



ACEforward



ACEforward Draft EIR Update
June 14, 2017





ACEforward Draft EIR Update

- § ACEforward is a phased improvement plan to:
 - § increase service reliability and frequency
 - § enhance passenger facilities
 - § reduce travel times along the existing ACE service corridor from San Jose to Stockton
 - § extend ACE service to Manteca, Modesto, Ceres, Turlock and Merced

- § Draft Environmental Impact Report (DEIR) studies potential environmental effects of the proposed enhancements and identifies ways to avoid or mitigate them



Draft EIR – Availability & Public Comment Period

- § Draft EIR available online: www.aceforward.com
- § Hard copy of Draft EIR available at 26 libraries & SJRRC
 - § Tracy Branch Library, 20 East Eaton Avenue
- § Comment Period: May 31 – July 31, 2017
 - § Email comments to aceforwardEIR@acerail.com with the subject line “ACEforward DEIR”
 - § Written comments can be mailed to:
San Joaquin Regional Rail Commission
Attn: ACEforward DEIR
949 E. Channel Street, Stockton CA, 95202



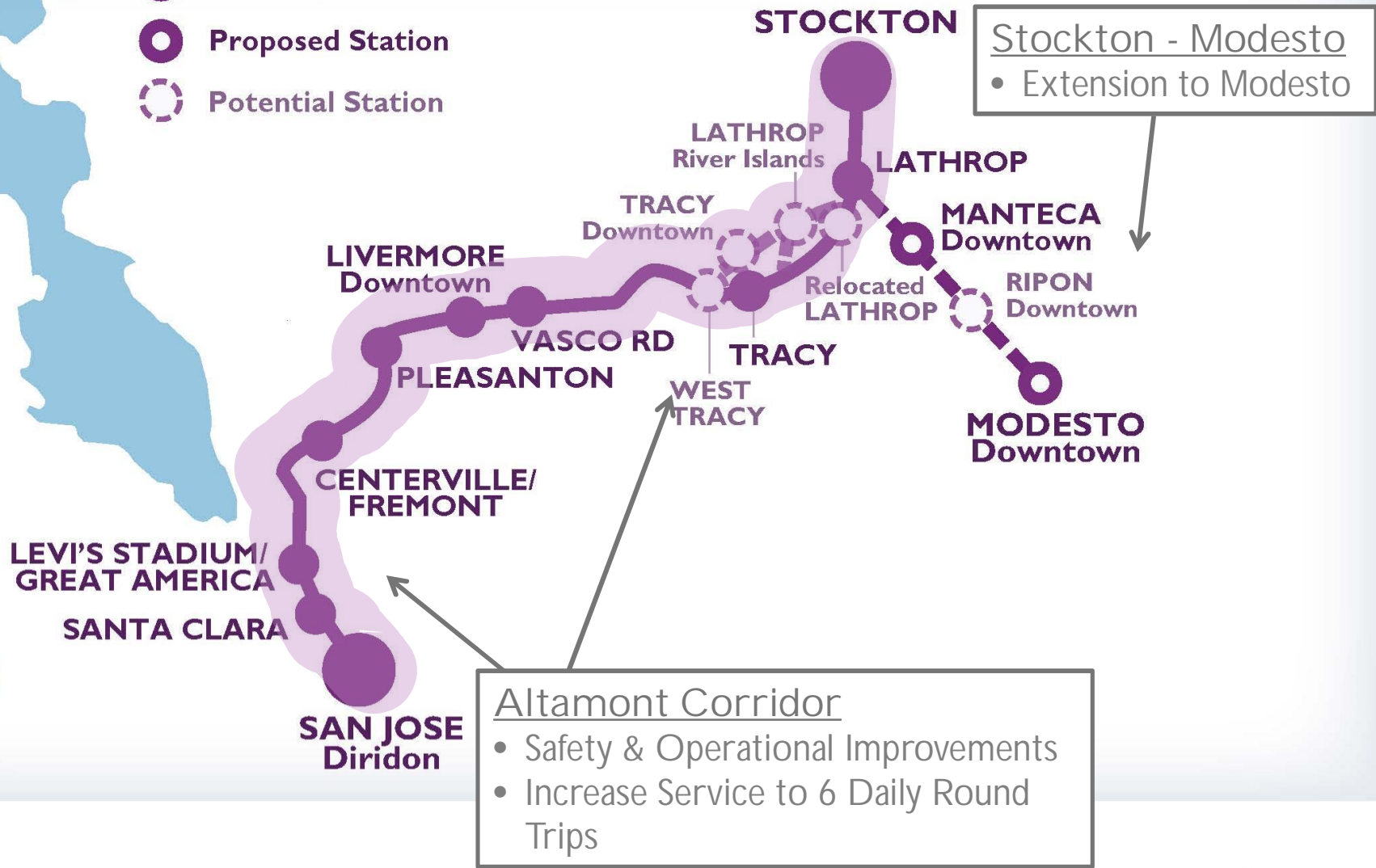
ACEforward Draft EIR Open Houses

Location	Date and Time
Santa Clara Santa Clara Senior Center, Room 222 1303 Fremont Street	Monday, June 19th Anytime between 5:30 and 8:30 p.m.
Livermore Robert Livermore Community Center Palo Verde Room, 4444 East Avenue	Tuesday, June 20th Anytime between 5:30 and 8:30 p.m.
Fremont Fremont Main Library, Fukaya Room 2450 Stevenson Boulevard	Wednesday, June 21st Anytime between 5:30 and 8:30 p.m.
Merced Merced City Hall, Sam Pipes Meeting Room 678 West 18th Street	Tuesday, June 27th Anytime between 5:30 and 8:30 p.m.
Modesto Modesto Centre Plaza, Pistache Room 1000 L Street	Wednesday, June 28th Anytime between 5:30 and 8:30 p.m.
Tracy Tracy City Hall, 333 Civic Center Plaza	Thursday, June 29th Anytime between 5:30 and 8:30 p.m.



