ALTAMONT CORRIDOR: SETTING
The Mega Commute on I-580
Annual Average Daily Traffic
Improving Statewide Connectivity

Key Policy Objective
Support the vision of California State Rail Plan to connect the Northern California Megaregion to the State rail system.

Valley Link closes critical transit gaps and improves connectivity within the Bay Area Megaregion by connecting two designated State Rail Hubs and providing a connection to High Speed Rail.
Why We Care About the Tri-Valley/San Joaquin Valley Corridor...

1. The Tri-Valley has become a critical node in the Bay Area’s innovation ecosystem, but transportation connectivity is limited.

2. San Joaquin County has become the key outlet for the Bay Area’s fast growth.

3. A clear opportunity exists for improved megaregional connectivity.
More Commuters Making Megaregional Trips

Daily Megaregional Commuters in 2017

% Change 2010 - 2017

Sacramento Area: +33%

Bay Area: +43%

Northern San Joaquin Valley: +19%

Data Source: American Community Survey, one-year estimates, 2017
Analysis: Bay Area Council Economic Institute
The Bay Area generates 8 jobs for 1 house.

People on the move everyday:
121,000 People from Tri-Valley and San Joaquin Valley.

Bay Area unsustainabe housing costs:
1 house Bay Area = 3 houses North San Joaquin Valley.

Traffic will increase 75% from 2016 to 2040.

Tri-Valley San Joaquin Valley Regional Rail Authority
High-tech Sectors Lag in Inland Regions

Share of Regional Employment in High-Tech Sectors, 2014

- Northern California: 1.1%
- Northern Joaquin Valley: 3.5%
- San Joaquin Valley: 6.0%
- Monterey Bay Area: 6.7%
- Sacramento Area: 7.8%
- Los Angeles Area: 6.3%
- California: 11.9%
- Orange County: 12.8%
- San Diego Area: 19.1%

Note: Data includes employment in private industries only.
Data Source: Quarterly Census of Employment & Wages, State of California Employment Development Department
Analysis: Bay Area Council Economic Institute
Serving Priority Populations
### 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>
ACEOrigins and Destinations

Station to Station

Notes:
- Fremont-South Bay Internal  6%
- Tri Valley Internal  3%
## Current ACE Service Travel Times

<table>
<thead>
<tr>
<th></th>
<th>Stockton</th>
<th>Tracy</th>
<th>Pleasanton</th>
<th>Great America</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tracy</td>
<td>0:31</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pleasanton</td>
<td>1:13</td>
<td>0:42</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Great America</td>
<td>1:53</td>
<td>1:22</td>
<td>0:40</td>
<td></td>
</tr>
<tr>
<td>San Jose</td>
<td>2:12</td>
<td>1:41</td>
<td>0:59</td>
<td>0:19</td>
</tr>
</tbody>
</table>
The largest shuttle concentration is provided out of the Great America Station with 8 different shuttles to over 45 destinations and 435.2 route miles.
San Joaquin Service

- 364 miles
- 11 counties
- 17 stations
- 7 daily round trips
  - 5 Oakland – Bak
  - 2 Sac – Bak
Service Goals

More access to more destinations for more people

Megaregional Network
• Sonoma, Sacramento, Stockton, Fresno, Salinas to the Bay
• Service at least every 30 minutes all day
• Less than 60 - 90 minutes travel time to the Bay

Bay Network
• San Jose – San Francisco – Oakland
• Service at least every 15 minutes all day
• Less than 60 minutes travel time between any two points
The Megaregional Network

Megaregional Network

• Sonoma, Sacramento, Stockton, Merced, Salinas to the Core Network
• Service at least every 30 minutes all day
• Less than 90 minutes travel time to the Bay

Service Areas

• North Bay
  • SMART

• I-80 Corridor
  • Capitol Corridor
  • BART

• Tri Valley + San Joaquin
  • ACE
  • San Joaquin
  • BART

• South Bay
  • Caltrain
  • HSR
  • New Monterey Bay service
ALTAMONT VISION
2018 California State Rail Plan 2040 Vision

Altamont Corridor Vision
Near-term / Phase 1 Priority Improvements:
- 2 additional round-trips between SJV and San Jose via Altamont Pass & weekend service (6 daily round trips weekdays)
- Valley Link initiated: Dublin/Pleasanton to North Lathrop (25 daily round trips)
- Altamont Pass Tunnel/Alignment Improvements

Mid-term:
- 4 more round-trips between SJV and San Jose via Altamont Pass (10 daily round trips weekdays)
- Newark to Alviso improvements: capacity and resiliency
- Valley Link extended to Stockton (30 daily round trips)

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
Invest in capacity and travel time

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 / I-580 connection to BART
- 5- Niles Canyon Tunnel/Fremont Improvements

Est Cap Cost: ~$6.6 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 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
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

- **Near-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)
Valley Link
Feasibility Report

• **Phase I – Complete**
  • Identified the Proposed Project Concept
    • Mode / Technology
    • Alignment
    • Stations
    • Service Characteristics
    • Preliminary Cost Estimates

• **Phase II – Draft Complete**
  • December 2018 to July 2019
  • Remaining AB 758 requirements
    • Identification of preferred entity/entities to operate train
    • Project delivery method and funding plan
    • Construction schedule
Total Travel Time Valley Link: 73 MIN
Total Travel Time Altamont Vision: 58 MIN

- With Vision Mountain House to BART: 31 MIN

30% savings
Station Partnerships

Key Policy Objectives

- Work in partnership with communities to identify and incorporate high priority local goals and objectives for individual stations.
- Initiate service at earliest possible date.
- Preserve land and right-of-way to allow for the implementation of phased design and infrastructure, in support of Sustainable Community Strategies (SB375).

Typology of Stations

Transit-Oriented Development

Park and Ride

Intermodal
Station Access

Key Policy Objectives

- Expand and improve connectivity through improved transit and/or feeder bus services.
- Promote active transportation.
- Encourage zero emission vehicles and shared rides.
Sustainability Goal

100% Self-sufficiency

Key Policy
Be a model of sustainability in the design, construction and operation of the system.

Valley Link will strive for a system that can operate largely on its own stored and created energy.
## Bay Area Improvements

### Phasing / Priorities – Phase 1

<table>
<thead>
<tr>
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**TOTAL** $1.9 billion

✓ Travel time savings: 11 to 15 minutes
## Bay Area Improvements

### Phasing / Priorities – Phase 2

<table>
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<td>Sunol Connection to Niles Tunnel</td>
<td>$0.2 billion</td>
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<tr>
<td>Alviso Improvements</td>
<td>$0.5 billion</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>$4.0 billion</strong></td>
</tr>
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</table>

✓ **Travel time savings:** 13 additional minutes
### Bay Area Improvements

#### Phasing / Priorities – Phase 3

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</tr>
<tr>
<td>Electrification</td>
<td>$0.4 billion</td>
</tr>
<tr>
<td>Additional Station Improvements &amp; Equipment</td>
<td>$0.4 billion</td>
</tr>
</tbody>
</table>

**TOTAL** $6.2 billion

- Travel time savings: 30 additional minutes
## Bay Area Improvements

### Phasing / Priorities – Phase 4

<table>
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<tr>
<td>Additional Station Improvements &amp; Equipment</td>
<td>$0.4 billion</td>
</tr>
<tr>
<td>Newark to San Jose Improvements</td>
<td>$2.0 billion</td>
</tr>
</tbody>
</table>

**TOTAL** $8.2 billion

✓ Travel time savings: 3 additional minutes