

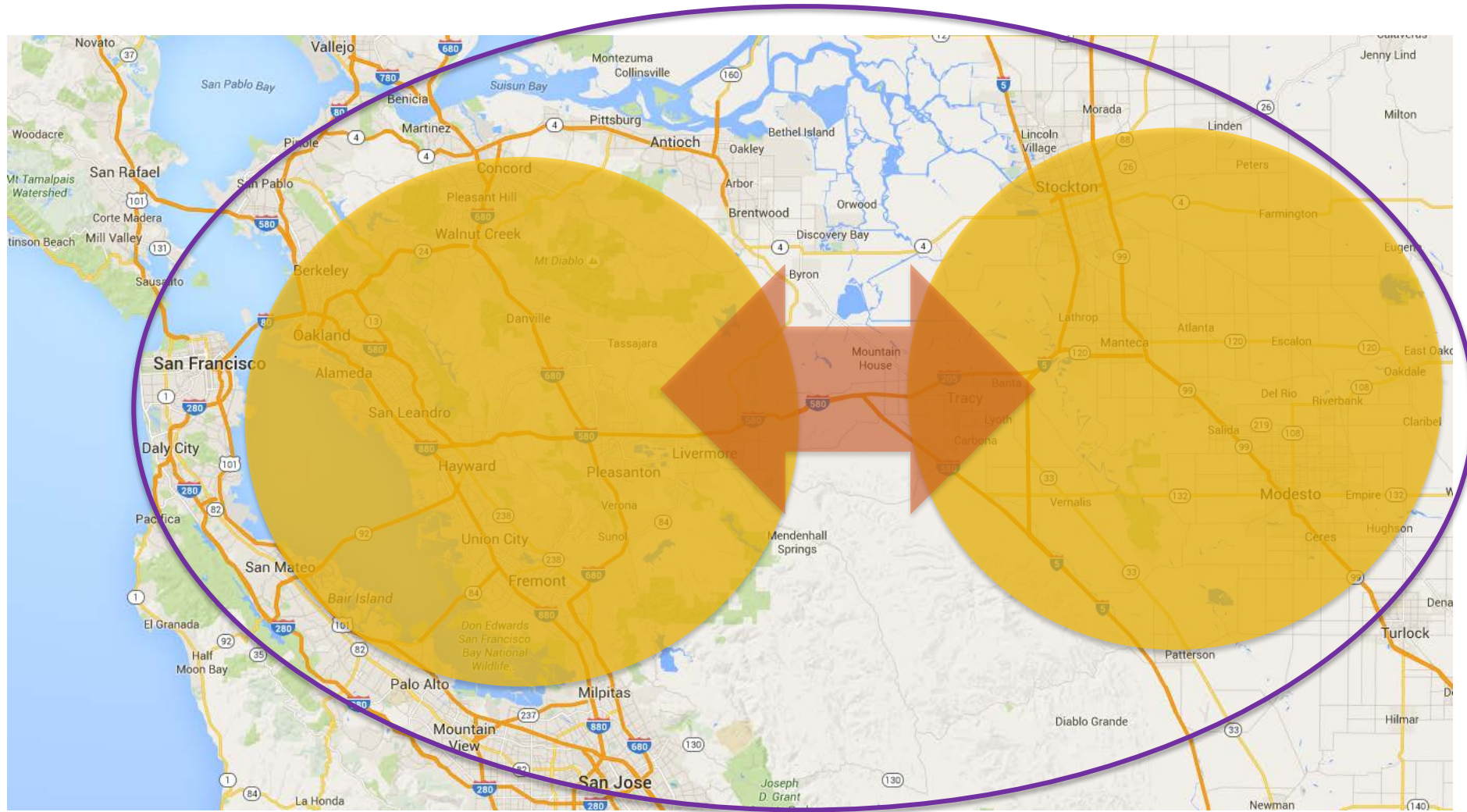
Regional Rail Advisory Group

Working Group Presentation and Discussion

February 10, 2016



Why We Are Here!



INTER-REGIONAL RAIL ADVISORY GROUP

The Opportunity Before Us!

1. Form a single purpose entity – they have a strong track record of delivering projects.
2. Project streamlining results in lower costs and more timely delivery as well as greater regional benefits accrued over time.
3. One entity allows all jurisdictions to align interests, speak in one voice and acquire funding.

Today's Advisory Group Meeting

- Background and History of Regional Rail Planning Efforts
- Advisory Group Members' Vision and Goals
- Advisory Group Organizational Framework

A photograph of an ACE locomotive, number 3104, moving through a field of tall grass. The locomotive is white with black and grey accents, featuring the ACE logo and the number 3104 on its front and side. In the background, a hillside is covered with several wind turbines under a clear sky. The entire image has a blue color cast.

History of Regional Rail Planning Efforts

REGIONAL RAIL ADVISORY GROUP

Starting with the Transcontinental Railroad . . .

Map of the UNION PACIFIC RAILROAD and its Connections.



Cars will run to this point September 1st, 1867, distance 517 miles from Omaha.



Cars running to this point January 1st, 1867, distance 805 miles from Omaha.

