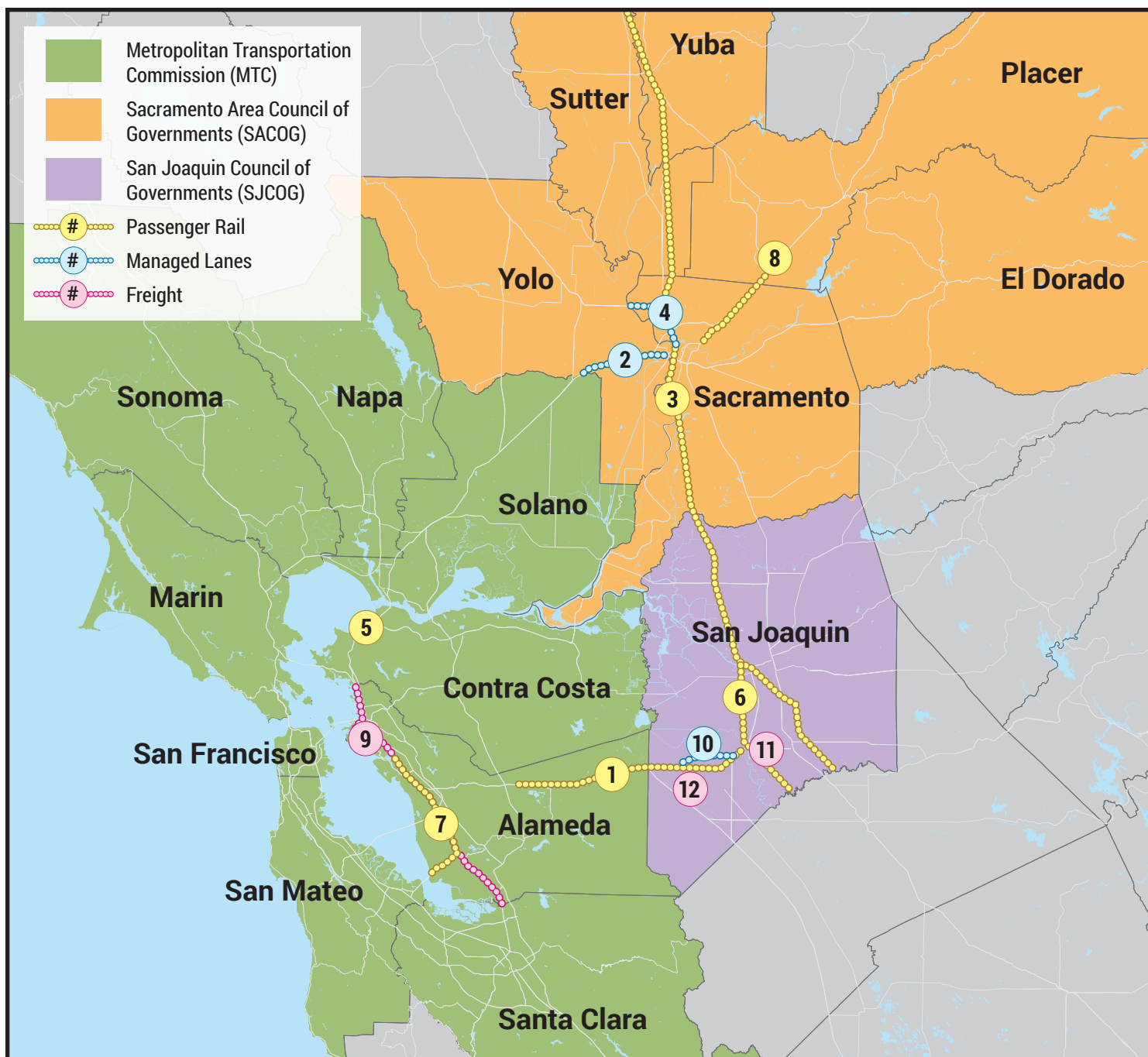




- 1 Valley Link Passenger Rail
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**Learn more about the Megaregion
Working Group and the projects
that comprise Northern California's
Megaregion Dozen!**



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.

