



Altamont Corridor Vision: Universal Infrastructure, Universal Corridor

1 Hour Travel Time

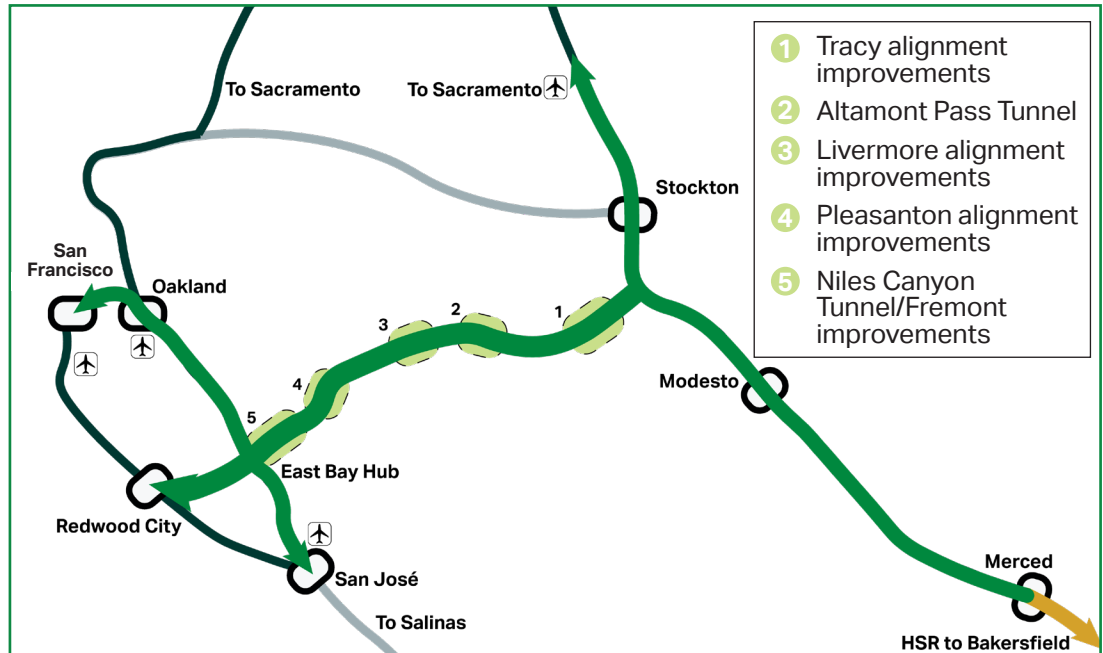
Oakland,
Peninsula,
San Jose ↔ Stockton,
Modesto

1 Seat Ride

Express service,
modern rolling stock

1 Shared Corridor

Shared facilities,
integrated ticketing,
timed connections



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 travelled, most congested, and fastest growing** corridors in the Northern California megaregion. The Bay Area Council estimates that **congestion will increase an additional 75%** in coming decades. To achieve state and regional environmental and economic development goals, a robust alternative is needed to provide a sustainable / reliable travel choice and greater connectivity.

The **Altamont Corridor Vision** will provide safe, frequent, and reliable service by modernizing the corridor connecting the Central Valley and San Francisco Bay Area. Consistent with the 2018 State Rail Plan, 2007 MTC Regional Rail Plan, and the Altamont Corridor Rail Project, the **Vision** provides for shared services, dramatically reduced travel times, one-seat rides, express service, and megaregional connectivity. The proposed universal infrastructure would allow connectivity to and through the HSR initial operating segment at Merced.



Improvements in the Altamont Corridor Vision can be phased based upon the funding that is available. The Near Term/Phase 1 Priority Improvements are the highest priority for the Altamont Corridor Vision implementation. Incremental improvements can bring near-term benefits and help lead to the development of the Altamont Corridor Vision.

Near Term/Phase 1 Priority Improvements

- 2 additional round-trips between SJV and San Jose via Altamont Pass and 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
- 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