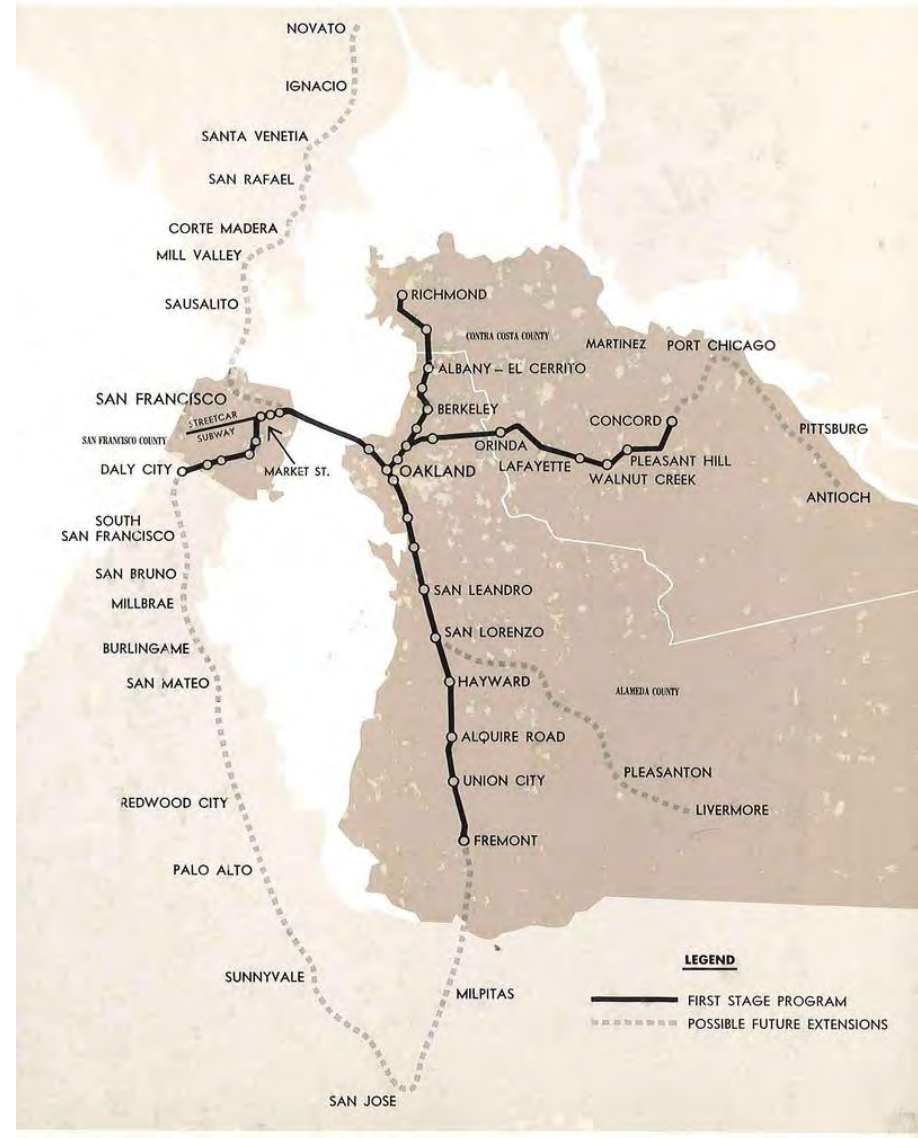
Transcontinental Railroad Historical Connection