ACEforward Near Term Improvements

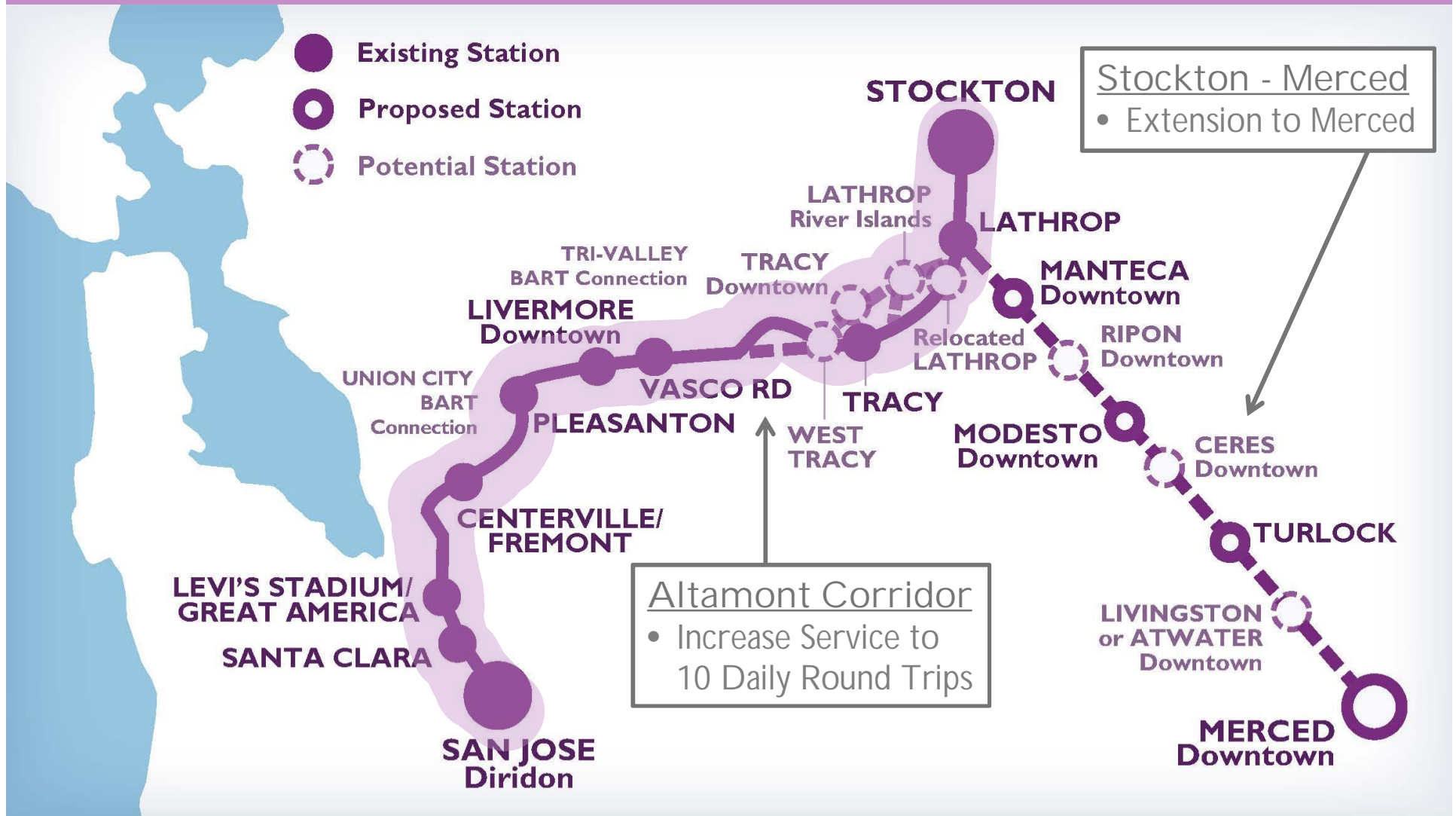
- Existing Station
- Proposed Station
- Potential Station





