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DISCLAIMER:
The purpose of the Megaregion Dozen project list is to demonstrate shared priorities amongst the Northern California Megaregion partners. Please note, however, that this project list is not exhaustive of advocacy priorities that the individual partners may have for their specific regions.

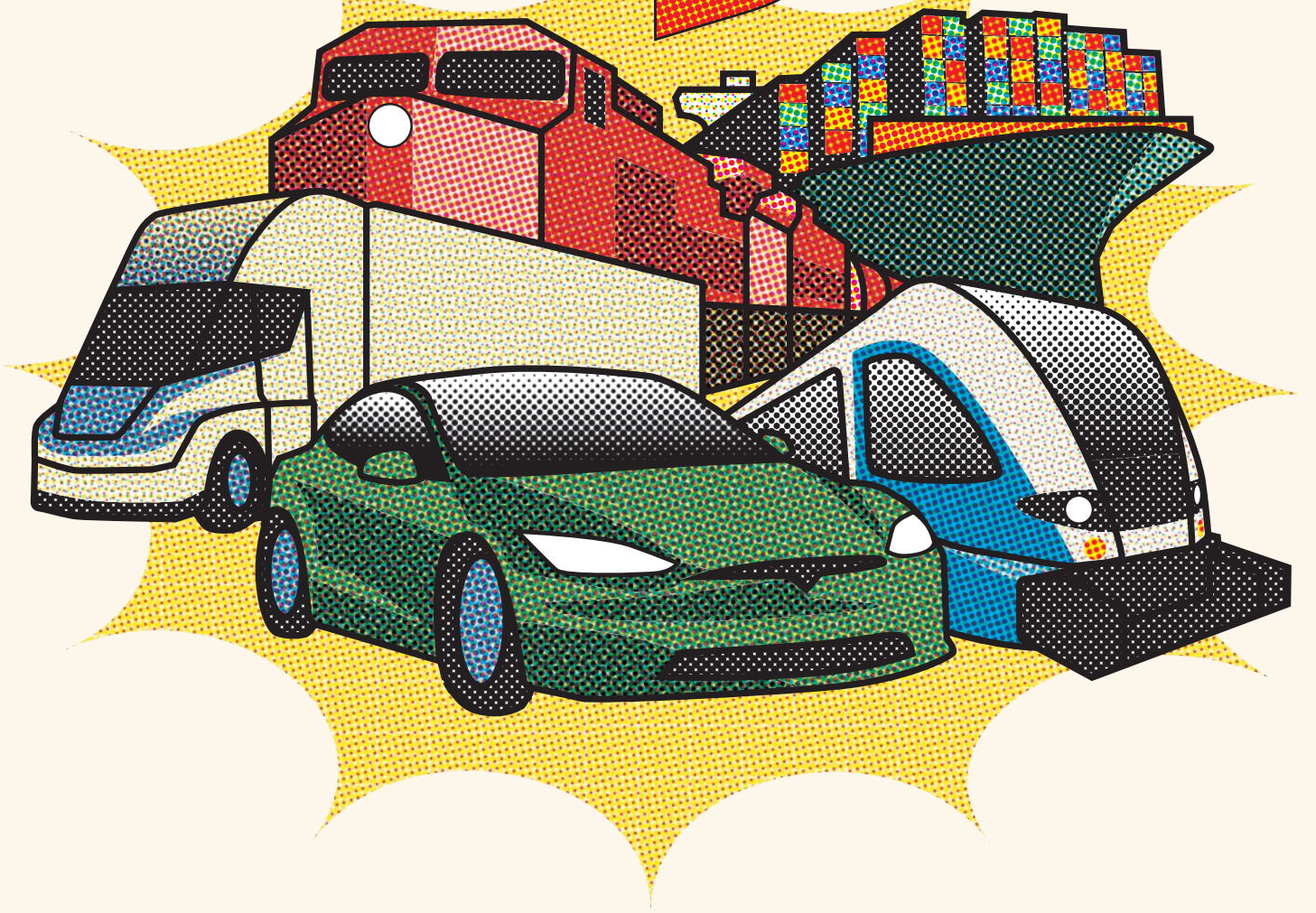
- Port
- Express Lane
- Passenger Rail
- Freight

Learn more about the
Megaregion Working Group
and the projects that comprise
Northern California's
Megaregion Dozen!

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NORTHERN CALIFORNIA MEGAREGION DOZEN



THE SACRAMENTO METRO AREA,
SAN JOAQUIN COUNTY & CITIES
AND THE BAY AREA JOIN FORCES
TO SECURE FUNDING FOR 12 VITAL PROJECTS
TO KEEP THE ENGINES OF NORTHERN CALIFORNIA'S
PROSPERITY HUMMING.