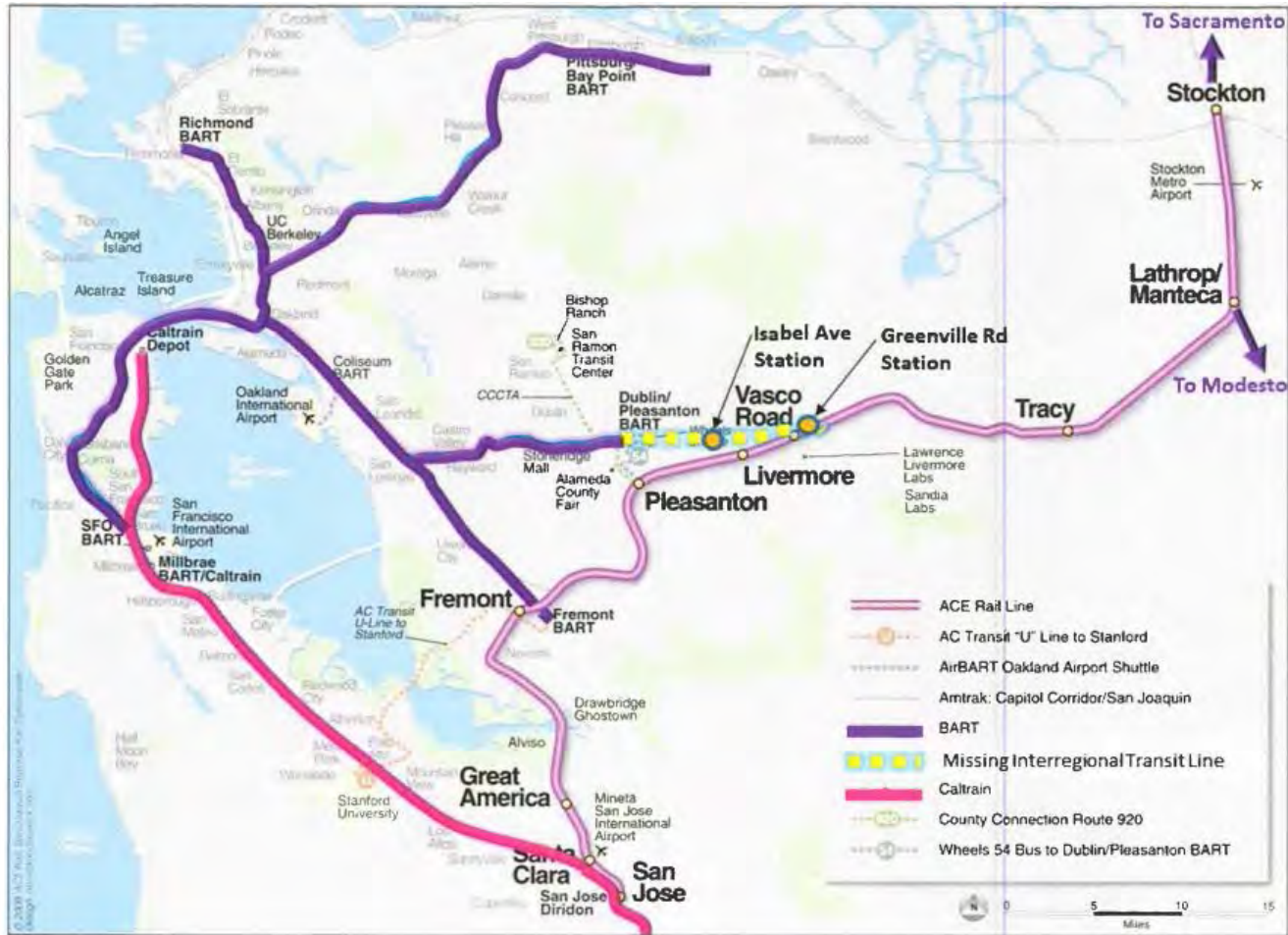
Robert J. Cabral Station
Former Southern Pacific station is the home to ACE and the San Joaquin Regional Rail Commission

