

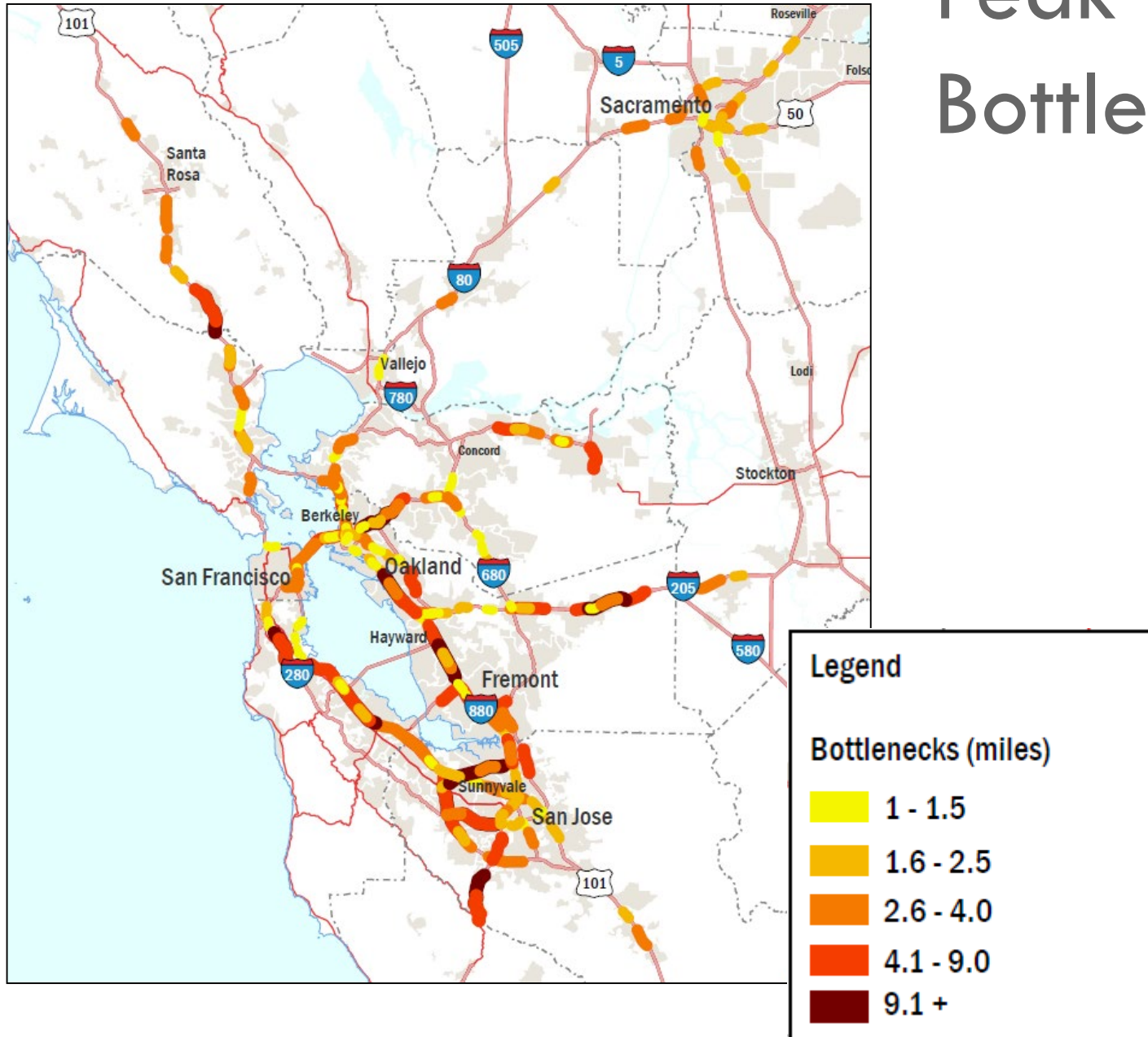
ALTAMONT CORRIDOR: SETTING

The Mega Commute on I-580

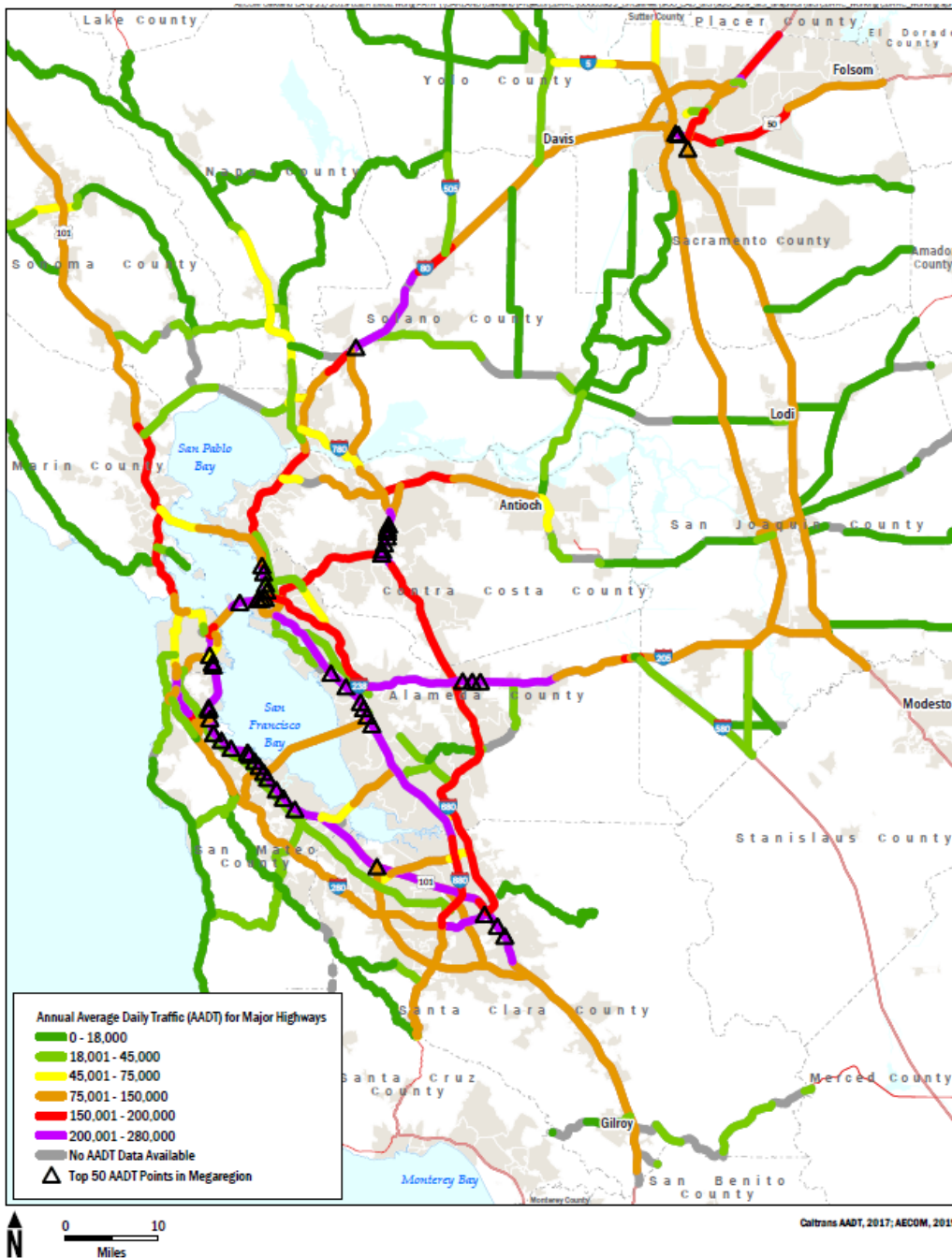


Tri-Valley San Joaquin Valley
REGIONAL RAIL AUTHORITY

Peak Bottlenecks



Annual Average Daily Traffic



Improving Statewide Connectivity

Key Policy Objective

Support the vision of California State Rail Plan to connect the Northern California Megaregion to the State rail system.



Valley Link closes critical transit gaps and improves connectivity within the Bay Area Megaregion by connecting two designated State Rail Hubs and providing a connection to High Speed Rail.