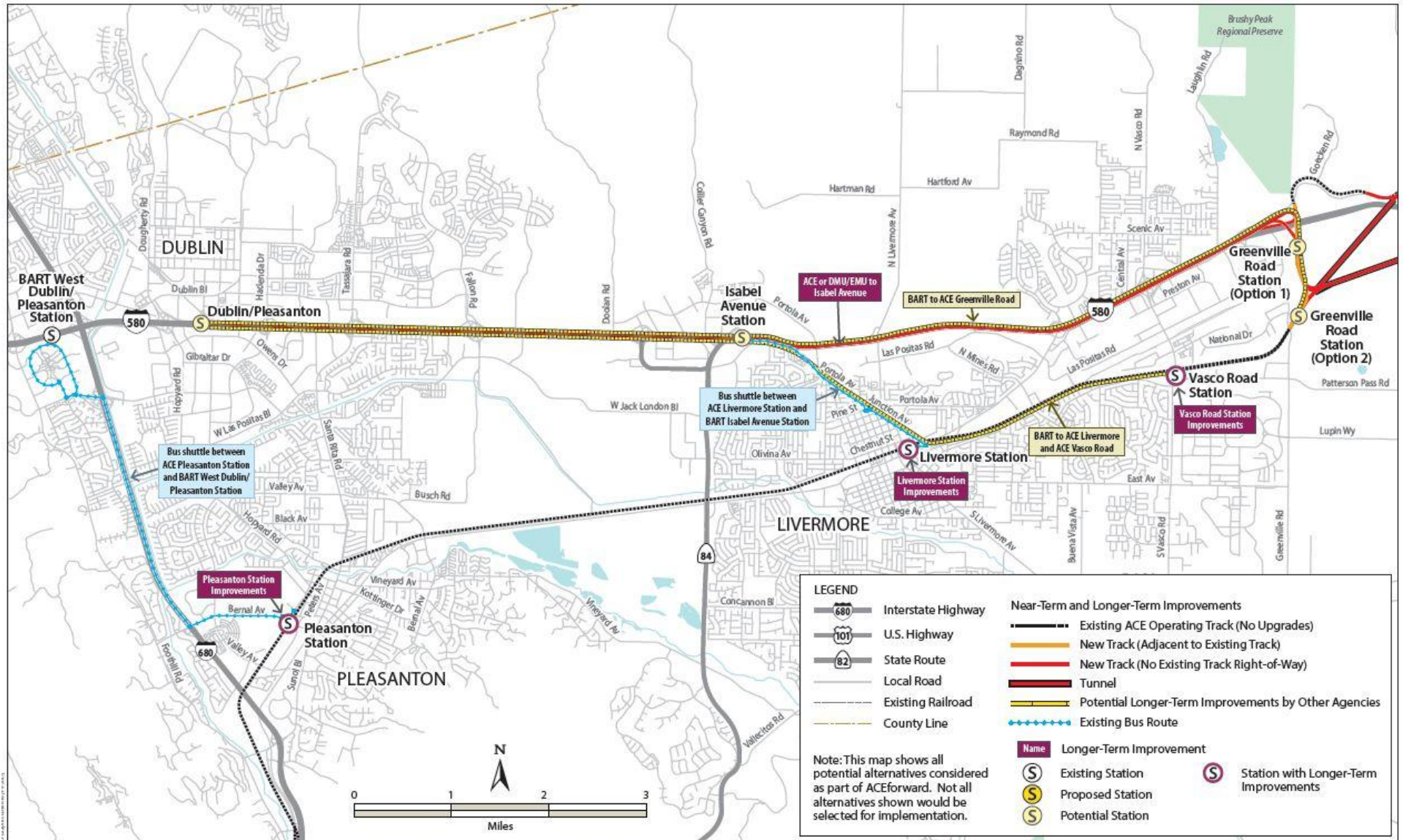
ACEforward Longer Term Improvements

- Existing Station
- Proposed Station
- Potential Station



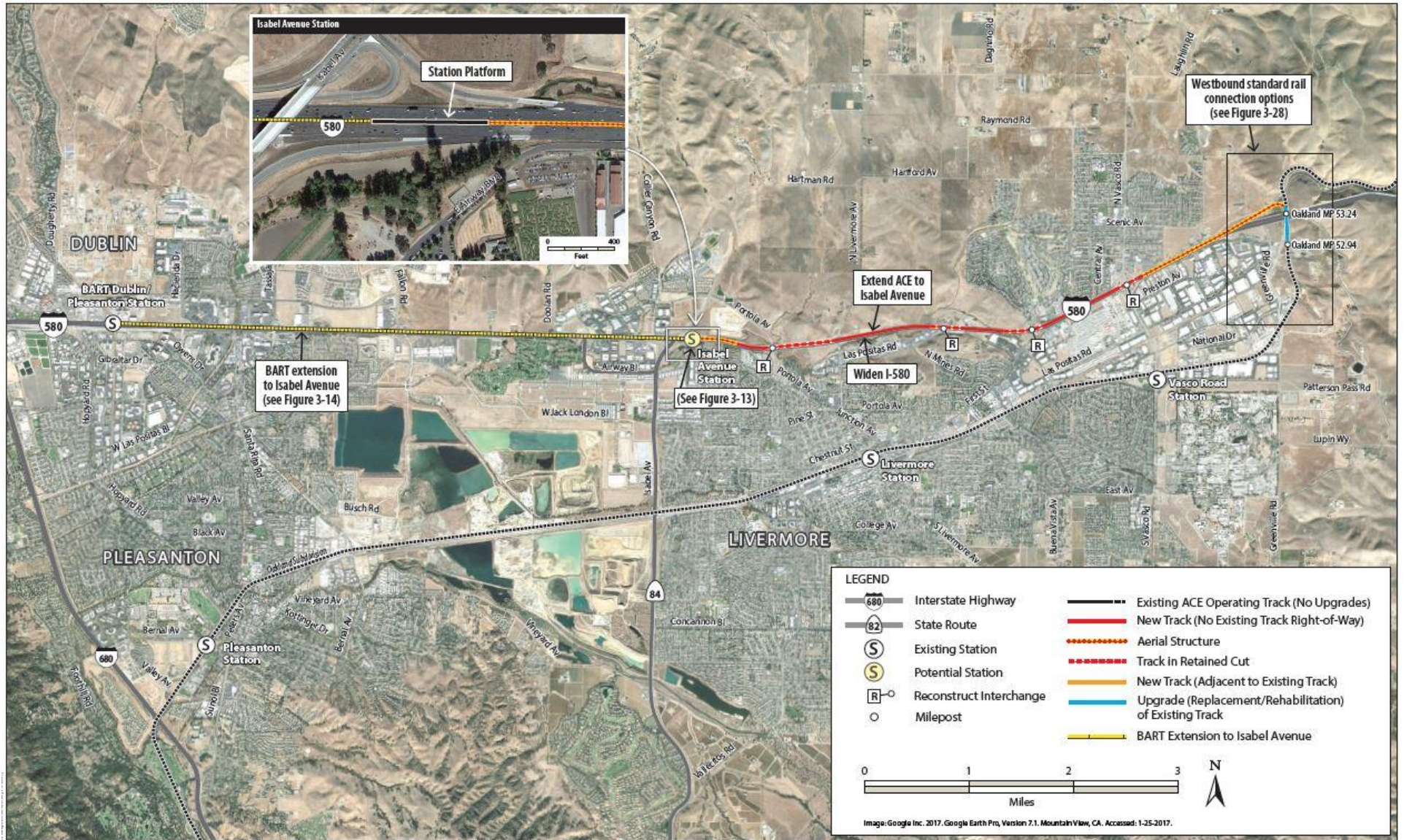


Overview of ACE-BART Connection Alternatives in the Tri-Valley



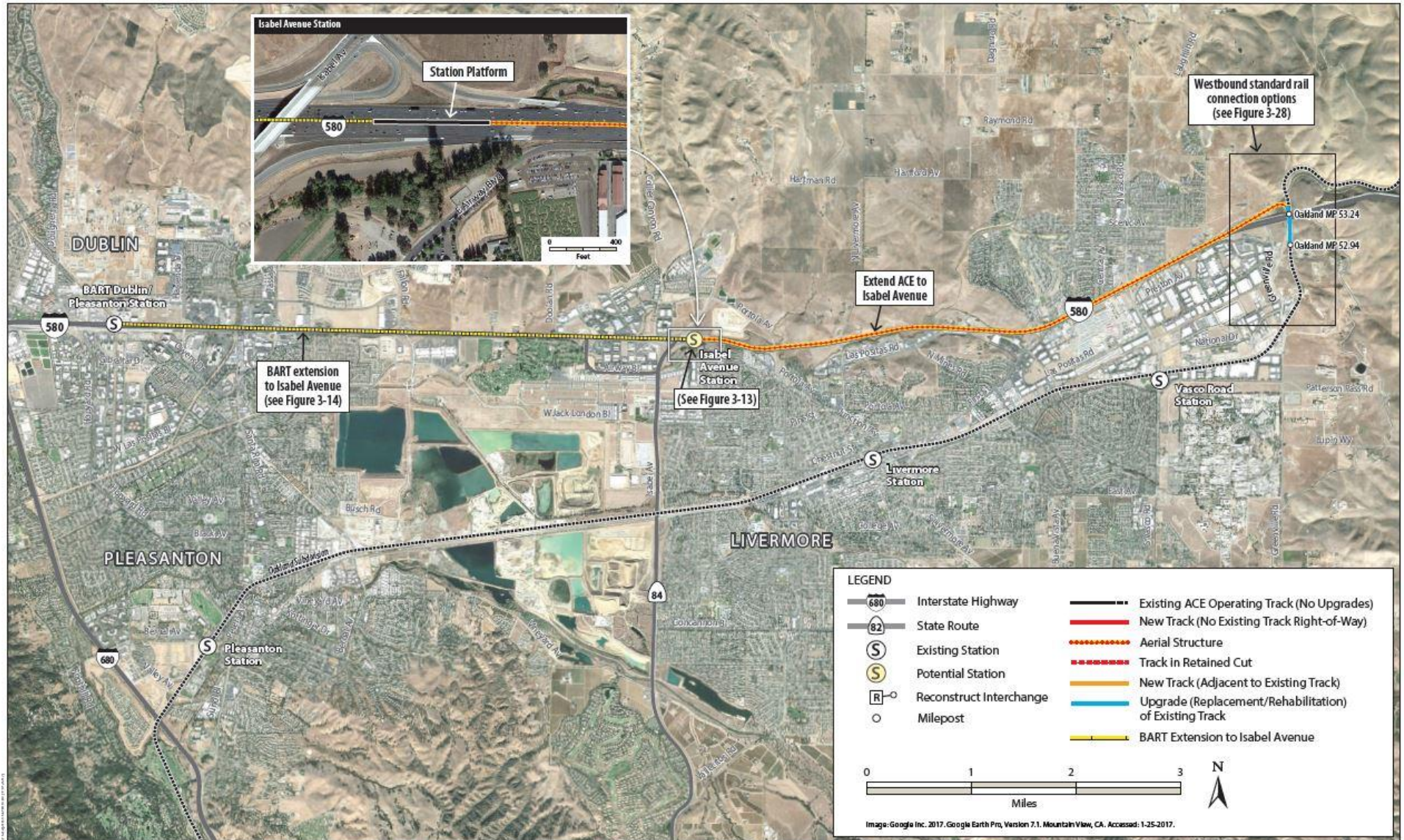


