</td>
</tr>
<tr>
<td>San Jose</td>
<td>6:32AM</td>
<td>7:47AM</td>
<td>8:52AM</td>
<td>9:17AM</td>
</tr>
</tbody>
</table>

### EASTBOUND TRAINS

<table>
<thead>
<tr>
<th></th>
<th>ACE 4</th>
<th>ACE 6</th>
<th>ACE 8</th>
<th>ACE 10</th>
</tr>
</thead>
<tbody>
<tr>
<td>San Jose</td>
<td>3:35PM</td>
<td>4:35PM</td>
<td>5:35PM</td>
<td>6:38PM</td>
</tr>
<tr>
<td>Great Am.</td>
<td>3:49PM</td>
<td>4:49PM</td>
<td>5:49PM</td>
<td>6:52PM</td>
</tr>
<tr>
<td>Pleasanton</td>
<td>4:28PM</td>
<td>5:28PM</td>
<td>6:28PM</td>
<td>7:31PM</td>
</tr>
<tr>
<td>Tracy</td>
<td>5:11PM</td>
<td>6:11PM</td>
<td>7:11PM</td>
<td>8:14PM</td>
</tr>
<tr>
<td>Stockton</td>
<td>5:47PM</td>
<td>6:47PM</td>
<td>7:47PM</td>
<td>8:50PM</td>
</tr>
</tbody>
</table>
More Commuters Making Megaregional Trips

**Daily Megaregional Commuters in 2017**

% Change 2010 - 2017

- **Sacramento Area**: +33%
  - 42,346
- **Northern San Joaquin Valley**: +43%
  - 86,445
- **Monterey Bay Area**: +19%
  - 40,282

**Data Source**: American Community Survey, one-year estimates, 2017

**Analysis**: Bay Area Council Economic Institute

www.bayareaeconomy.org | @bayareaeconomy | #megaregion
Altamont Corridor Programs

• **Short-term:**
  - 2 additional round-trips between SJV and San Jose via Altamont Pass & weekend service (6 daily round trips week days)
  - Valley Link initiated: Dublin/Pleasanton to North Lathrop

• **Mid-term:**
  - 4 more round-trips between SJV and San Jose via Altamont Pass & weekend service (10 daily round trips week days)
  - Valley Link extended to Stockton

• **Longer-term “Vision”:**
  - 15 minute to ½ hour frequency during peak periods;
  - Dedicated Track – “Universal Corridor”
  - One seat ride SJV – San Jose/Oakland/SF/Peninsula
Evolution of the Altamont Corridor Vision

- 2007 MTC Regional Rail Plan
- 2011 Altamont Corridor Rail Project
- 2018 California State Rail Plan

Altamont Corridor Vision
**Goals**

- Focus on connection between Central Valley and East Bay
- Connecting services, shared facilities, speed up to 125+
- One seat ride from Central Valley to San Jose/Peninsula/San Francisco
- Dramatically improve travel times and frequency
- Electrification, freight separation

**Major Projects Lathrop to Newark:**

1. Tracy alignment improvements
2. Altamont Pass Tunnel
3. Livermore alignment improvements
4. Pleasanton alignment improvements
5. Niles Canyon Tunnel/Fremont Improvements

**Est Cap Cost:**

~$6 billion
Universal corridors, shared facilities

Express Travel Times – One seat ride
- 60 Minutes Stockton to San Jose
- 60 Minutes Stockton to Oakland
- 60 Minutes Stockton to Redwood City

Local Travel Times
- 75 minutes Stockton to San Jose

Altamont Corridor Vision
Universal Corridors, Shared Facilities

Universal Corridor Improvements:
1. Tracy alignment improvements
2. Altamont Pass Tunnel
3. Livermore alignment improvements
4. Pleasanton alignment improvements
5. Niles Canyon Tunnel/Fremont Improvements
6. Alviso Flats improvements
7. Dumbarton Bridge
8. Jack London Square improvements
9. Second Transbay Tube

Altamont Corridor Vision
Universal corridors, shared facilities

Megaregional Travel Times

- Stockton/Modesto to San Jose/Oakland/Peninsula: 1 Hour
- Merced to San Jose/Oakland/Peninsula: 1 Hour 20 minutes

Altamont Corridor Vision
Megaregional Network Integration

• Universal Infrastructure
• One-Seat-Ride throughout the Megaregion
• Maximum utilization of new Bay Crossings
• Connectivity to High Speed Rail

Altamont Corridor Vision
San Joaquin Valley - Sacramento Corridor

• **Short-term (funded):**
  • 7 additional round-trips between SJV and Sacramento (2 San Joaquins & 5 ACE trains)

• **Mid-term:**
  • Hourly Service + extension to Yuba City / Marysville and Oroville

• **Longer-term “Vision”**
  • Connected Corridor North: 15 minute to ½ hour frequency during peak periods; Dedicated Track – “Universal Corridor” (Sacramento to Merced)

Altamont Corridor Vision
Questions?

Thank you.