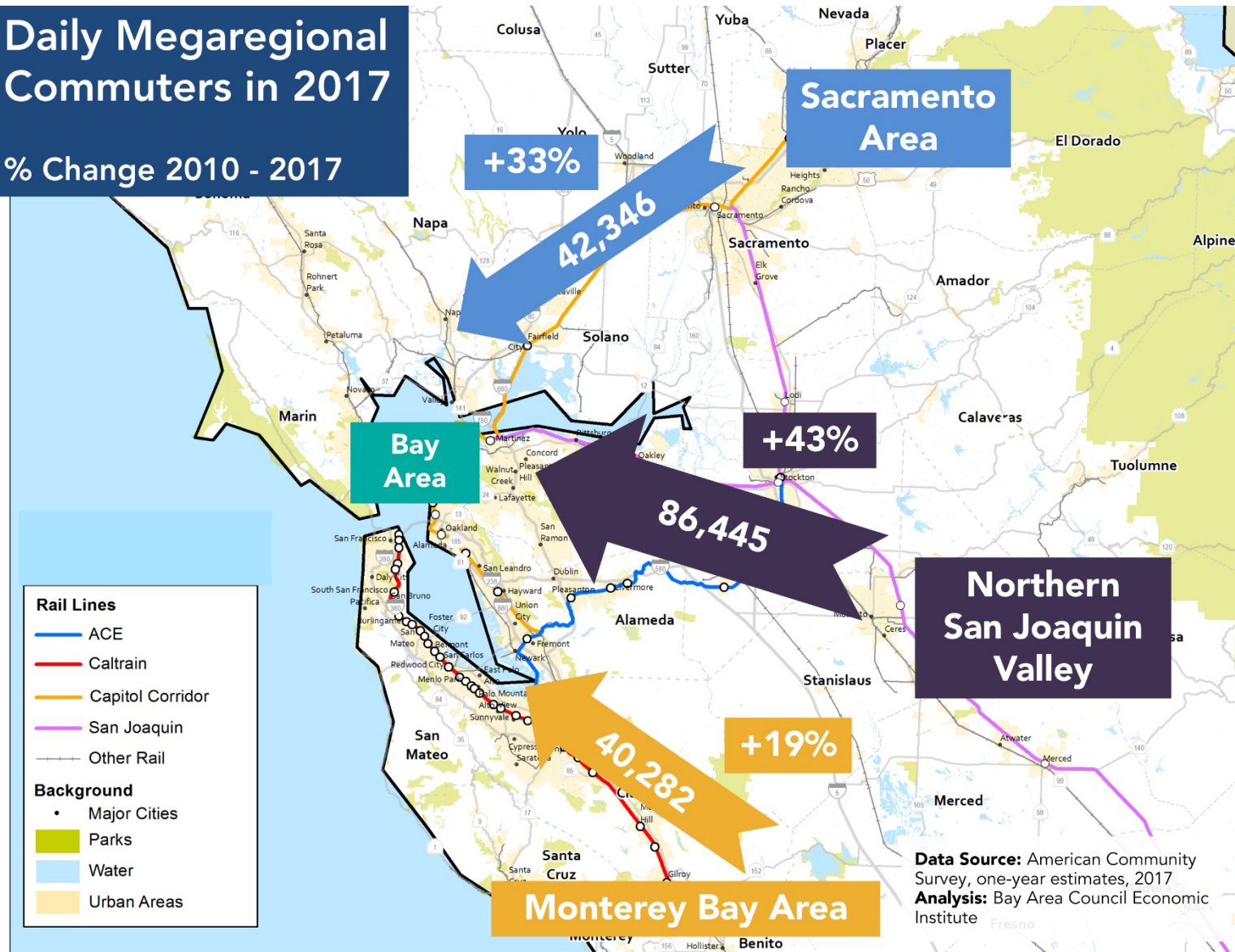
Why We Care About the Tri-Valley/San Joaquin Valley Corridor...

1. The Tri-Valley has become a critical node in the Bay Area's innovation ecosystem, but transportation connectivity is limited
2. San Joaquin County has become the key outlet for the Bay Area's fast growth
3. A clear opportunity exists for improved megaregional connectivity

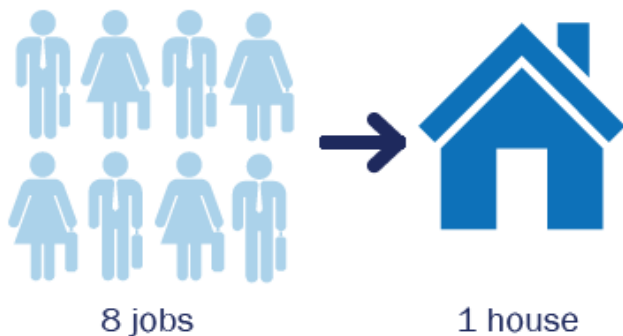
More Commuters Making Megaregional Trips

