



# STOCKTON DIAMOND

Unlocking Northern  
California's Freight and  
Passenger Rail Potential

## STOCKTON DIAMOND GRADE SEPARATION PROJECT FACT SHEET

Fall 2020

### PROJECT BENEFITS

#### Stimulate Mobility

Improve regional passenger and freight rail efficiency and travel reliability by reducing conflicting train movements.



#### Enhance Safety

Improve Stockton residents access, safety and mobility across the tracks through crossing enhancements or closures.



#### Economic Vitality

Reducing delays will result in increased throughput, goods movement and train velocity. This decreases fuel consumption and leads to cost savings.



#### Inspire Connections

Support faster, more reliable passenger rail travel and expansion of service linking residents to family, jobs and recreational destinations throughout Northern California.



#### Sustainability

Improve air quality through reduction of greenhouse gas caused by trains and vehicles who sit idling due to congestion and delays.



Just south of Downtown Stockton, where two major railroads (BNSF Railway and Union Pacific Railroad) intersect at-grade, is what is known as the Stockton Diamond. This intersection is the busiest, most congested rail bottleneck in California.

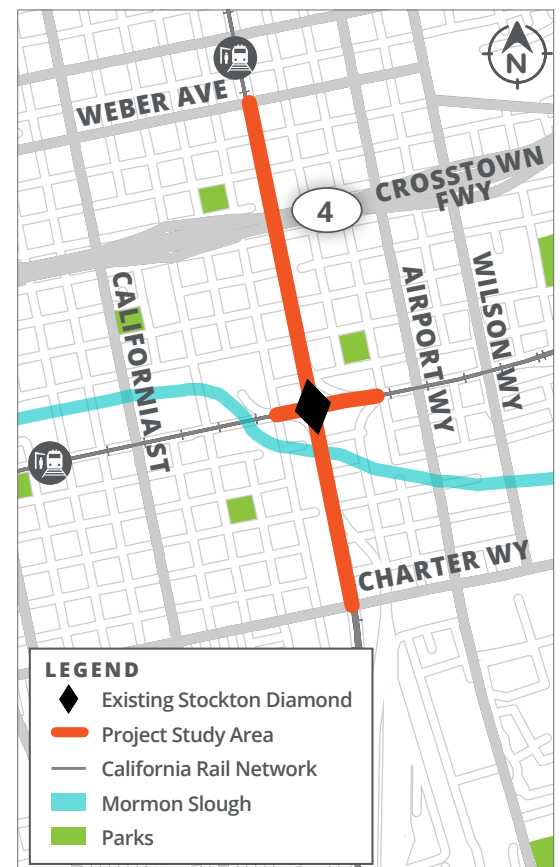
Here, where both passenger and freight rail move through the Stockton Diamond, the at-grade crossing causes significant congestion and delays to service that moves valuable goods and people throughout the Central Valley, Sacramento, Bay Area and Silicon Valley for freight, out to the larger national network.

The Stockton Diamond impacts the frequency, reliability and potential expansion opportunity of the Altamont Corridor Express (ACE®) and Amtrak® San Joaquins passenger rail services that operate on the same rail lines. Train backups also cause local travel delays at crossings and potential vehicle/rail/bike and pedestrian conflicts.

A collaboration between the San Joaquin Regional Rail Commission (SJRRC) and the private entities BNSF Railway and Union Pacific Railroad as well as regional partner agencies, the **Stockton Diamond Grade Separation project** proposes to identify feasible project concepts to separate the two rail lines with a flyover bridge at the Stockton Diamond to create uninterrupted flow of rail traffic through the crossing.

The proposed project is a critical step in unlocking freight and passenger rail mobility in Northern California and also advances SJRRC's vision to expand intercity and commuter rail services to further link the San Joaquin Valley, Sacramento and the San Francisco Bay area.

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## KEY PROJECT MILESTONES

2020	2021	2022	2023	2024	2025	2026
<b>CURRENT PHASE: PROJECT APPROVAL &amp; ENVIRONMENTAL DOCUMENT</b>						
<b>Alternatives Development</b> <i>Early Winter 2020–Summer 2020</i>						
<b>Project Scoping</b> <i>Summer 2020</i>						
<b>Environmental Studies</b> <i>Spring 2020–Early Winter 2021</i>						
<b>Draft Environmental Document (EIR/EA)</b> <i>Spring 2021</i>						
<b>Final Environmental Document (EIR/EA) &amp; SJRRC Approval</b> <i>Summer 2021</i>						
<b>Public Outreach</b> <i>Ongoing throughout project development</i>						
<b>FUTURE PHASES: FINAL DESIGN &amp; CONSTRUCTION</b>						
<b>Final Design Phase and Right-of-Way</b> <i>Spring 2021–Late Spring 2023</i>						
<b>Construction</b> <i>May 2023–May 2026</i>						



## PROJECT FUNDING

The project is currently estimated to cost \$237 million and funding will come from local, state and federal sources. SJRRC is currently working to secure funding from the state and federal government to complete the project. The project was awarded \$100 million in Trade Corridor Enhancement Program funding through California's Senate Bill (SB) 1 and a \$20 million Federal grant from the Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grants program. SJRRC will use SB 132 and Interregional Transportation Improvement Program funding that is already secured to match project funds.



**San Joaquin**  
Joint Powers Authority

## STAY INFORMED!



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