

# San Joaquin One Voice® Project Request

## Valley Link Commuter Rail Project

### Project Summary:

#### *Background*

The growth of Northern San Joaquin Valley commuters to the Bay Area on the I-580 has been dramatic, increasing 27% to more than 82,000 per day from 2013 to 2016, with traffic anticipated to increase 60% by 2040. Additionally, more than 14,000 trucks per day slowly travel the Altamont Corridor on the I-580 between the San Joaquin Valley and the Port of Oakland causing further congestion and delay. The I-580 is consistently ranked as one of the most congested corridors in the Northern California Megaregion.

To ease congestion by better connecting people, housing and jobs, and to improve the overall mobility in this key freight movement corridor, Assembly Bill 758 (Eggman) created the Tri-Valley – San Joaquin Valley Regional Rail Authority to plan and deliver a transportation project that would connect commuters in the San Joaquin Valley with the BART system in the Tri-Valley, with connections to the ACE rail system.

Member Agencies of the Tri-Valley – San Joaquin Valley Regional Rail Authority include the City of Tracy, City of Manteca, City of Lathrop, City of Stockton, Mountain House Community Services District, County of San Joaquin, San Joaquin Regional Rail Commission (ACE), the Bay Area Rapid Transit District (BART), Livermore Amador Valley Transit Authority (LAVTA), County of Alameda, City of Livermore, City of Dublin, City of Pleasanton, City of San Ramon and the City of Danville.

#### *The Project and Project Benefits*

This important project will initially connect San Joaquin Valley communities to the Tri-Valley and the Bay Area Rapid Transit District (BART) through frequent and fast hybrid multiple unit trains that will utilize the Union Pacific right of way from the planned ACE N Lathrop Station to stations in River Islands, Downtown Tracy, and Mountain House. The Valley Link hybrid trains will then travel in the Altamont Corridor on the former Southern Pacific Railroad right of way now owned by the County of Alameda to the Greenville station in Livermore where the trains will enter the I-580 median and travel to the Isabel station before entering into the BART Dublin/Pleasanton station for an easy platform level transfer onto the BART trains for continued trips into all areas of the Bay Area.

The initial service characteristics of Valley Link will feature 24 minute frequency in the peak periods and hourly service in the off-peak hours for stations in the San Joaquin Valley. The hours of service for Valley Link are initially planned for 5am to 8pm. Initial travel times shows Valley Link competitive with the automobile in current travel conditions. The initial project cost for the initial phase of the 41.6 mile Valley Link is \$1.8 billion. Ridership is estimated at 25,000 per day in 2040.

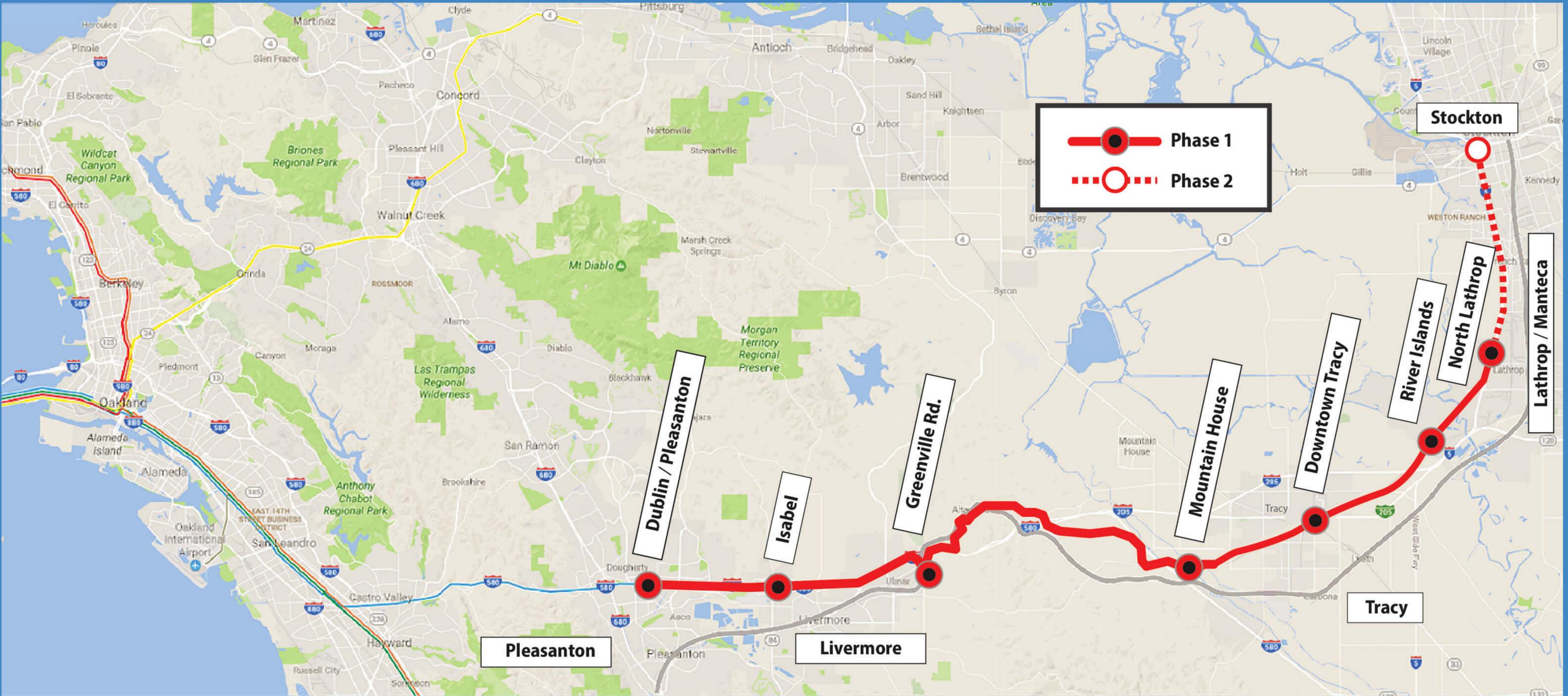
Sustainability will be improved as Valley Link will facilitate more reliable commutes from the San Joaquin Valley to destinations on the BART system, unaffected by traffic congestion on I-580 across the Altamont Corridor. These direct connections via rail will have fewer emissions than SOV trips, increasing health and health equity.

Valley Link will also improve quality of life by reducing commute times, improving access to jobs and housing, and providing a framework for infill development and compact communities that preserves open space and encourages active transportation modes. This project will preserve the environment through predominate use of existing rights-of-way.

Safety will be increased as the rail service of Valley Link will shift travel from auto to rail travel, with a lower crash, accident and fatality rate, and thus improving safety. The project will utilize new grade crossing safety devices, grade separations and safety fencing at stations.

Valley Link will also utilize innovation by the use of hybrid technology and innovative designs to improve the performance and social equity of the transportation system. At a mega-regional level, the connection represents an innovative inter-regional structure for solving cross-jurisdictional planning and sustainability problems.

Finally, the Valley Link rail project will support economic vitality of the area, enabling increased global competitiveness, increased productivity, efficiency and economic equity by making the shared corridor more accessible, efficient and attractive as a business location. The rail connection will promote job accessibility at employment centers along and connected to the corridor.



**Valley Link**

Connecting People, Housing, and Jobs