Daily Megaregional Commuters in 2017

% Change 2010 - 2017



THE BAY AREA GENERATES



BAY AREA UNSUSTAINABLE HOUSING COSTS



PEOPLE ON THE MOVE EVERYDAY



TRAFFIC WILL INCREASE

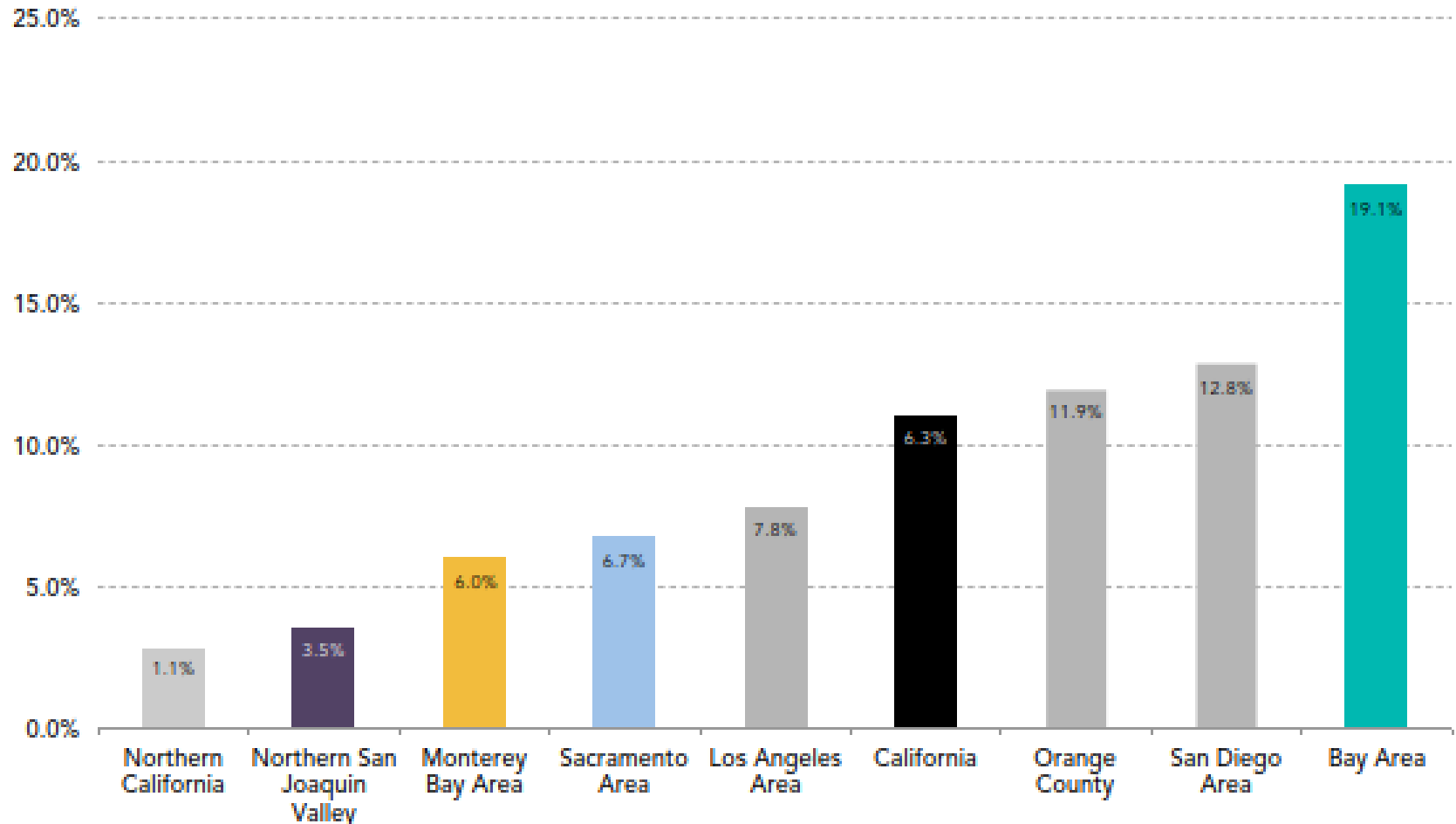
75%



Tri-Valley & San Joaquin Valley
REGIONAL RAIL AUTHORITY

High-tech Sectors Lag in Inland Regions

Share of Regional Employment in High-Tech Sectors, 2014

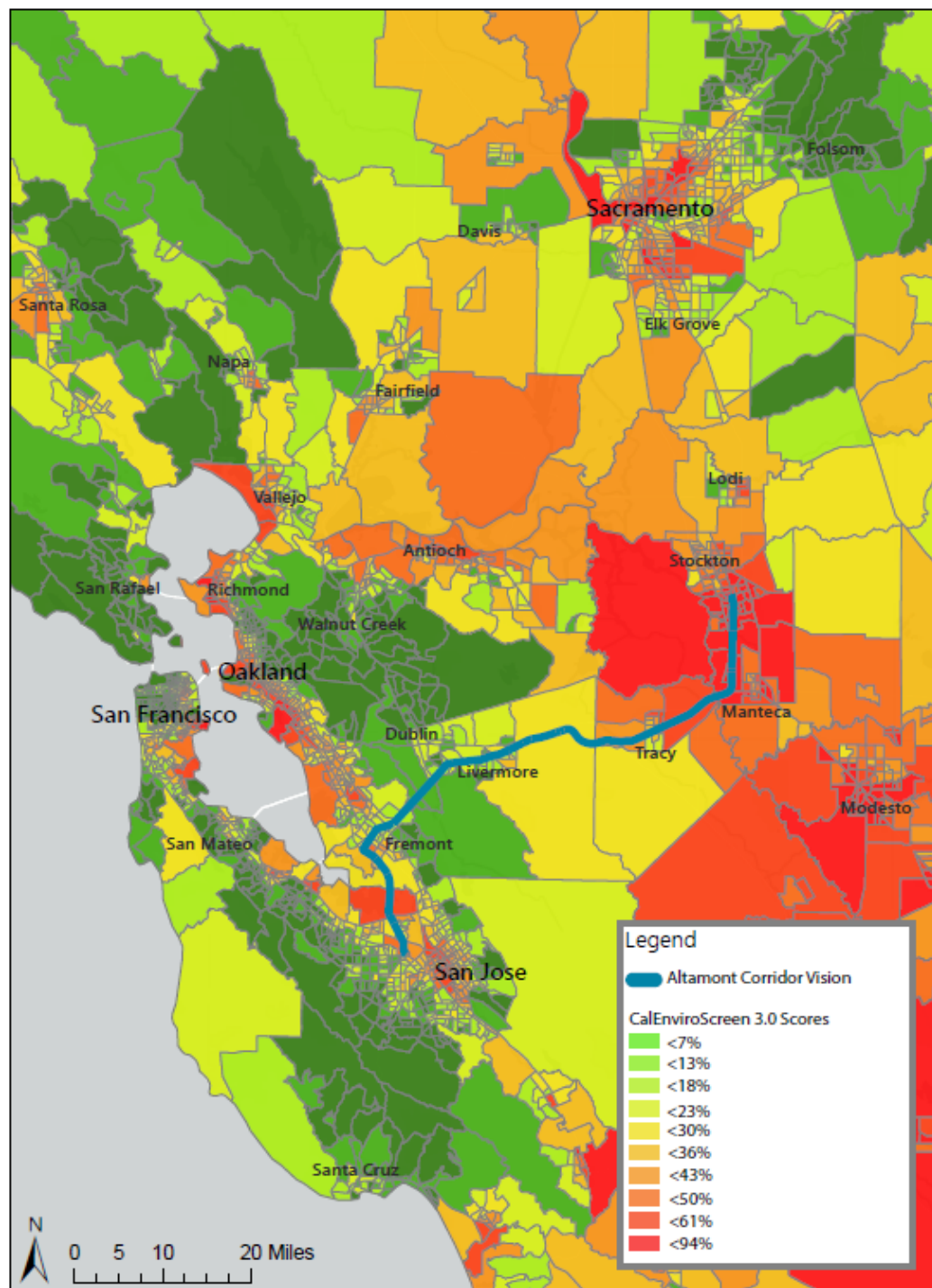


Note: Data includes employment in private industries only.

Data Source: Quarterly Census of Employment & Wages, State of California Employment Development Department

Analysis: Bay Area Council Economic Institute

Serving Priority Populations





Current ACE Connectivity Map



WESTBOUND TRAINS

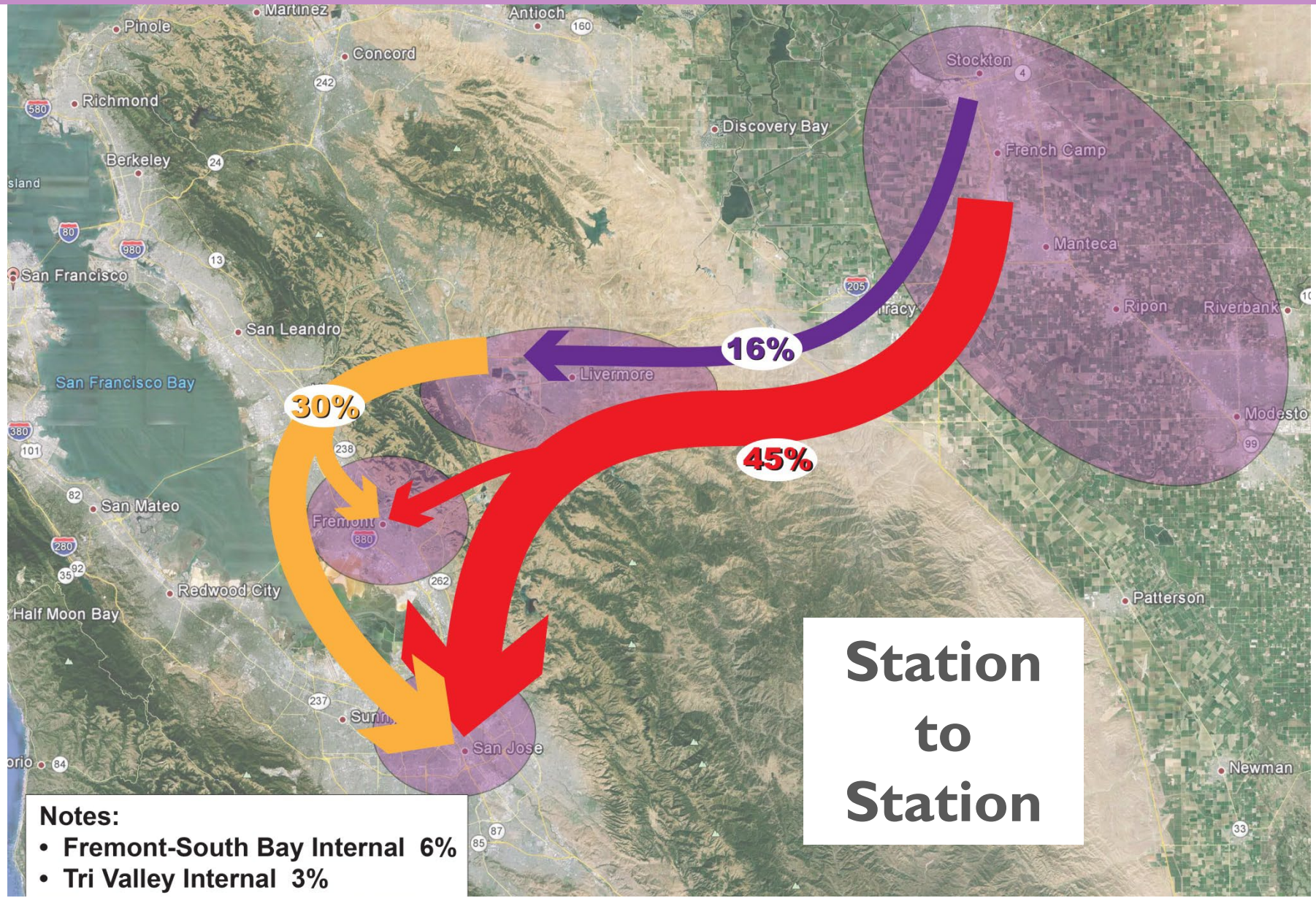
	ACE 1	ACE 3	ACE 5	ACE 7
Stockton	4:20AM	5:35AM	6:40AM	7:05AM