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

Funding Needed: \$1.05 billion

A new 42-mile, passenger rail service connecting the more than 105,000 Bay Area workers traveling daily over the Altamont Pass from their homes in the San Joaquin Valley to BART with fast, frequent, zero-emission service – providing a transit alternative to the congested I-580 corridor and bringing new riders to Bay Area transit. The 22-mile initial operating phase between Dublin/Pleasanton and a new Mountain House Community station with stations at Isabel Avenue and Southfront Road will provide bi-directional service at 15-minute frequencies during peak commute periods with 45-minute frequencies at other times and is projected to carry 30,000 riders a day by 2040. Construction of the initial phase could start as early as 2025.

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

Funding Needed: \$265 million

Reduce congestion, encourage carpooling, and improve freight movement by accommodating Managed Lanes along both directions of I-80 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. Managed Lanes will be toll lanes available for use by solo drivers who opt to pay a toll that varies based on real-time traffic conditions and free to 3+ people per vehicle. Phase 1 will extend from Richards Blvd to the I-80/US-50 split.

3 ACE/San Joaquins: Valley Rail Expansion Program

Funding Needed: \$600 million

Provide an alternative to congestion on I-5 and Highway 99, and deliver expanded passenger rail connections from Sacramento and the northern San Joaquin Valley to High-Speed Rail at Merced and to the Bay Area. Valley Rail will serve disadvantaged communities with service from the San Joaquin Valley to Sacramento's North Natomas area with stations at Elk Grove, Sacramento City College, Midtown and Old North Sacramento. North Natomas would feature a connection to Sacramento International Airport and a layover facility, with an additional maintenance / layover facility in Merced to provide integration to High-Speed Rail interim service by the end of 2033. SJJPA and SJRRC are working with Butte Council of Governments, SACOG and Caltrans through the Federal Corridor ID Program to plan for further extension of Valley Rail service from Natomas to Chico – with stations at Plumas Lake, Marysville/Yuba City and Gridley.

4 I-5 Sacramento Managed Lanes

Funding Needed: \$422 million

Reduce congestion, encourage carpooling, and improve freight movement by accommodating Managed Lanes along both directions of I-5 from the US 50 interchange to the Sacramento River Bridge. These may be HOV lanes or lanes available for use by solo drivers who opt to pay a toll that varies based on real-time traffic conditions and free to 2+ or 3+ people per vehicle. Construction could start as early as 2029.

5 Hercules HUB

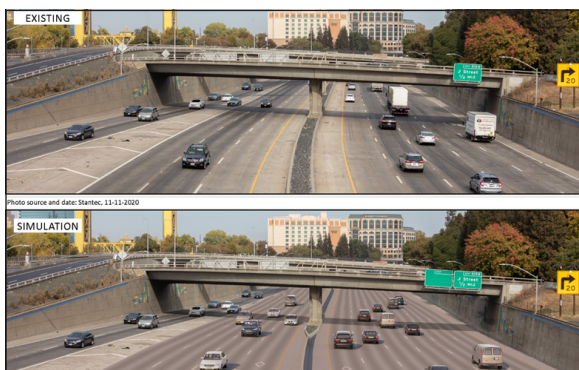
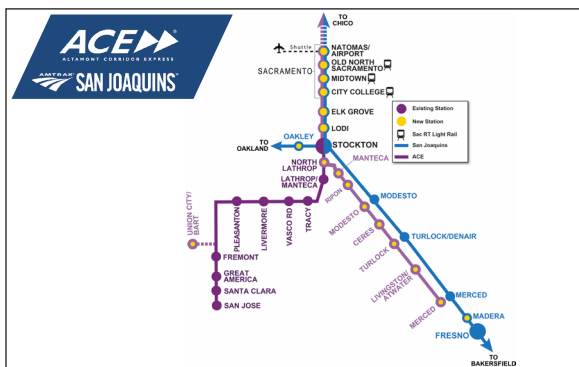
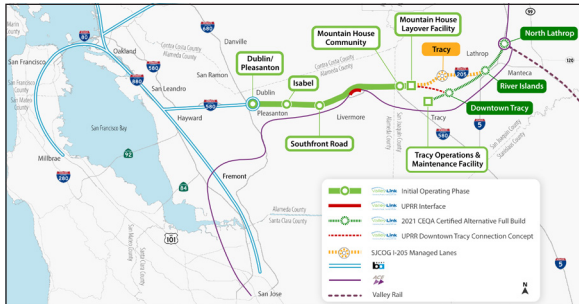
Funding Needed: \$100 million