1962 MAP of BART Original Planned Routes

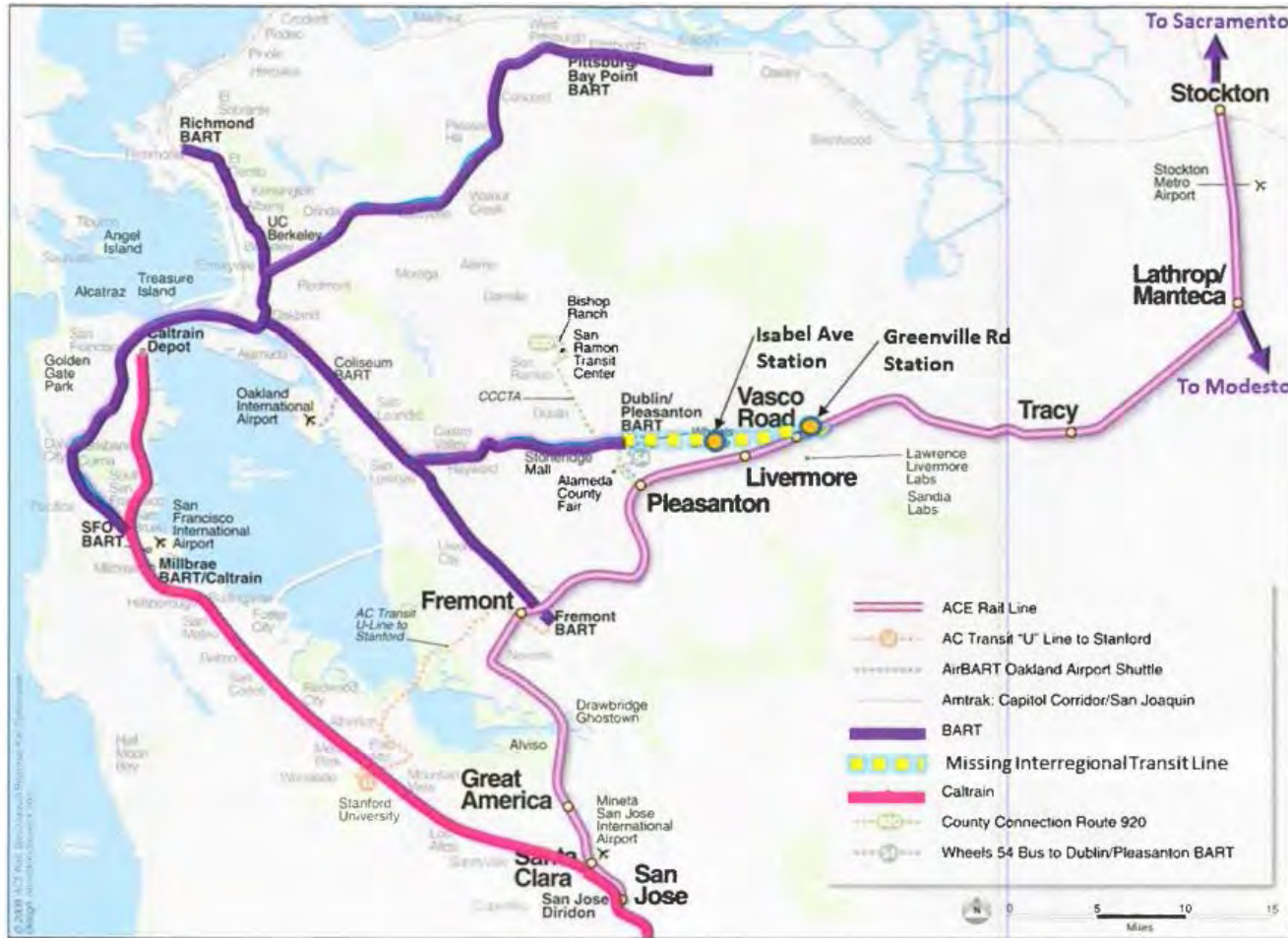
- First and future stages of BART with connections to Livermore, Antioch and San Jose