Tracy	4:51AM	6:06AM	7:11AM	7:36AM
Pleasanton	5:33AM	6:48AM	7:53AM	8:18AM
Great Am.	6:13AM	7:28AM	8:33AM	8:58AM
San Jose	6:32AM	7:47AM	8:52AM	9:17AM

EASTBOUND TRAINS

	ACE 4	ACE 6	ACE 8	ACE 10
San Jose	3:35PM	4:35PM	5:35PM	6:38PM
Great Am.	3:49PM	4:49PM	5:49PM	6:52PM
Pleasanton	4:28PM	5:28PM	6:28PM	7:31PM
Tracy	5:11PM	6:11PM	7:11PM	8:14PM
Stockton	5:47PM	6:47PM	7:47PM	8:50PM



ACE Origins and Destinations



**Station
to
Station**

Notes:

- Fremont-South Bay Internal 6%
- Tri Valley Internal 3%



Current ACE Service Travel Times

	Stockton	Tracy	Pleasanton	Great America
Tracy	0:31			
Pleasanton	1:13	0:42		
Great America	1:53	1:22	0:40	
San Jose	2:12	1:41	0:59	0:19

San Joaquins Service

- 364 miles
- 11 counties
- 17 stations
- 7 daily round trips
 - 5 Oakland – Bak
 - 2 Sac – Bak