NORTHERN CALIFORNIA MEGAREGION:

- 11 million residents
- 5.5 million jobs
- 30% of workforce in freight-dependent sectors
- \$875 BILLION gross regional product
- Top 20 GDP if NorCal were a nation

1 Valley Link Passenger Rail

Buildout Funding Needed: \$1.4 billion

A new 42-mile, seven-station passenger rail service connecting the Bay Area’s Dublin/ Pleasanton BART station with the ACE commuter rail line in San Joaquin County, relieving demand for freeway travel through the Altamont Pass. With additional stations at Isabel Avenue, Greenville Road, Mountain House, Tracy, River Islands and North Lathrop; and departures every 24 minutes during peak commute periods and every 60 minutes at other times, Valley Link is projected to carry 26,000 to 28,000 riders each day by 2040. Design work can begin immediately.



2 I-80 and U.S. 50 Yolo Express Lanes

Funding Needed: \$581 million

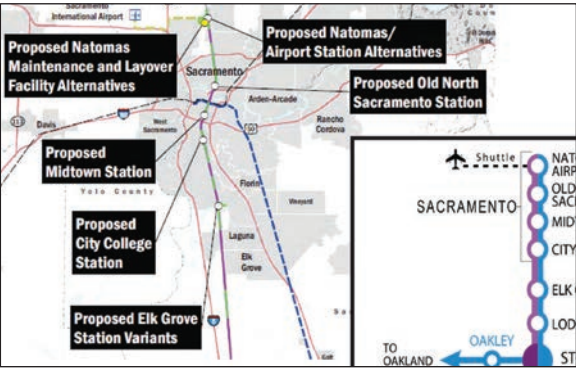
Reduce congestion, encourage carpooling, and improve freight movement by accommodating Express Lanes along both directions of I-80 from west of Davis through Yolo County to West El Camino in Sacramento and along both directions of U.S. 50 from I-80 in West Sacramento to I-5 in Sacramento. Express Lanes are HOV lanes that are free of charge for carpools, motorcycles and other qualifying vehicles, but also available for use by solo drivers who opt to pay a toll that varies based on real-time traffic conditions. Construction could start as early as 2024.



3 ACE: Valley Rail Extension to Sacramento

Funding Needed: \$404 million

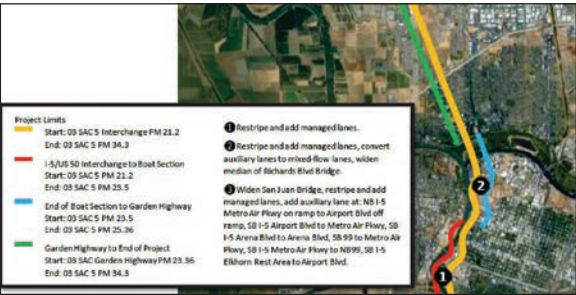
Provide an alternative to congestion on I-5 and Highway 99, deliver a connection from Sacramento and the northern San Joaquin Valley to High-Speed Rail at Merced, and serve disadvantaged communities with new passenger rail service from downtown Stockton to Sacramento’s North Natomas area with other new stations at Lodi, Elk Grove, Sacramento City College, Midtown and Old North Sacramento. North Natomas would feature a connection to Sacramento International Airport as well as a maintenance / layover facility. ACE service could start as early as 2023; integration to High-Speed Rail interim service by 2028-29.



4 I-5 Sacramento Express Lanes

Funding Needed: \$363 million

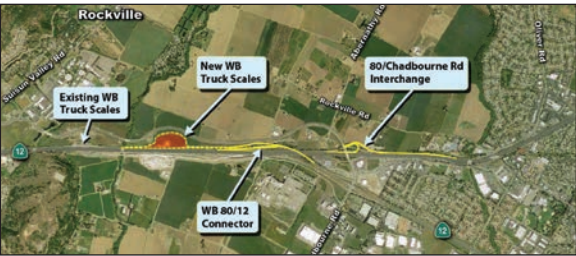
Reduce congestion, encourage carpooling, and improve freight movement by accommodating Express Lanes along both directions of I-5 from Sutterville Road south of Sacramento to the Yolo County line north of Sacramento. Express Lanes are HOV lanes that are free of charge for carpools, motorcycles and other qualifying vehicles, but also available for use by solo drivers who opt to pay a toll that varies based on real-time traffic conditions. Construction could start as early as 2024.



5 I-80 Westbound Truck Scales Replacement

Funding Needed: \$127 million

Replace existing 1958 facility with a modern inspection/enforcement operation at a site less than a mile east, making it directly accessible from both westbound I-80 and Highway 12. The new facility will have the capacity to inspect existing and forecast truck traffic 24/7 and remove a major inter-regional chokepoint affecting traffic into the Bay Area from points north and east. Construction could start as early as 2024.