P-TV-1a: ACE to BART Isabel Avenue At Grade



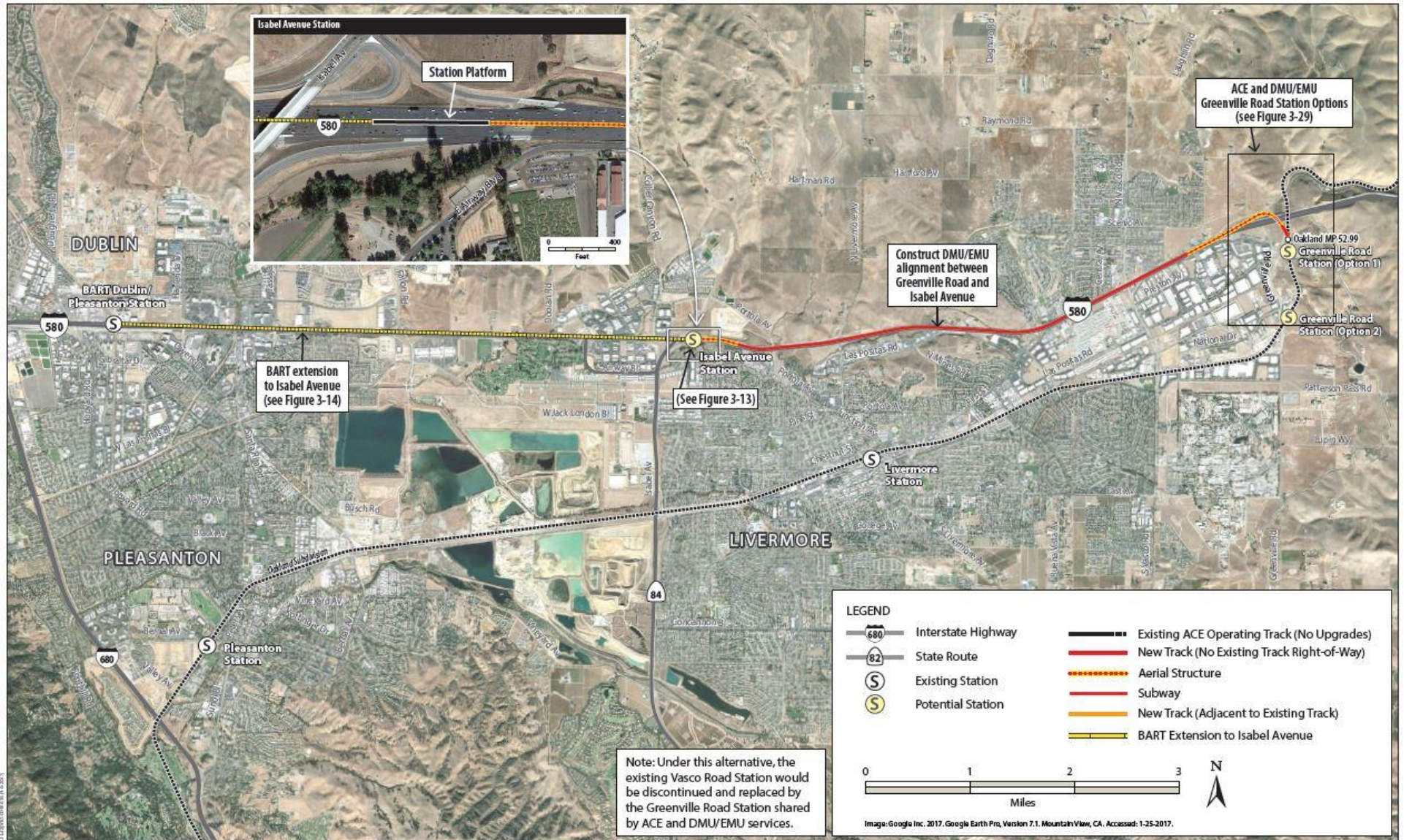


P-TV-1b: ACE to BART Isabel Avenue on Elevated Structure



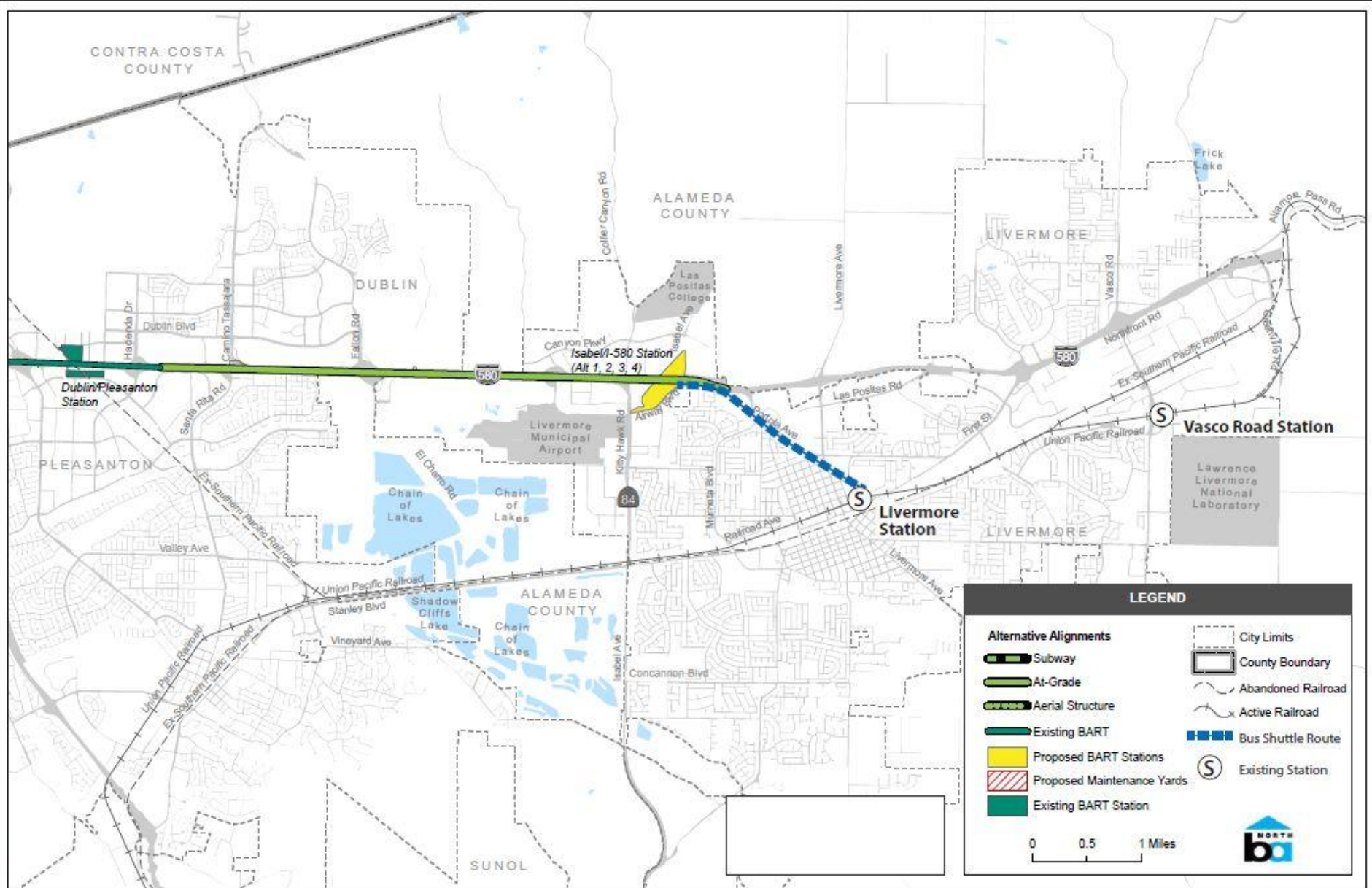


P-TV-1c: DMU/EMU to BART Isabel Avenue





P-TV-1d: Bus Shuttle from ACE Livermore to BART Isabel Avenue



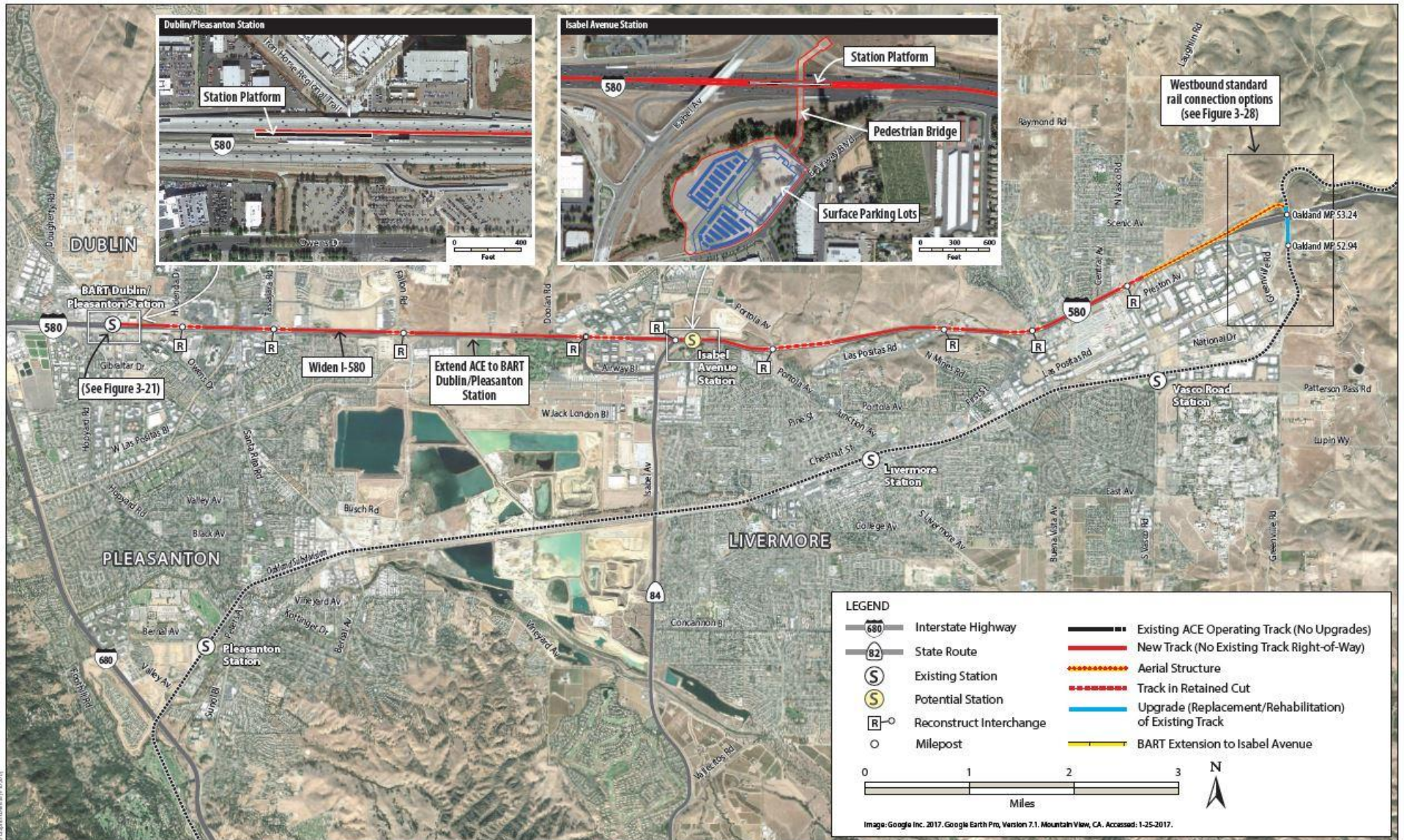
LEGEND

Alternative Alignments - Subway	City Limits
Alternative Alignments - At-Grade	County Boundary
Alternative Alignments - Aerial Structure	Abandoned Railroad
Existing BART	Active Railroad
Proposed BART Stations	Bus Shuttle Route
Proposed Maintenance Yards	Existing Station
Existing BART Station	

