

CONNECTING
BART AND **ACE**
RAIL SYSTEMS



Tri-Valley - San Joaquin Valley Regional Rail Authority



The growth of Northern San Joaquin Valley commuters to the Bay Area on the I-580 has been particularly dramatic, more than doubling from 31,670 in 1990 to 64,930 in 2013, with traffic anticipated to increase another 60% within the next two decades. Additionally, nearly 14,000 trucks per day slowly travel over the Altamont Pass causing further congestion and bottlenecks. The Metropolitan Transportation Commission ranks the I-580 among the Bay Area freeway corridors with the heaviest commuting delays.

To ease congestion, Assembly Bill 758 (Eggman/Baker) created the Tri-Valley – San Joaquin Valley Regional Rail Authority to plan and deliver a rail extension connecting the Bay Area Rapid Transit (BART) with the Altamont Corridor Express (ACE). The rail connection will link nearly 500 miles of commuter and intercity rail with more than 130 stations in the Northern California Megaregion, resulting in significant congestion relief on the I-580.

This vital rail link is needed to connect workforce to affordable housing, reduce greenhouse gas emissions, and improve overall mobility in this key freight corridor. It will improve the overall quality of life for residents.

- Alameda County Supervisor Scott Haggerty

Member Agencies

Town of Danville

City of San Ramon

City of Dublin

City of Pleasanton

City of Livermore

City of Tracy

City of Manteca

City of Lathrop

City of Stockton

Mountain House
Community Services District

County of Alameda

County of San Joaquin

Livermore Amador Valley Transit
Authority (WHEELS)

Bay Area Rapid Transit District
(BART)

San Joaquin Regional
Rail Commission (ACE)

Rail Authority Action List

- ➔ Identify the most cost effective and responsive rail connection of BART and ACE
- ➔ Create a funding plan and schedule for completion of the rail connection
- ➔ Complete preliminary design, including right-of-way routes, stations, equipment and any other facilities required

Preliminary Project Overview

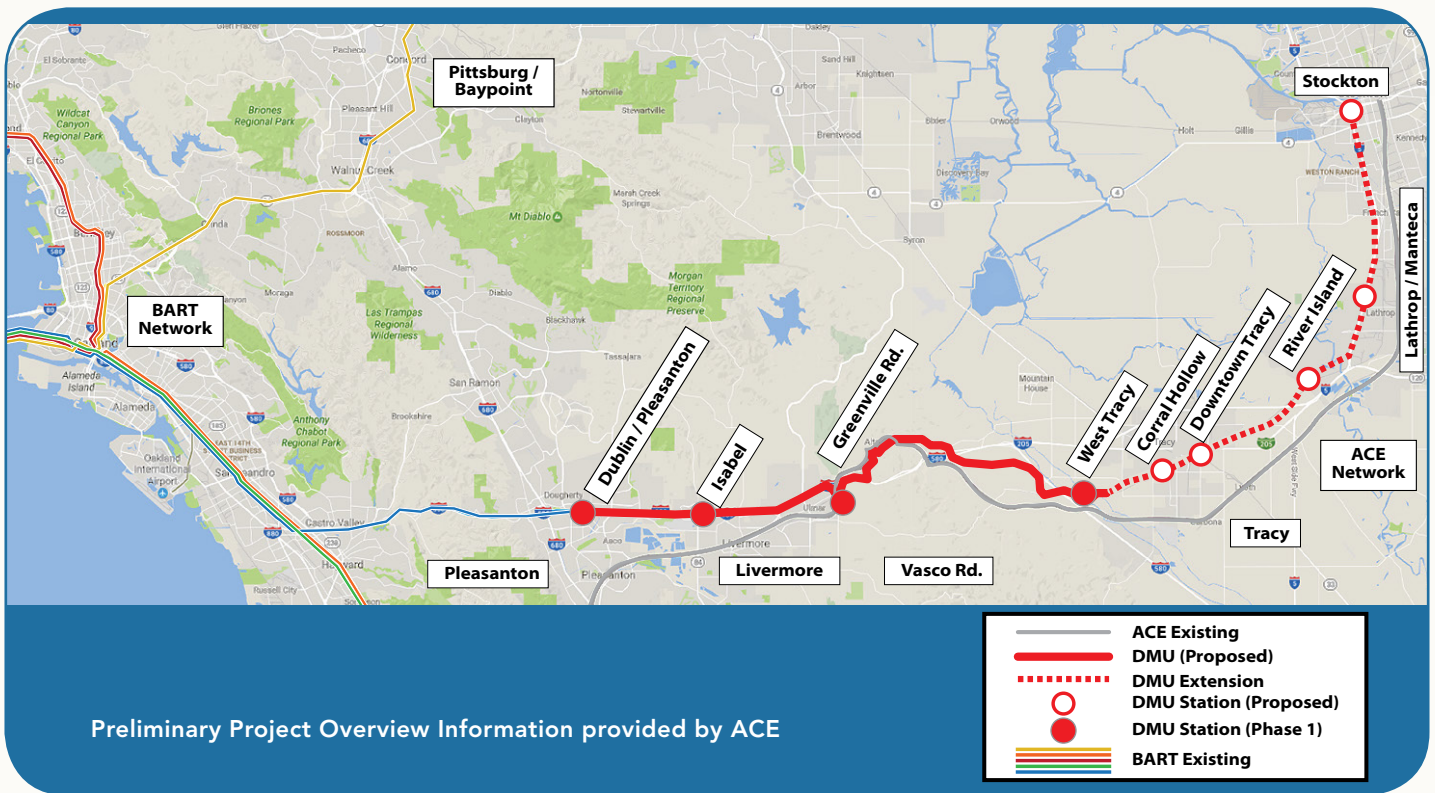
The rail connection of BART and ACE is a phased improvement plan that will feature diesel or electric multiple unit technology to provide a safe, reliable and congestion-free transportation option for commuters.

It is anticipated that the initial service plan will operate trains every 30 minutes during peak periods and will connect with every other BART train. Ridership and cost estimates are under development

Within Tracy, the rail system will utilize Union Pacific right-of-way. The trains then travel through the Altamont Pass onto the historic Transcontinental Railroad right-of-way, which is now owned by the County of Alameda. Finally, the rail system will enter the I-580 Caltrans median to travel through the Tri-Valley to a BART station – the location to be determined soon through the BART to Livermore environmental analysis.

This is a unique megaregion rail project where policy makers on both sides of the Altamont Pass are working together to address our mutual, urgent transportation needs in the Northern California Megaregion.

- Mayor Pro Tem Veronica Vargas of Tracy



Travel Time by Segment Current Conditions

River Island to BART

DMU/EMU 62 min
By Automobile
AM Peak 55-100 min
PM Peak 45- 85 min

West Tracy to BART

DMU/EMU 44 min
By Automobile
AM Peak 35-60 min
PM Peak 35- 60 min

Greenville to BART

DMU/EMU 15.9 min
By Automobile
AM Peak 16-22 min
PM Peak 20- 40 min

ALAMEDA-SAN JOAQUIN REGIONAL RAIL WORKING GROUP

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