Valley Rail





Service Goals

More access to more destinations for more people

Megaregional Network

- Sonoma, Sacramento, Stockton, Fresno, Salinas to the Bay
- Service at least every 30 minutes all day
- Less than 60 - 90 minutes travel time to the Bay

Bay Network

- San Jose – San Francisco – Oakland
- Service at least every 15 minutes all day
- Less than 60 minutes travel time between any two points



The Megaregional Network

Megaregional Network

- Sonoma, Sacramento, Stockton, Merced, Salinas to the Core Network
- Service at least every 30 minutes all day
- Less than 90 minutes travel time to the Bay

Service Areas

- **North Bay**
 - SMART
- **I-80 Corridor**
 - *Capitol Corridor*
 - BART
- **Tri Valley + San Joaquin**
 - *ACE*
 - *San Joaquin*
 - BART
- **South Bay**
 - Caltrain
 - HSR
 - New Monterey Bay service



ALTAMONT VISION

Altamont Corridor Vision



SAN JOAQUIN
REGIONAL
RAIL COMMISSION



San Joaquin
Joint Powers Authority

SPUR Workshop - June 27, 2019



2018 California State Rail Plan 2040 Vision



Altamont Corridor Vision



Altamont Corridor Programs

- **Near-term / Phase 1 Priority Improvements:**
 - 2 additional round-trips between SJV and San Jose via Altamont Pass & weekend service (6 daily round trips weekdays)
 - Valley Link initiated: Dublin/Pleasanton to North Lathrop (25 daily round trips)
 - Altamont Pass Tunnel/Alignment Improvements
- **Mid-term:**
 - 4 more round-trips between SJV and San Jose via Altamont Pass (10 daily round trips weekdays)
 - Newark to Alviso improvements: capacity and resiliency
 - Valley Link extended to Stockton (30 daily round trips)
- **Longer-term “Vision”:**
 - 15 minute to ½ hour frequency during peak periods
 - Dedicated Track – “Universal Corridor”
 - One seat ride SJV – San Jose/Oakland/SF/Peninsula

AGENDA®

Altamont Corridor Vision



Evolution of the Altamont Corridor Vision



2007 MTC Regional Rail Plan



2011 Altamont Corridor Rail Project



2018 California State Rail Plan

Altamont Corridor Vision



Invest in capacity and travel time



Est Cap Cost:
~\$6.6 billion

Goals

- Focus on connection between Central Valley and East Bay
- Connecting services, shared facilities, speed up to 125+
- One seat ride from Central Valley to San Jose/Peninsula/San Francisco
- Dramatically improve travel times and frequency
- Electrification, freight separation

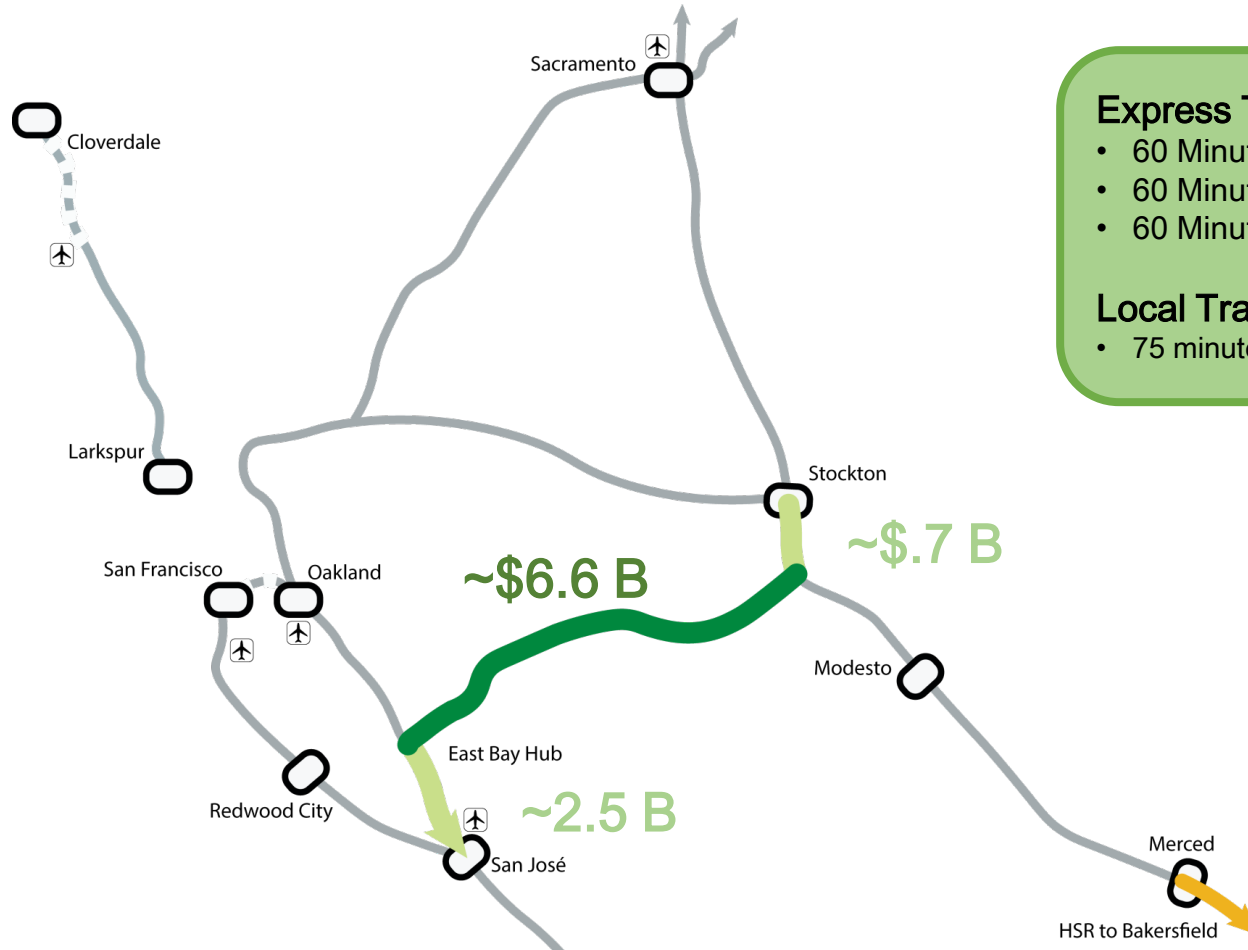
Major Projects Lathrop to Newark:

- 1- Tracy alignment improvements
- 2- Altamont Pass Tunnel
- 3- Livermore alignment improvements
- 4- Pleasanton alignment improvements / I-580 connection to BART
- 5- Niles Canyon Tunnel/Fremont Improvements