Altamont Corridor Vision

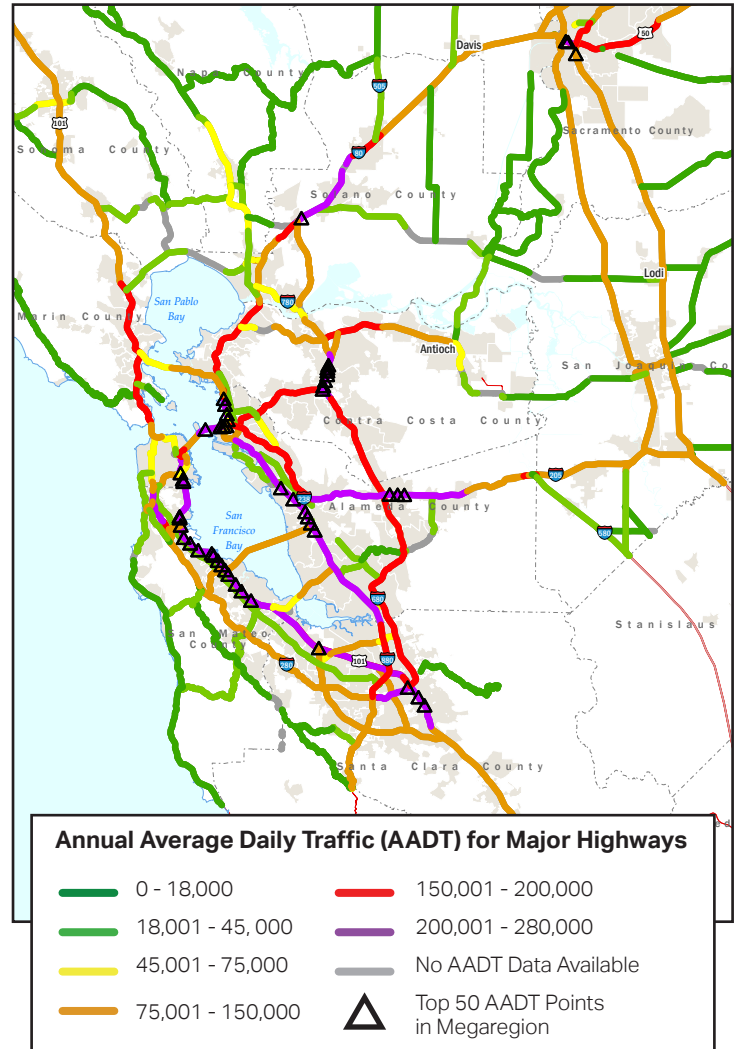
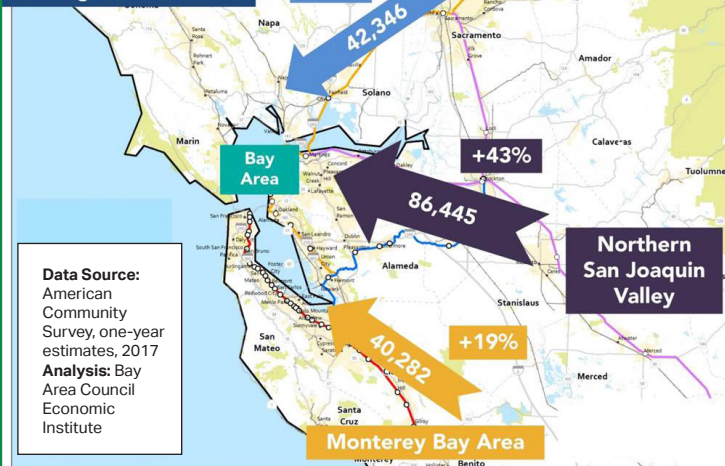
Major Benefits

More trains, more often, more quickly

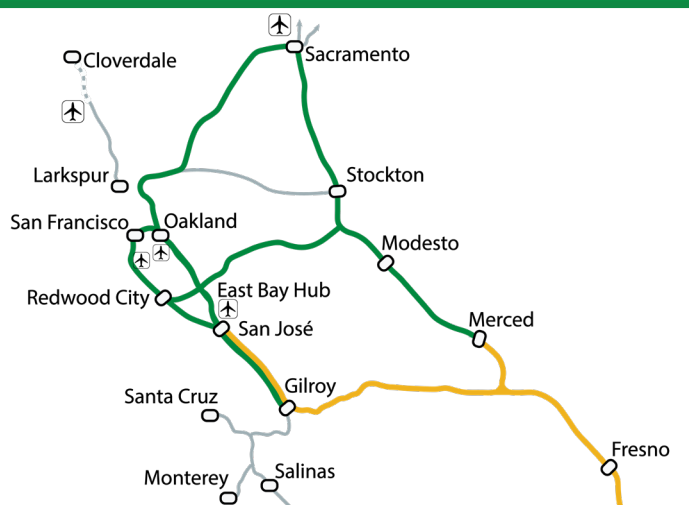
- Phased as funding is available, near-term transformative improvements identified.
- Electrified service
- Reduced congestion
- Improved air quality
- Opportunities for disadvantaged communities
- Promotion of Transit-Oriented Development (TOD)
- Economic development in the San Joaquin Valley
- Enhanced mobility and equitable access to jobs and education

Daily Megaregional Commuters in 2017

% Change 2010 - 2017



Northern California Regional Rail Vision



Universal Infrastructure

Shared corridors, stations, and maintenance facilities allow for network integration, lower costs, higher ridership, and better efficiency

One-Seat-Ride

Improvements allow for new express service overlays, integrated local service, higher frequency, and one-seat-rides across the region

Utilization of New Bay Crossings

Investments in new crossings between San Francisco-Oakland and at Dumbarton can be utilized by all markets and services, including high speed rail, express, and local service

Connectivity to High Speed Rail

Early connectivity to high speed rail at Merced provides early access to the Bay Area