Inter-Regional Transit Connectivity



Inter-Regional Transit Connectivity





Inter-Regional Perspective

INTER-REGIONAL RAIL ADVISORY GROUP

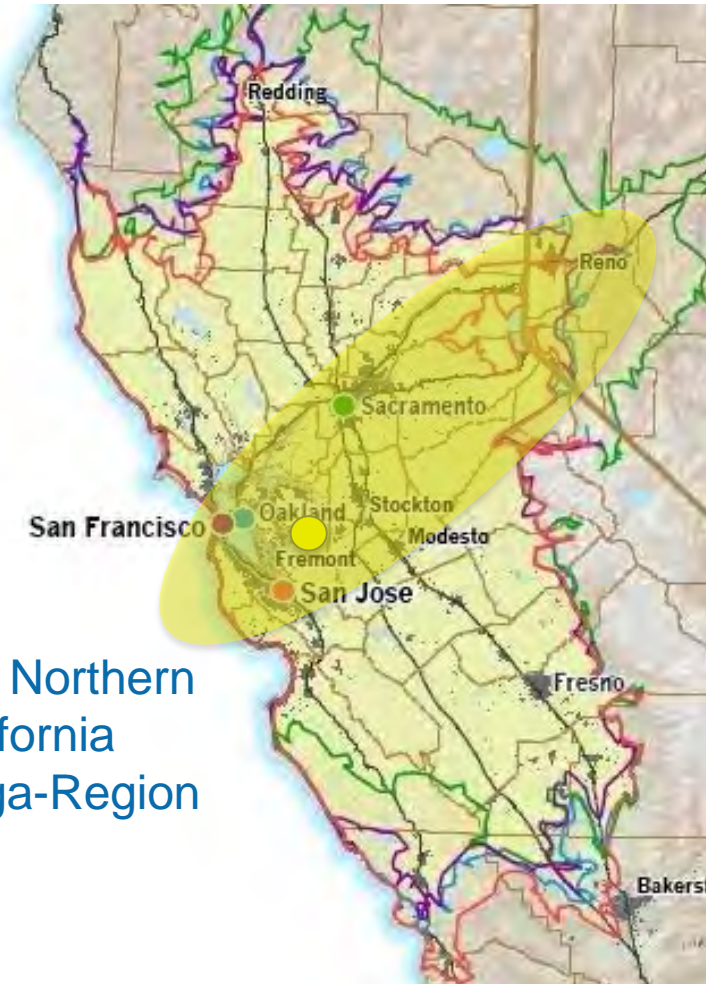
USA Megaregions



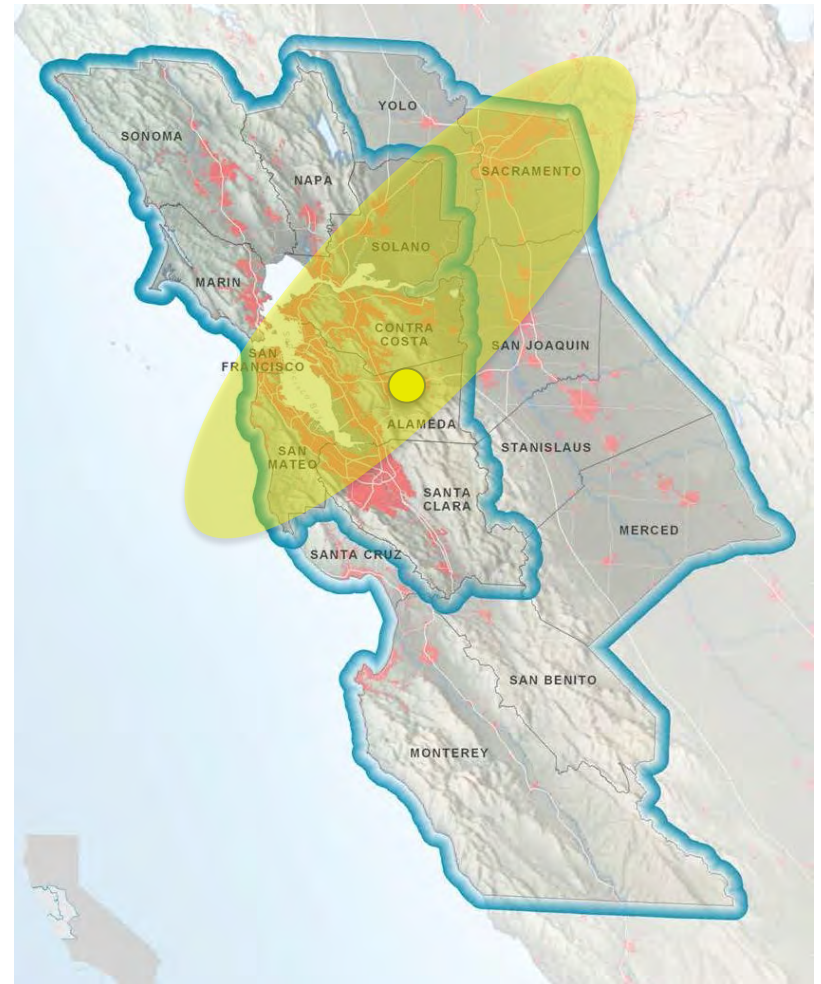
Northern California Megaregion



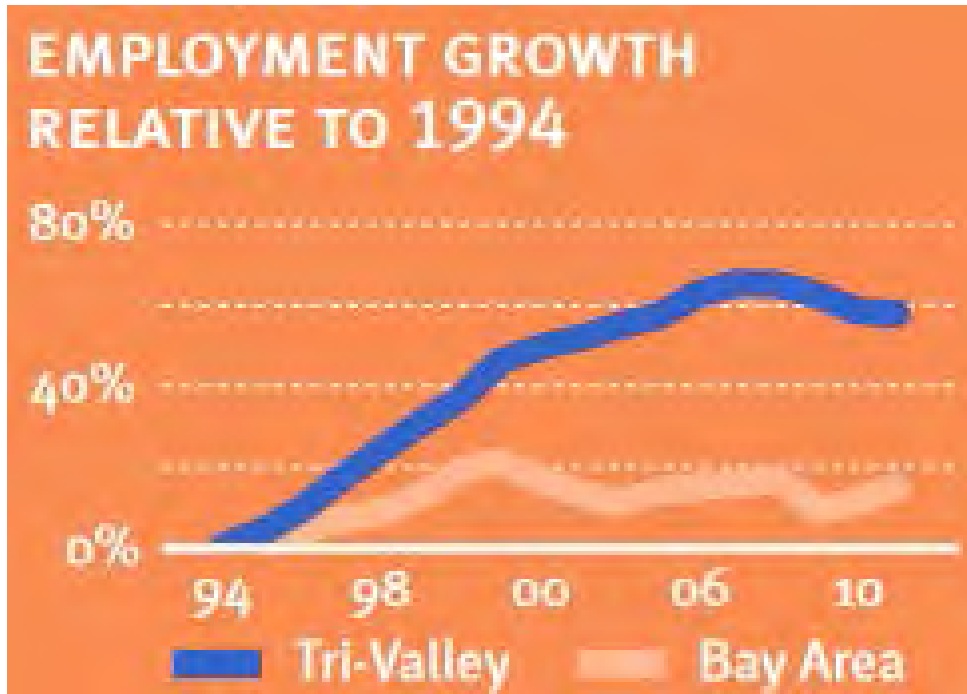
The Tri-Valley's Regional Context



The Northern California Mega-Region



Tri-Valley Employment Growth



From 1994 to 2008, the Tri-Valley added nearly 100,000 jobs across all sectors

Source: Tri-Valley Rising

Congestion Through the Tri-Valley

From 2011 to 2013, average daily vehicle hours of delay on I-580 through the Tri-Valley grew by nearly 26%