0 0.5 1 Miles

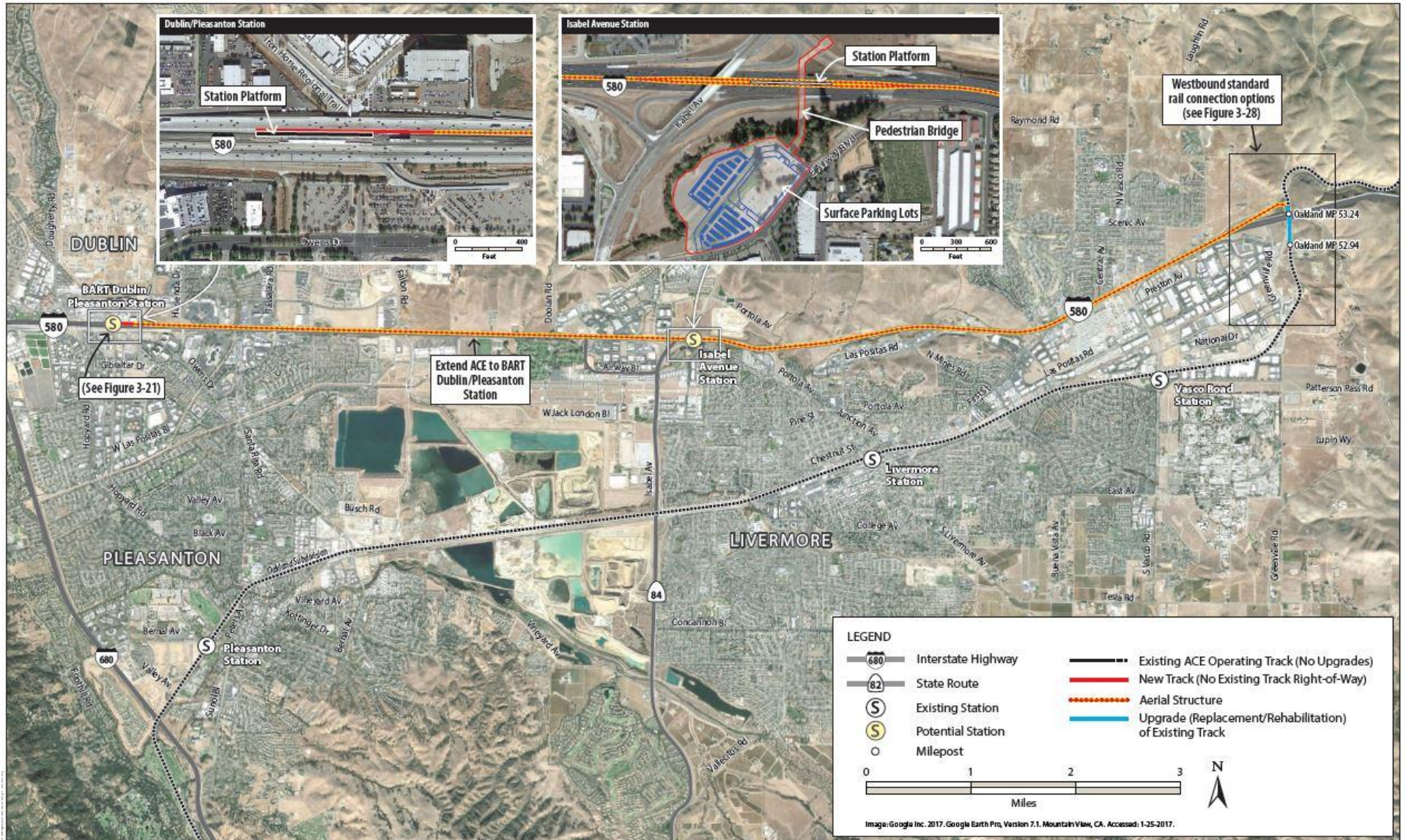


P-TV-2a: ACE to BART Dublin/Pleasanton At Grade



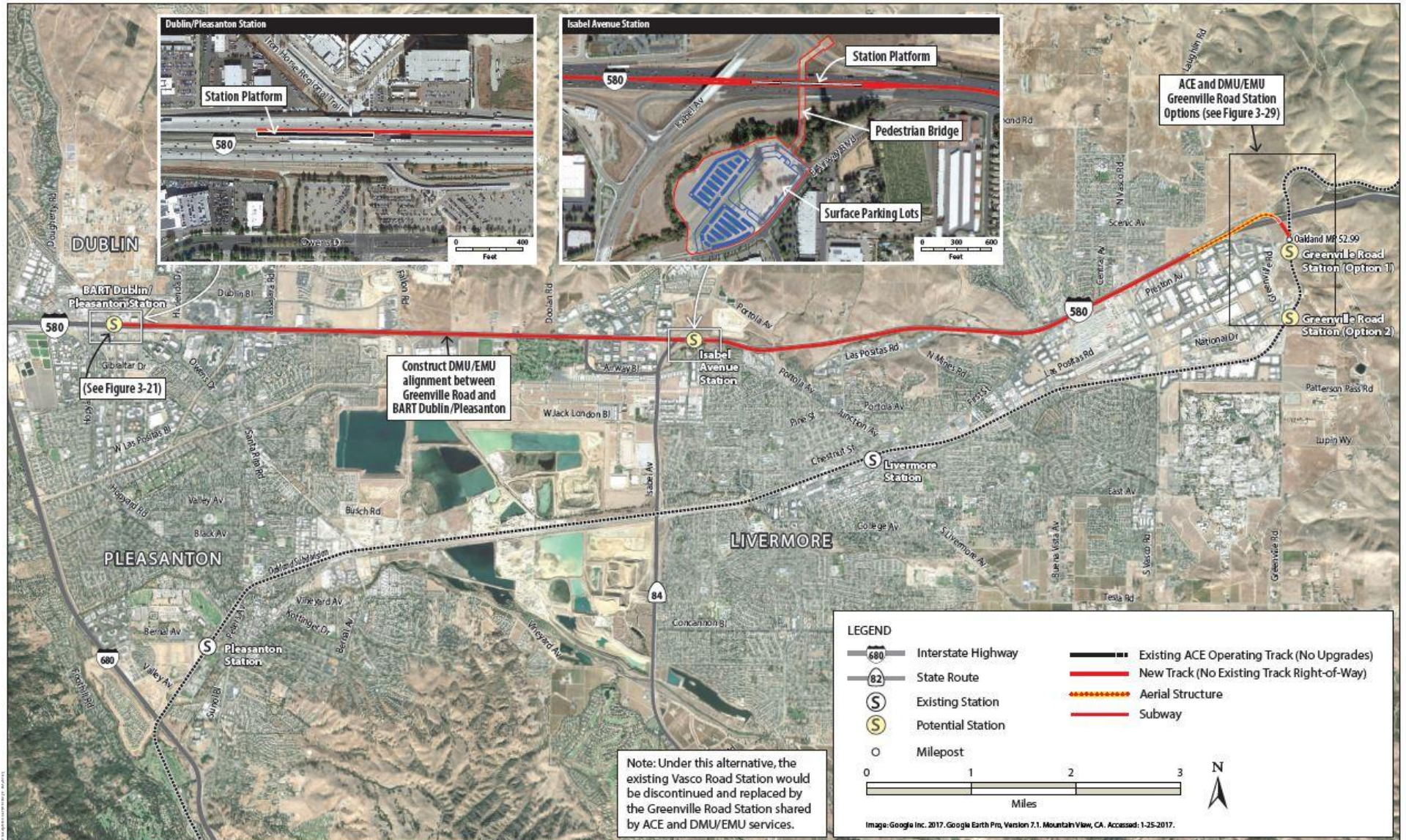


P-TV-2b: ACE to BART Dublin/Pleasanton on Elevated Structure



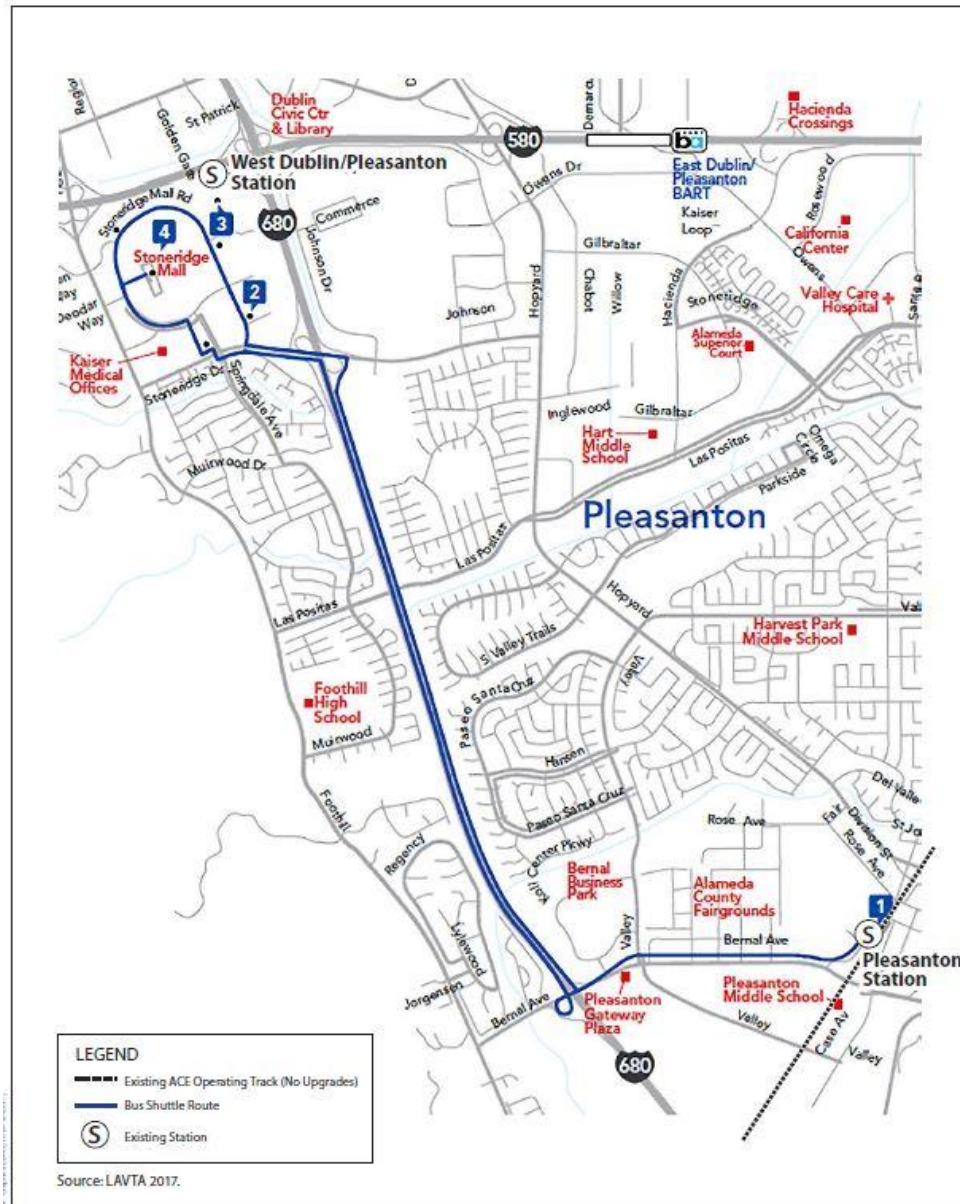


P-TV-2c: DMU/EMU to BART Dublin/Pleasanton



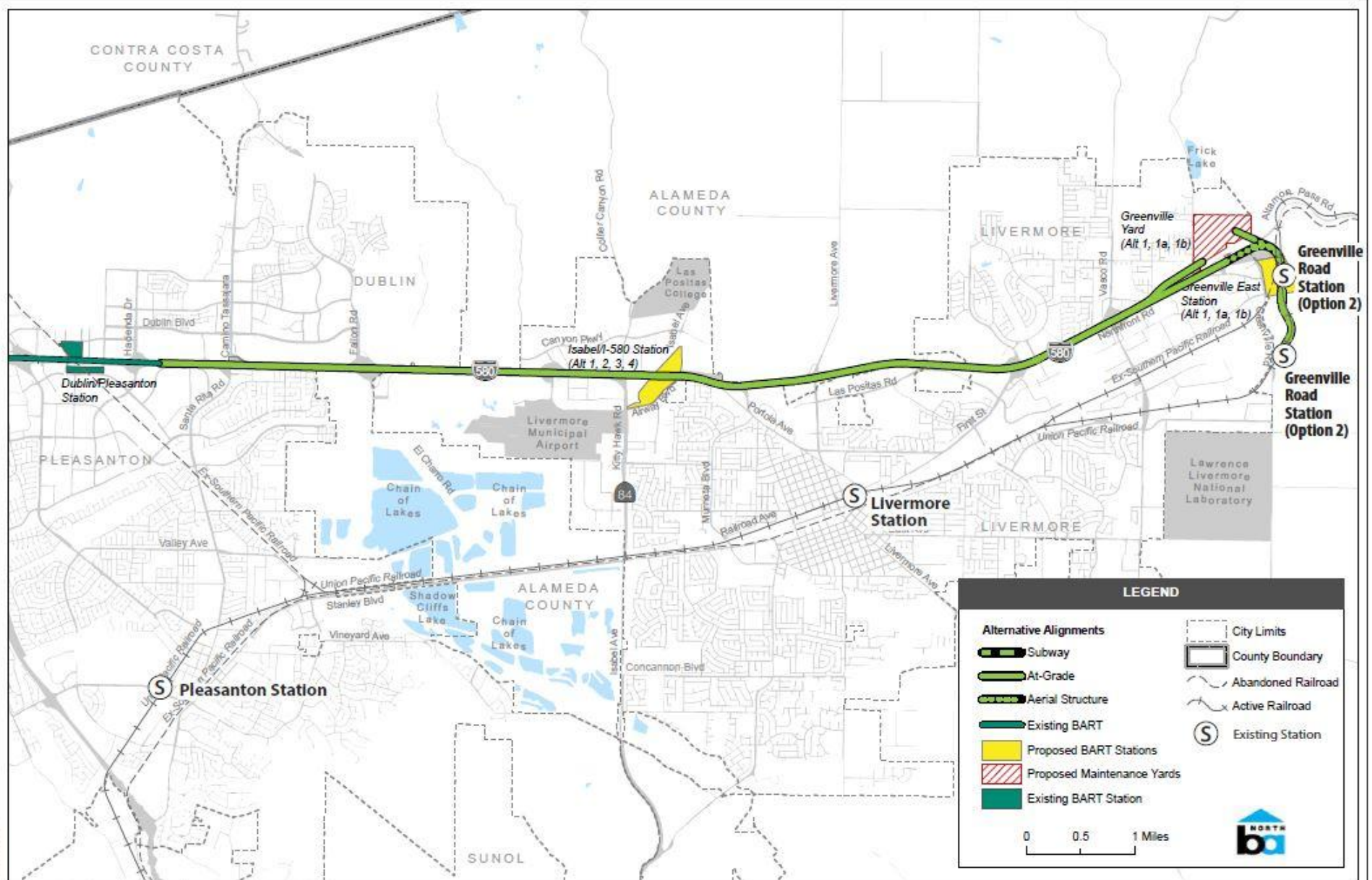


P-TV-2d: Existing Bus Shuttle from ACE Pleasanton to BART West Dublin/Pleasanton



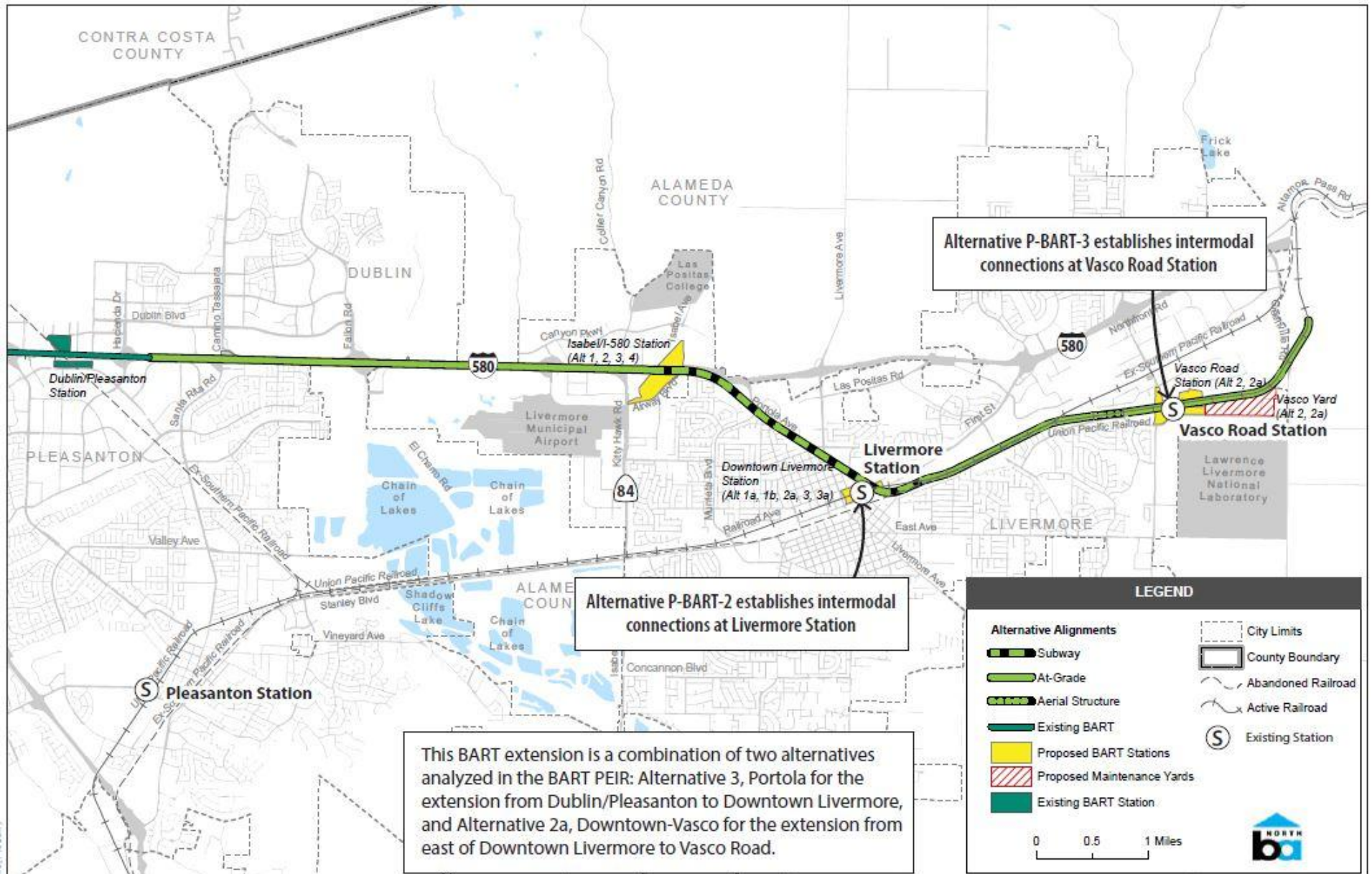


P-BART-1: BART to Greenville and ACE Greenville Road





P-BART-2 / P-BART-3: BART to ACE Livermore and ACE Vasco Road



This BART extension is a combination of two alternatives analyzed in the BART PEIR: Alternative 3, Portola for the extension from Dublin/Pleasanton to Downtown Livermore, and Alternative 2a, Downtown-Vasco for the extension from east of Downtown Livermore to Vasco Road.



Comparison of ACE-BART Alternatives

Table 7-3c: ACEforward Longer-Term Alternatives Comparison, Tri-Valley Segment

Impact Criteria	Impact Measure	Tri-Valley – Alignment Options										
		P-TV-1a	P-TV-1b	P-TV-1c	P-TV-1d	P-TV-2a	P-TV-2b	P-TV-2c	P-TV-2d	P-BART-1	P-BART-2	P-BART-3
Meet Purpose and Need?	ACE to BART Rail to Rail Connection	Yes	Yes	Yes	No	Yes	Yes	Yes	No	Yes	Yes	Yes
Environmental Resources												
<i>Biological Resources</i>												