Enhance multimodal connectivity supporting a shift from solo driver trips to intercity rail, bus, and future ferry service for travelers from Hercules, nearby communities and throughout the megaregion by building a new Capitol Corridor rail station. This mode shift is expected to reduce vehicle-miles traveled, congestion and greenhouse gas emissions on Interstate 80. The project will improve rail safety by implementing measures to prevent trespassing on the UPRR corridor, as well as track improvements to reduce the impacts of sea level rise and provide megaregion freight benefits. Construction could start as early as the end of 2027.

6 San Joaquin Passenger Rail Improvements

Funding Needed: \$250 million

As part of its San Joaquin Valley Rail initiative to expand San Joaquins service and extend ACE north into Sacramento County and south into Merced County, and to increase service to the Bay Area, the SJJPA and Rail Commission plan to build track improvements (UP and BNSF lines), the Stockton Diamond Grade Separation, and four new stations (Lodi, North Lathrop, Manteca and Ripon). To accommodate the start of the Tri-Valley San Joaquin Valley Regional Rail Authority's Valley Link service (MR Project 1), San Joaquin County also plans right-of-way improvements; a new station near Patterson Pass Road; and an operations and maintenance facility.



7 Capitol Corridor: South Bay Connect

Funding Needed: \$195 million

Improve freight goods movement, reliability and travel times for passengers traveling to/ from Silicon Valley by relocating service between Oakland and San Jose from the UP's Niles Subdivision west to the lesser-used and more direct Coast Subdivision; with new stations adjacent to Highway 84 at Fremont's Ardenwood Park & Ride and in Newark. The Capitol Corridor connects Sacramento and Roseville with the East Bay and San Jose. Construction could start as early as 2029.

8 Capitol Corridor: Sacramento-Roseville Third Track

Funding Needed: To be determined

Increase frequency of Capitol Corridor service between Sacramento and Roseville while enhancing freight operations and reliability by adding a third mainline track along eight miles of UP 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 2029.

9 Alameda County Rail Safety Enhancement Program (RSEP)

Funding Needed: \$450 million

This program is a direct response to the dangerous conditions many rail crossings pose throughout Alameda County, home to the Port of Oakland and many interregional passenger rail services. Project goals include providing safe at-grade crossings for all users, particularly near schools, Priority Development Areas and Equity Priority Communities; reducing fatalities and severe injuries; increase freight and passenger rail service reliability; reducing greenhouse gases by encouraging goods movement by rail freight; and encouraging mode shift by removing barriers to active transportation at the at-grade crossings. At-grade crossings for RESP are located across 10 jurisdictions. The project seeks construction funding for the first of three phases and developing environmental documents for phases two and three.

10 Interstate 205 Managed Lanes

Funding Needed: \$327 million

Reduce congestion, encourage carpooling and improve freight movement by expanding I-205 in both directions to accommodate Managed Lanes between I-5 and the I-580/Grant Line Road interchange west of Tracy. Managed Lanes may be HOV lanes that are free of charge for carpools, motorcycles and other qualifying vehicles, or lanes available for use by solo drivers who opt to pay a toll that varies based on real-time traffic conditions and free to 2+ or 3+ people per vehicle. 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: \$65 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 for Phase 1A of the project began in Summer 2024 and is expected to conclude in FY 2026-27. Construction on Phase 1B would begin approximately two years after the completion of Phase 1A.

12 Central Valley Gateway

Funding Needed: \$76 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 I-205 and I-580, and widening of the bridges carrying International Parkway over the California Aqueduct and the Delta-Mendota canal.