AVERAGE DAILY VEHICLE HOURS OF DELAY IN THE TRI-VALLEY

Year	I-580 East	I-580 West
2013	4,852	4,796
2012	4,733	4,257
2011	3,814	3,853

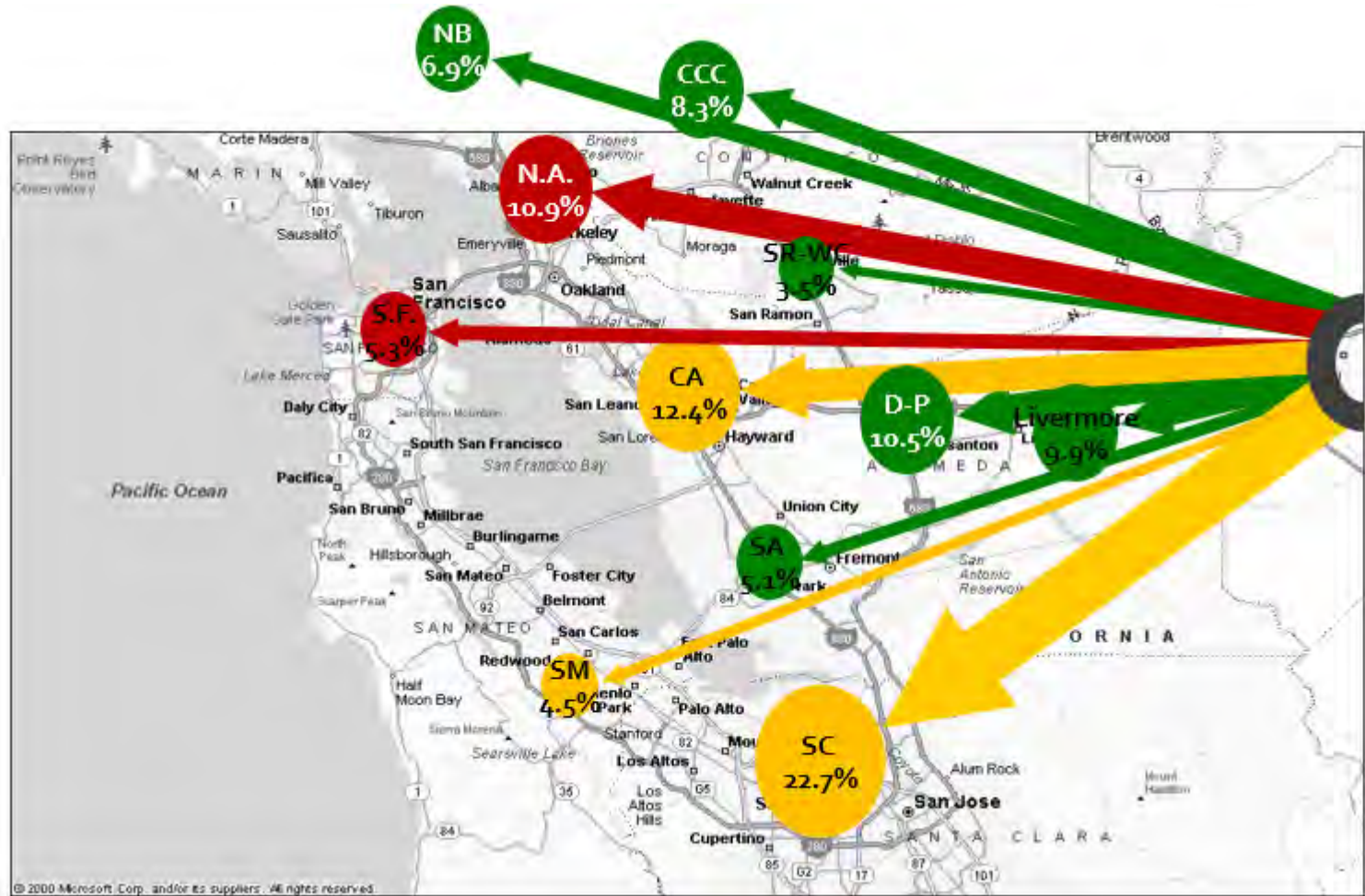
Note: Average daily vehicle hours of delay is a measure of the amount of time collectively spent on highway corridors at a speed below the 60 mile per hour benchmark.

Data Source: Caltrans Mobility Performance Report using Performance Monitoring System (PeMS)

Analysis: Bay Area Council Economic Institute



Bay Area Destinations for Trips From San Joaquin Valley *AirSage Distribution Incorporated* – 95,100 Round Trips in 2035