Aquatic Habitat (all types)	Acres	4.28	4.20	4.56	4.18	0.08	0.28	0.09	0	51.75	6.21	6.21
T&E Habitat – CTS	Acres	80.81	75.72	78.03	72.94	9.01	2.78	6.37	0	150.74	28.73	28.73
Built Resources	Sig. Impacts	NI	NI	NI	NI	NI	NI	NI	NI	NI	LTS	LTS
Important Farmlands	Scale	0	0	0	0	0	0	0	0	0	0	0
Parks Adjacent	Scale	2	2	2	1	2	2	2	0	Several	Several	Several
Traffic/AQ/GHG	2025 New ACE VMT Avoided ^a	116,388,666	116,388,666	144,237,200	123,680,400	96,270,661	96,270,671	145,371,600	123,680,400	151,070,700	141,400,927	141,400,927
Traffic/AQ/GHG	2035 New BART VMT Avoided ^b	121,651,859	121,651,859	121,651,859	121,651,859	None	None	None	None	184,843,617	195,543,039	195,543,039
Noise	Ref SEL @50' Sensitivity	92 (ACE) 79 (BART) I-580 At-grade	92 (ACE) 79 (BART) I-580 Elevated	85 (DMU) 80 (EMU) 79 (BART) I-580 At-grade	84 (Bus) DT Liv. to I-580 79 (BART) I-580	92 (ACE) I-580 At-grade	92 (ACE) I-580 Elevated	85 (DMU) 80 (EMU) I-580 At-grade	84 (Bus) Pleasanton to- I-580	79 (BART) I-580 At-grade	79 (BART) I-580/DT to Vasco At-grade/	79 (BART) I-580/DT to Vasco At-grade
Land Use Planning	Scale	2	2	4	2	2	2	4	2	5	2	2
Aesthetics	Scale	5 Raised overcrossings	5 Elevated	4	3	5 Raised overcrossings	5 Elevated	4	3	5 Greenville	4	4
Hydro/WQ	Scale	4	4	4	3	4	4	4	3	5	4	4

Source: Quantitative data from analysis in Chapter 4; relative ranking based on analysis in Chapter 4.

Notes:

Scale: 1 – High Positive Impact; 2 – Moderate Positive Impact; 3 – Little to No Impact; 4 – Moderate Negative Impact; 5 – High Negative

Impact Colors: from relatively weak in comparison (red) to relatively strong in comparison (green); red-yellow-blue-light green-dark green. Grey means no significant difference. Alternatives with only a single option are not compared to anything else.

Significance: PS = Potentially Significant; LTSM = Less than Significant with Mitigation; LTS = Less than Significant; NI = No impact.

T&E = threatened and endangered species; CTS = California tiger salamander

^a ACE VMT avoided includes rest of project outside Tri-Valley including Merced extension; see separate ridership tables. Only includes new VMT avoided due to ACE service (excludes VMT avoided due to BART service). Traffic intersection level analysis not completed for longer-term improvements. Operational air quality and GHG emissions not evaluated at individual segment level; but VMT can be used as proxy.

^b BART new VMT avoided from BART PEIR. Only includes additional VMT over no BART extension scenario. Excludes ACE riders. For different scenario year (2035) than ACE VMT scenario (2025)



ACEforward Project Schedule

Activity	Schedule
Draft EIR + Public Review	May 2017
60-day Comment Period	May 31 – July 31, 2017
Final EIR	Late 2017



Questions?



Everything in life depends on a good connection.