Altamont Corridor Vision



Universal corridors, shared facilities



Express Travel Times – One seat ride

- 60 Minutes Stockton to San Jose
- 60 Minutes Stockton to Oakland
- 60 Minutes Stockton to Redwood City

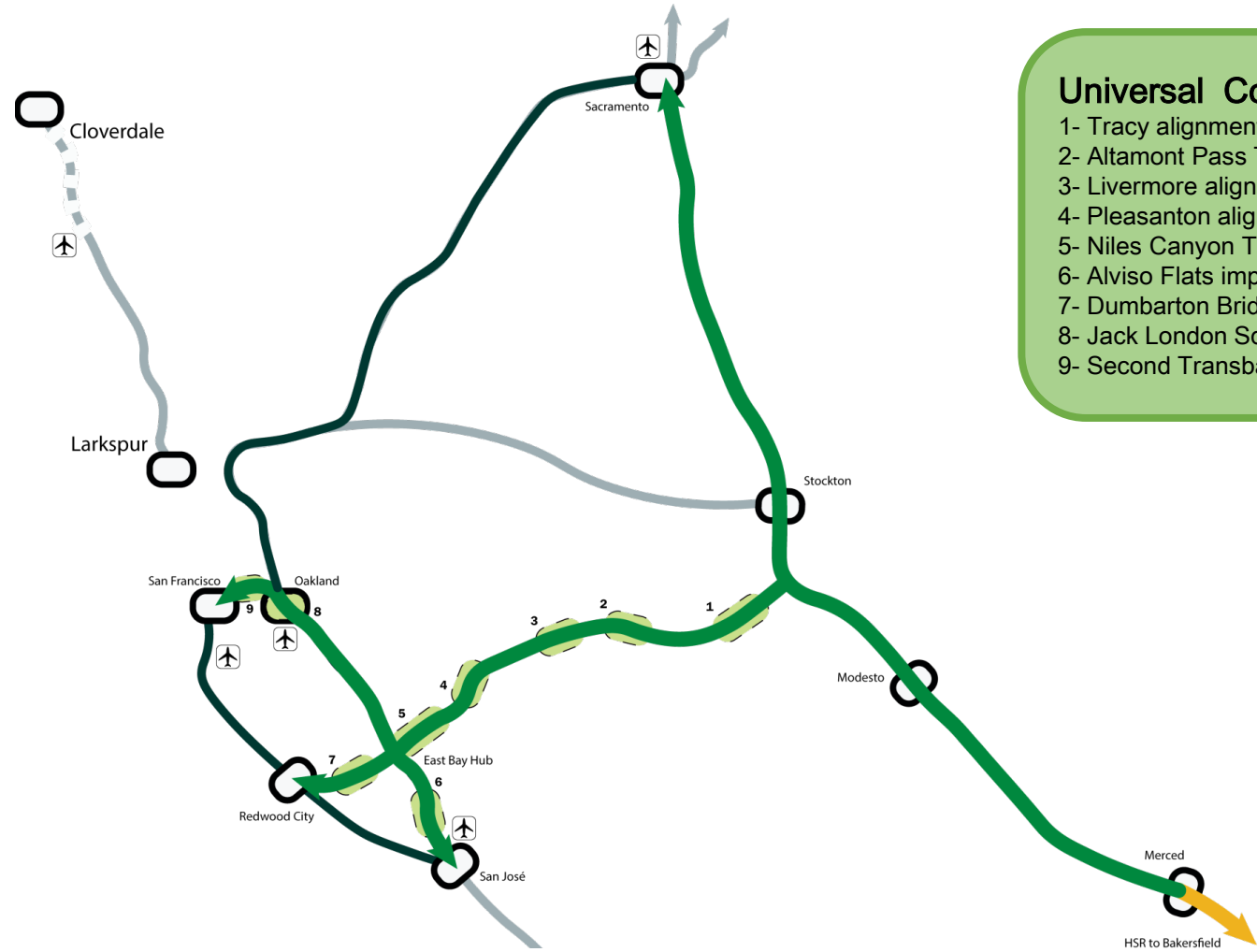
Local Travel Times

- 75 minutes Stockton to San Jose

Altamont Corridor Vision



Universal corridors, shared facilities



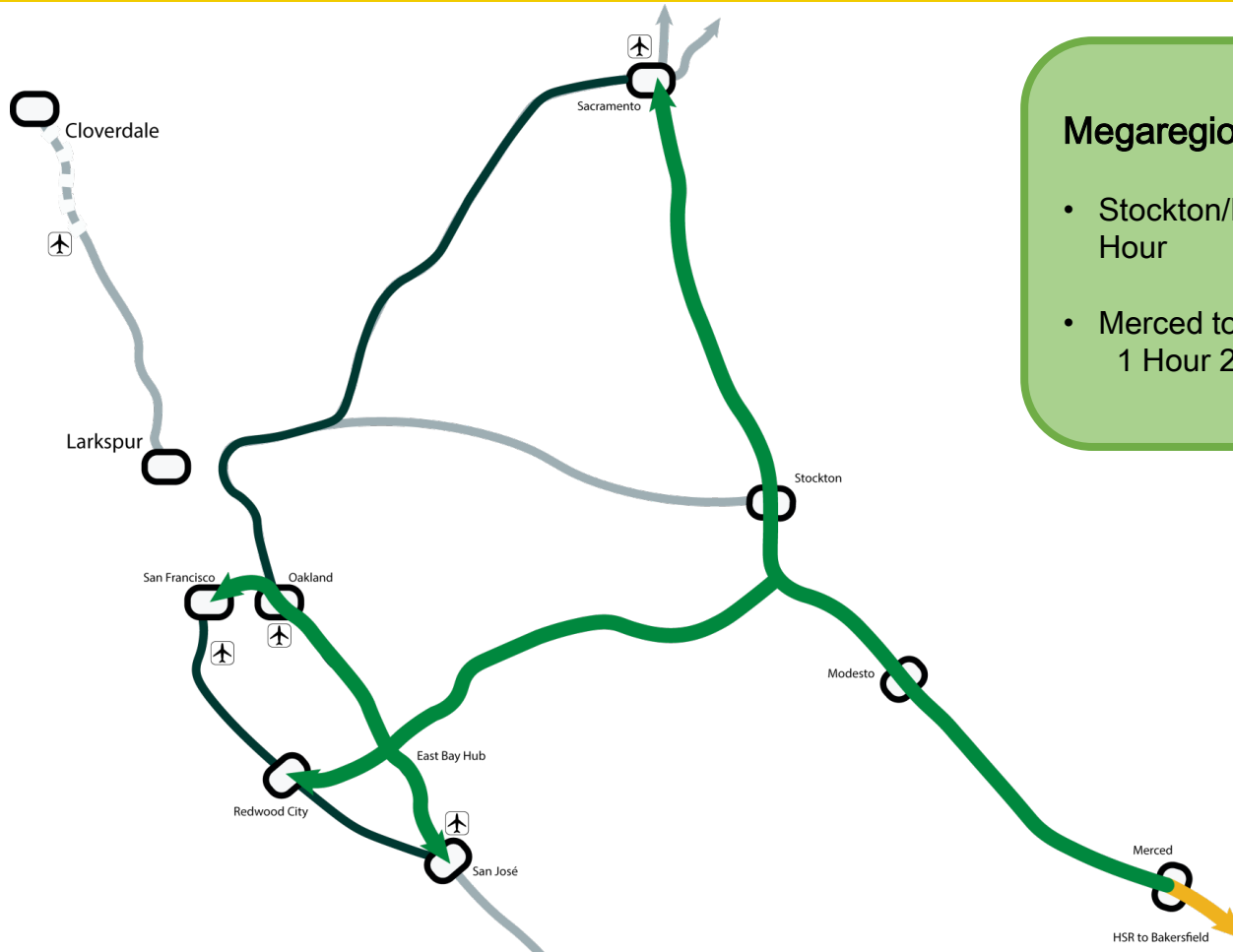
Universal Corridor Improvements:

- 1- Tracy alignment improvements
- 2- Altamont Pass Tunnel
- 3- Livermore alignment improvements
- 4- Pleasanton alignment improvements
- 5- Niles Canyon Tunnel/Fremont Improvements
- 6- Alviso Flats improvements
- 7- Dumbarton Bridge
- 8- Jack London Square improvements
- 9- Second Transbay Tube

Altamont Corridor Vision



Universal corridors, shared facilities

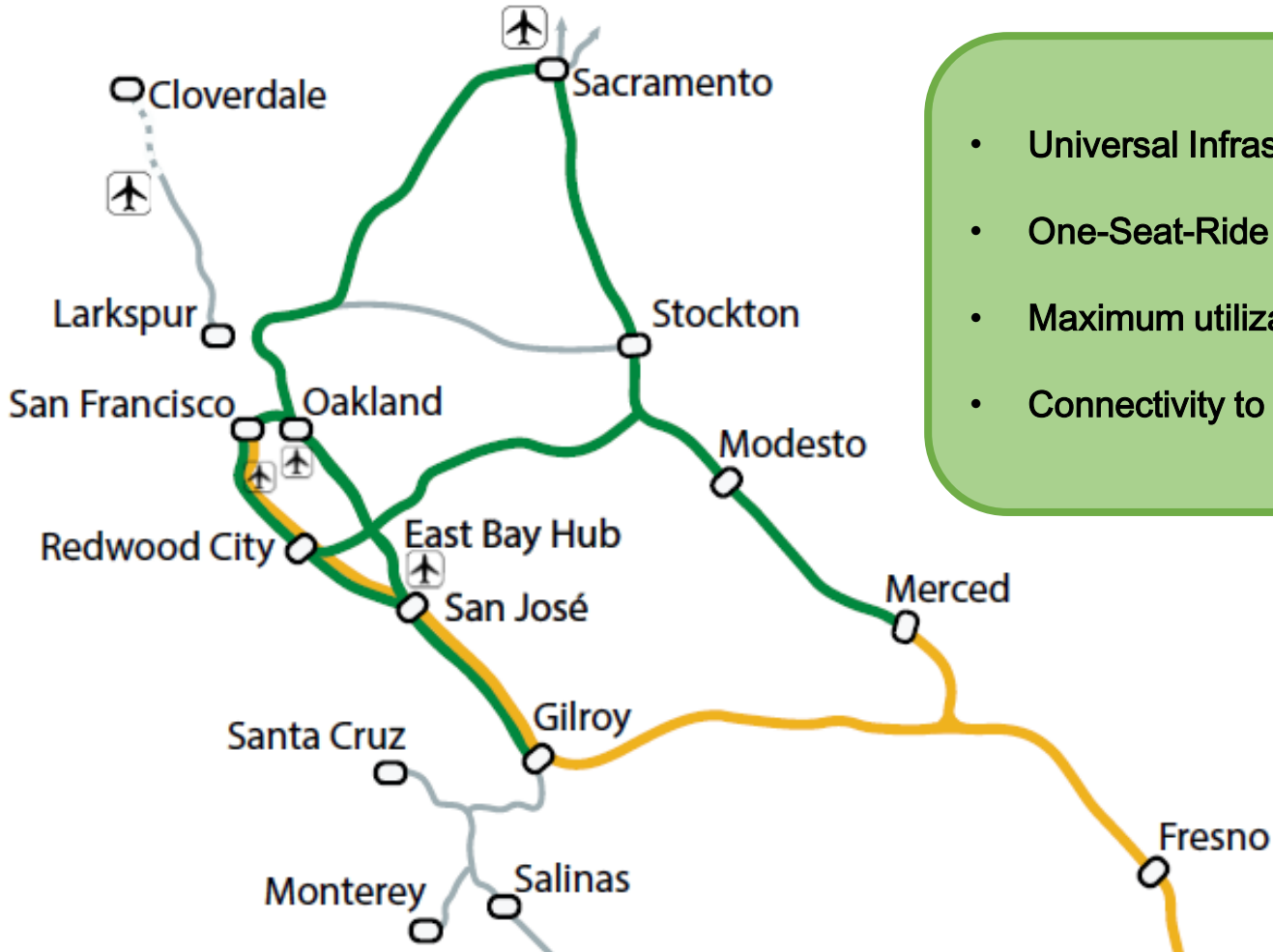


Megaregional Travel Times

- Stockton/Modesto to San Jose/Oakland/Peninsula: 1 Hour
- Merced to San Jose/Oakland/Peninsula: 1 Hour 20 minutes



Megaregional Network Integration



- Universal Infrastructure
- One-Seat-Ride throughout the Megaregion
- Maximum utilization of new Bay Crossings
- Connectivity to High Speed Rail

Altamont Corridor Vision



San Joaquin Valley - Sacramento Corridor

- **Near-term (funded):**
 - 7 additional round-trips between SJV and Sacramento (2 San Joaquins & 5 ACE trains)
- **Mid-term:**
 - Hourly Service + extension to Yuba City / Marysville and Oroville
- **Longer-term “Vision”**
 - Connected Corridor North: 15 minute to ½ hour frequency during peak periods; Dedicated Track – “Universal Corridor” (Sacramento to Merced)