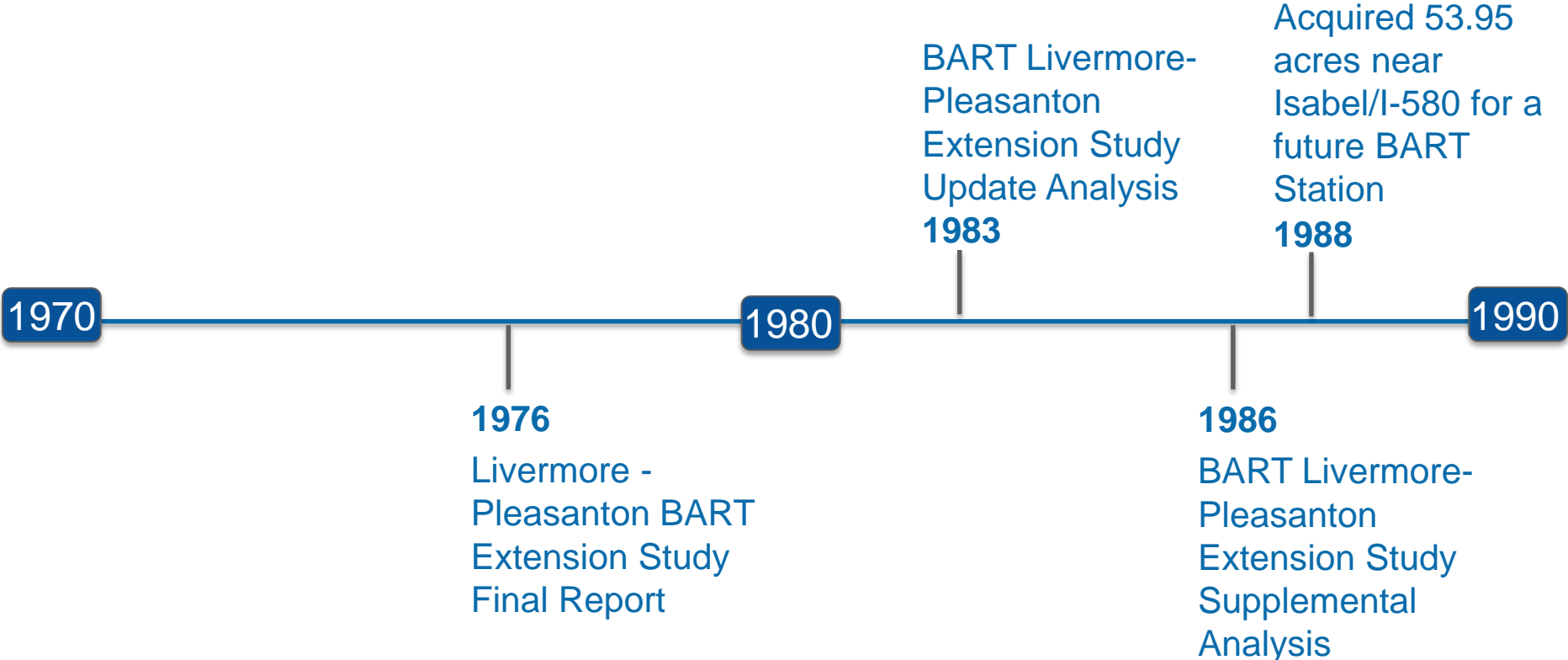




BART to Livermore Project

INTER-REGIONAL RAIL ADVISORY GROUP

BART Livermore-Pleasanton Timeline



BART Livermore-Pleasanton Timeline

MTC adopts Regional Rail Plan. Recommends extending BART to an ACE Intermodal Station in the City of Livermore.

2007

1990

1989-1991

Acquired 168.23 acres of property in East Livermore through eight separate transactions for a potential future BART Station and yard.

2000

2002

I-580 BART to Livermore Study (Phase 1) - included study of alignments and alternative rail technologies (DMU)

2008

Program EIR initiated with NOP and Scoping meetings.

2010

BART to Livermore Project

- Conceptual engineering and an EIR for four alternatives
- Technical studies:
 - Ridership forecasting
 - Traffic impacts
 - Cost estimation
 - Environmental studies