6 San Joaquin Passenger Rail Improvements

Funding Needed: \$91 million

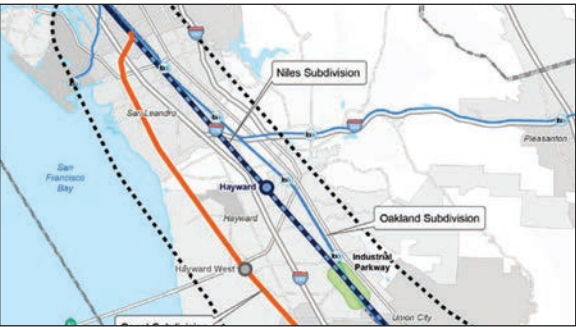
As part of its ACE Forward initiative to extend service north into Sacramento County and south into Merced County, as well as to increase service to the Bay Area, the Altamont Corridor Express plans a to build a 4.4-mile second main track for trains serving a new station in Elk Grove (\$51 million); a new North Lathrop station (\$25 million); and a multi-modal station in Ripon (\$5.236 million). To accommodate the start of Valley Link rail service, San Joaquin County also plans right-of-way improvements, a new station near Patterson Pass Road; and an operations and maintenance facility (\$10 million). Construction could start as early as 2027.



7 Capitol Corridor: South Bay Connect

Funding Needed: \$70 million

Improve reliability and travel times for passengers traveling to/from Silicon Valley by relocating service between Oakland and San Jose from the Union Pacific’s Niles Subdivision west to the lesser-used Coast Subdivision; with new stations adjacent to Highway 92 in west Hayward; adjacent to Highway 84 at Fremont’s Ardenwood Park & Ride; and in Newark. The Capitol Corridor connects Sacramento and Roseville to the north with the East Bay and San Jose to the south. Construction could start as early as 2024.



8 Capitol Corridor: Sacramento–Roseville Third Track

Funding Needed: \$68 million

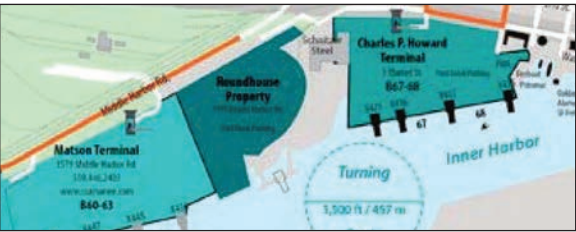
Increase frequency of Capitol Corridor passenger rail service between Sacramento and Roseville without compromising freight operations or reliability by adding a third mainline track along eight miles of Union Pacific right-of-way in Placer County; building a new rail bridge over the American River and improving 11 existing bridges; reconfiguring the Roseville station and building a layover facility. Construction could start as early as 2024.



9 Port of Oakland Green Power Microgrid

Funding Needed: \$60 million

Reduce emissions and congestion at Northern California’s busiest seaport, and reduce freight impacts on adjacent West Oakland neighborhood by providing new charging capacity for e-trucks, electric cargo handling equipment and green shore power for ocean-going vessels.



10 Interstate 205 Express Lanes

Funding Needed: \$44 million

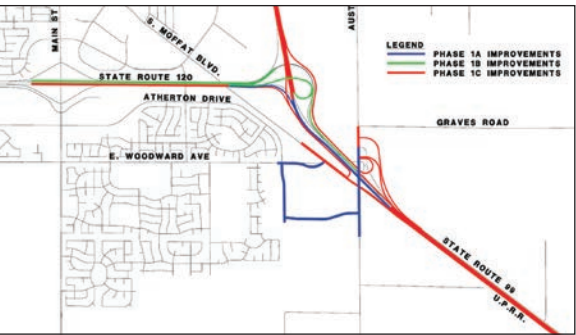
Reduce congestion, encourage carpooling, and improve freight movement by expanding I-205 in both directions to accommodate Express Lanes between I-5 and the I-580/Grant Line Road interchange west of Tracy. Express Lanes are HOV lanes that are free of charge for carpools, motorcycles and other qualifying vehicles, but also available for use by solo drivers who opt to pay a toll that varies based on real-time traffic conditions. Design work will begin in 2023 and the environmental impact report will study use of the freeway median to accommodate commuter rail or buses.



11 Highways 99/120 Interchange Reconfiguration

Funding Needed: \$32 million

Relieve a major inter-regional bottleneck by expanding and rebuilding the interchange between State Routes 99 and 120 in Manteca. Along with improvements to the nearby Highway 99/Austin Road interchange, this project will reduce delays on both 99 and 120, speed freight movement through this crucial trade corridor, improve safety and curb greenhouse gas emissions. Delays associated with this interchange are a significant impediment to the economic growth of the Northern California Megaregion. Construction could begin as early as 2023.



12 Central Valley Gateway

Funding Needed: \$21.3 million

Comprehensive improvements along International Parkway to enhance freight movement through this key industrial corridor west of Tracy, which houses distribution facilities for Amazon, Costco, FedEx, Safeway and other businesses. Now in the design phase, planned upgrades include roadway widening, overcrossing improvements at both Interstate 205 and Interstate 580, and widening of the bridges carrying International Parkway over the California Aqueduct and the Delta-Mendota canal.

