San Joaquin One Voice® Project Request

North Lathrop Transfer Station

Project Summary:

Project Need: California's expanding passenger rail network is designed to connect travelers and essential workers with maximum options and economic opportunities utilizing single-seat trips and train/train, train/bus connections at major junctions. The new Lathrop Multi-modal Transfer Station location has a long history as a convergence of north-south and east-west travel just outside of the San Francisco Bay Area and is a prime location for a multi-modal transportation hub in the future. This junction experiences a high percentage of goods movement, intra-state highway travel and connects residents of the economically challenged Central Valley to employment centers in the Bay Area and Sacramento.

Site information: The project site lies within the Sharpe Army Depot in the City of Lathrop, which is currently undergoing a public benefit conveyance to the Port of Stockton expected to be completed in summer 2022. This passenger rail transfer station is part of a master plan for strategic multimodal rail, transit, industrial and trucking uses. Through a Memorandum of Understanding, the Port of Stockton is preserving roughly 17 acres at the southwest corner of the Army Depot for the proposed passenger Transfer Station, which will be served by Union Pacific Railroad.

Regional Significance: The Lathrop Multi-modal Transfer Station is a central feature of Northern CA's 'Valley Rail Program' that will expand passenger rail connections on the Altamont Corridor Express (ACE) and Amtrak San Joaquins through additional frequencies and new communities served. The Lathrop location is also along the routes of bus service provided by San Joaquin and Stanislaus Counties. Central Valley counties are projected to experience some of the highest population growth within the state, and yet, many new Valley residents will continue to work in urban employment centers in other areas of Northern California. ACE and San Joaquin trains will also provide the first train to train connections in Merced, when early service begins on the initial CA high speed rail segment. This dramatically expands the travel market that can take advantage of the Transfer Station.

Safety: Statistically, regional rail travel has a much lower accident rate per passenger than that of an automobile passenger. Congestion and accident rates along the parallel highways near the project site are some of the highest in Northern California. Each and every driver that can be encouraged to travel by train because of additional connections and destinations, helps decrease the overall accident rate and increase the safety of travel.

Accessibility: The station design focuses on ensuring those passengers with mobility challenges have convenient opportunities to board the trains. The station will be utilizing ramps, pedestrian overcrossings, elevators and level-boarding platforms to ensure access is inviting and easy for all to navigate. Priority will also be given to transit, drop-off, bicycle, and pedestrian access over those driving to the station, in addition to traditional vehicle parking. There are extensive residential areas located directly adjacent to the station location to the northwest and southwest, thus providing ease of access for nearby residents to walk, bike, or scooter to the station.

Sustainability: Increasing passenger rail trips will reduce personal vehicle miles of travel and positively impact greenhouse gas emissions in a non-attainment region. Additionally, the agency will incorporate sustainable design practices and technologies into the transfer station like pedestrian shelters and shading with solar panels overhead, providing renewable energy for the station's power needs. Additionally, the panels will minimize the radiant heat otherwise simmering over open pavement and concrete.

Figure 2: Overview of North Lathrop Transfer Station Area and Track Design

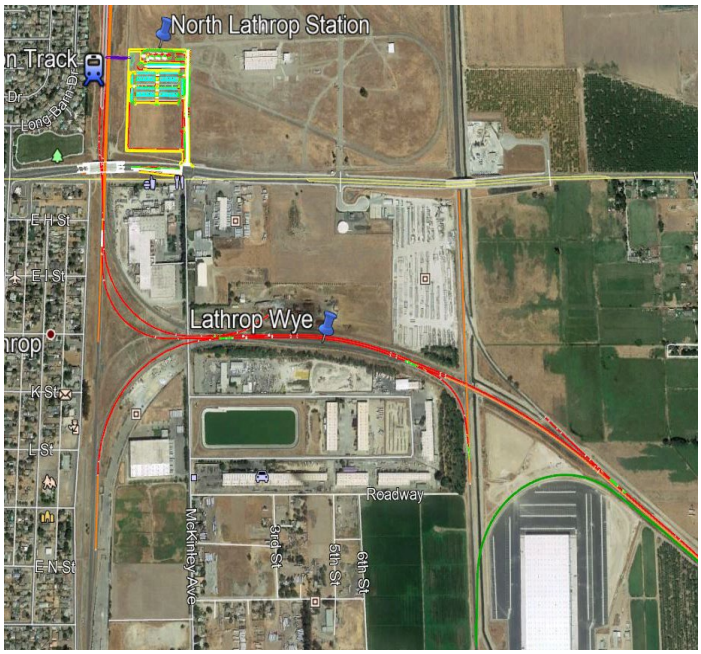

Figure 1: North Lathrop Transfer Station Preliminary Layout Design