Valley Link



Feasibility Report

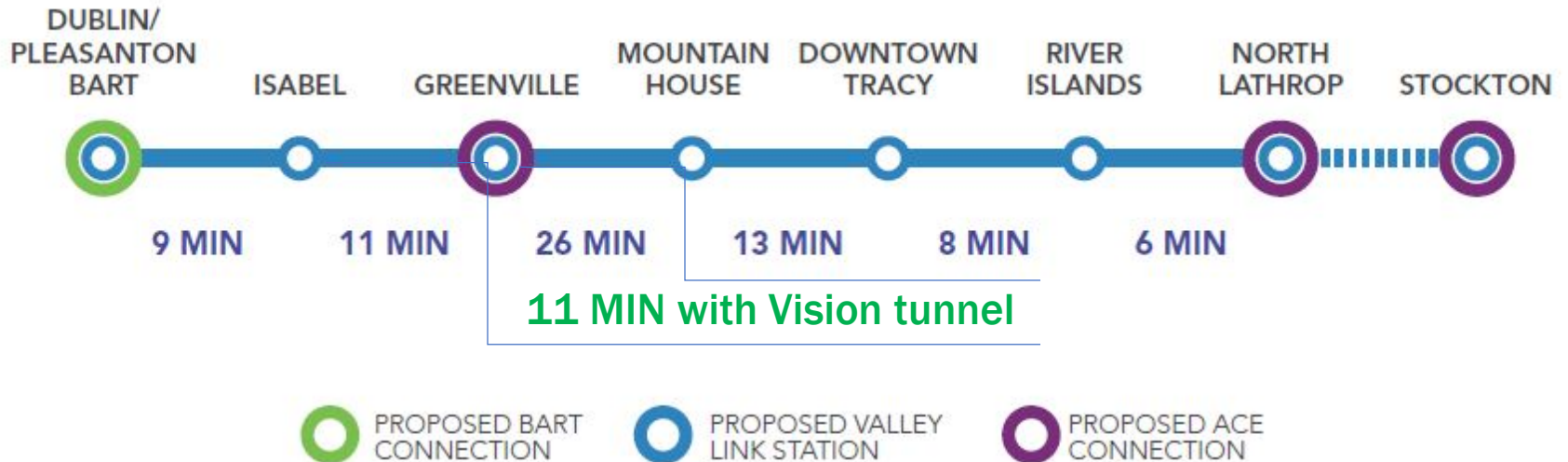
- **Phase I – Complete**

- Identified the Proposed Project Concept
 - Mode / Technology
 - Alignment
 - Stations
 - Service Characteristics
 - Preliminary Cost Estimates

- **Phase II – Draft Complete**

- December 2018 to July 2019
- Remaining AB 758 requirements
 - Identification of preferred entity/entities to operate train
 - Project delivery method and funding plan
 - Construction schedule

Travel Times



Total Travel Time Valley Link: 73 MIN

Total Travel Time Altamont Vision: 58 MIN

- With Vision Mountain House to BART: 31 MIN

30%
savings



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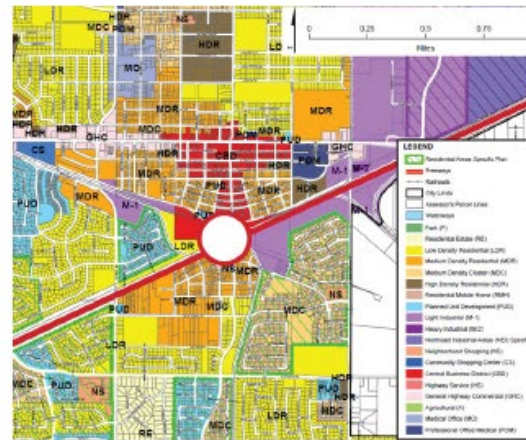
Station Partnerships

Key Policy Objectives

- Work in partnership with communities to identify and incorporate high priority local goals and objectives for individual stations.
- Initiate service at earliest possible date.
- Preserve land and right-of-way to allow for the implementation of phased design and infrastructure, in support of Sustainable Community Strategies (SB375).

Typology of Stations

Transit-Oriented Development



Intermodal



Park and Ride



Station Access

Key Policy Objectives

- Expand and improve connectivity through improved transit and/or feeder bus services.
- Promote active transportation.
- Encourage zero emission vehicles and shared rides.



Sustainability Goal

100% Self-sufficiency

Key Policy

Be a model of sustainability in the design, construction and operation of the system.

Valley Link will strive for a system that can operate largely on its own stored and created energy.



Tri-Valley  San Joaquin Valley
REGIONAL RAIL AUTHORITY

Bay Area Improvements

Phasing / Priorities – Phase 1

Element	Cost
Valley Link: BART to Livermore	\$0.6 billion
Altamont Pass Tunnel / Alignment (for ACE & Valley Link)	\$1.1 billion
ACE Station Improvements / Equipment / Infrastructure	\$0.2 billion
TOTAL \$1.9 billion	

✓ **Travel time savings:
11 to 15 minutes**

Bay Area Improvements

Phasing / Priorities – Phase 2

Element	Cost
Valley Link: BART to Livermore	\$0.6 billion
Altamont Pass Tunnel / Alignment (for ACE & Valley Link)	\$1.1 billion
ACE Station Improvements / Equipment / Infrastructure	\$0.2 billion
Niles Tunnel / Fremont Improvements	\$1.4 billion
Sunol Connection to Niles Tunnel	\$0.2 billion
Alviso Improvements	\$0.5 billion
TOTAL	\$4.0 billion

✓ **Travel time savings: 13 additional minutes**

Bay Area Improvements

Phasing / Priorities – Phase 3

Element	Cost
Valley Link: BART to Livermore	\$0.6 billion
Altamont Pass Tunnel / Alignment (for ACE & Valley Link)	\$1.1 billion
ACE Station Improvements / Equipment / Infrastructure	\$0.2 billion
Niles Tunnel / Fremont Improvements	\$1.4 billion
Sunol Connection to Niles Tunnel	\$0.2 billion
Alviso Improvements	\$0.5 billion
Tri-Valley Improvements	\$1.4 billion
Electrification	\$0.4 billion
Additional Station Improvements & Equipment	\$0.4 billion

TOTAL \$6.2 billion

✓ **Travel time savings: 30 additional minutes**

Bay Area Improvements

Phasing / Priorities – Phase 4

Element	Cost
Valley Link: BART to Livermore	\$0.6 billion
Altamont Pass Tunnel / Alignment (for ACE & Valley Link)	\$1.1 billion
ACE Station Improvements / Equipment / Infrastructure	\$0.2 billion
Niles Tunnel / Fremont Improvements	\$1.4 billion
Sunol Connection to Niles Tunnel	\$0.2 billion
Alviso Improvements	\$0.5 billion
Tri-Valley Improvements	\$1.4 billion
Electrification	\$0.4 billion
Additional Station Improvements & Equipment	\$0.4 billion
Newark to San Jose Improvements	\$2.0 billion
TOTAL	\$8.2 billion

✓ **Travel time savings: 3 additional minutes**