Alt 1 BART to Isabel



Project-Level
Analysis



Program-Level
Analysis



Modified Existing Bus Service

New Bus Service

BART



Existing BART

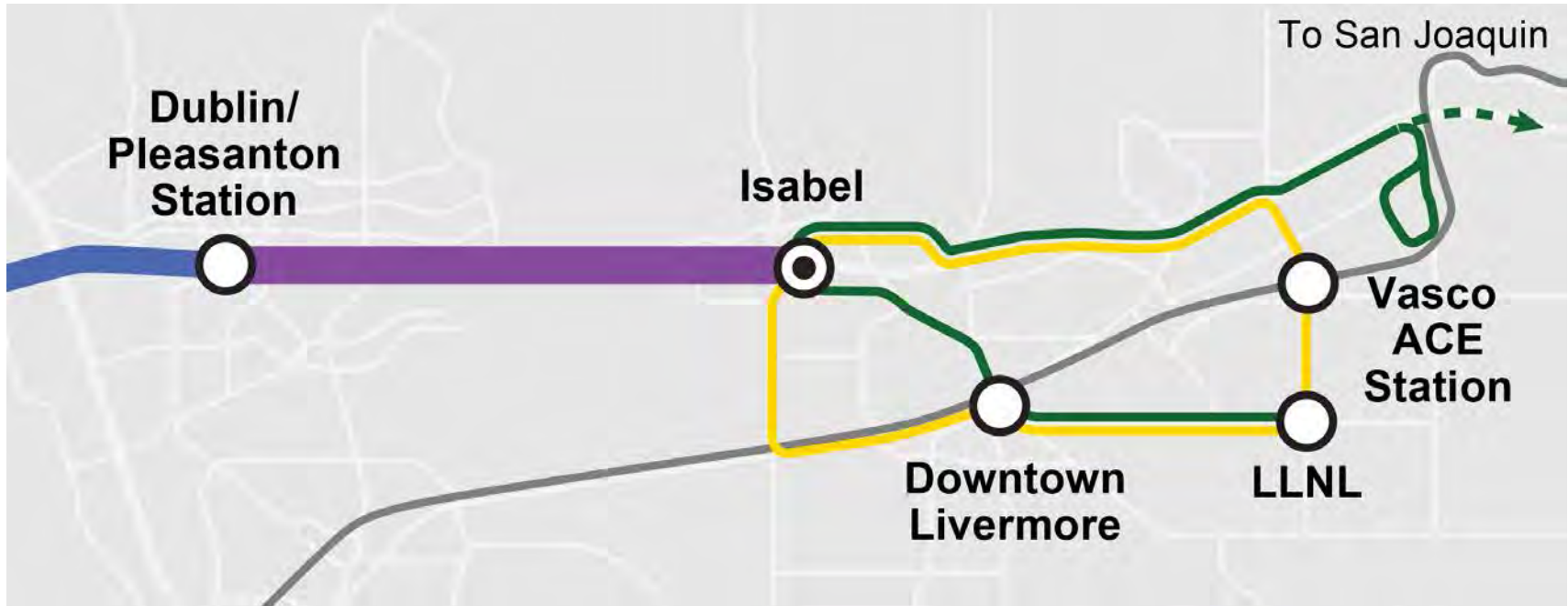


ACE

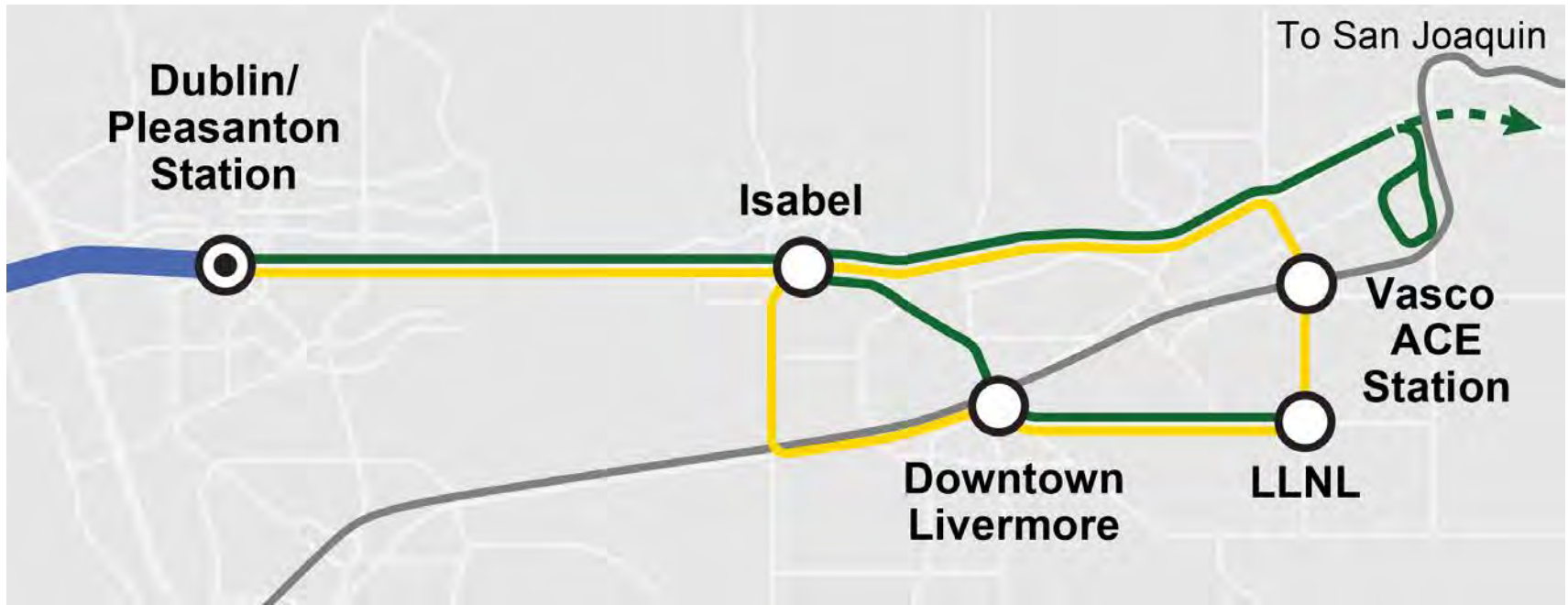


Bus Transfer Station

Alt 2 DMU/EMU to Isabel



Alt 3 Express Bus/BRT



Alt 4 Enhanced Bus



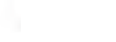
Project-Level
Analysis

Program-Level
Analysis



Modified Existing Bus Service

New Bus Service



Existing BART

ACE

Current Project Funding

- \$551 million total committed funding
 - \$400 million Alameda County Measure BB
 - \$95 million AB1171 (bridge tolls)
 - \$16 million RM1 (bridge tolls)
 - \$40 million Livermore Traffic Impact Fees
- The Tri-Valley BART extension to Isabel is included in Plan Bay Area

Project Schedule

Assuming smooth process and funding availability...

- Early 2017 Release DEIR
- Mid 2017 Identify recommended alternative
- Late 2017 Release FEIR, adopt project
- 2019 Release DEIS
- 2020 Release FEIS
- 2021-2023 Complete design
- 2025-2027 Complete construction



ACE FORWARD

INTER-REGIONAL RAIL ADVISORY GROUP

Current ACE Connectivity Map



Westbound

	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

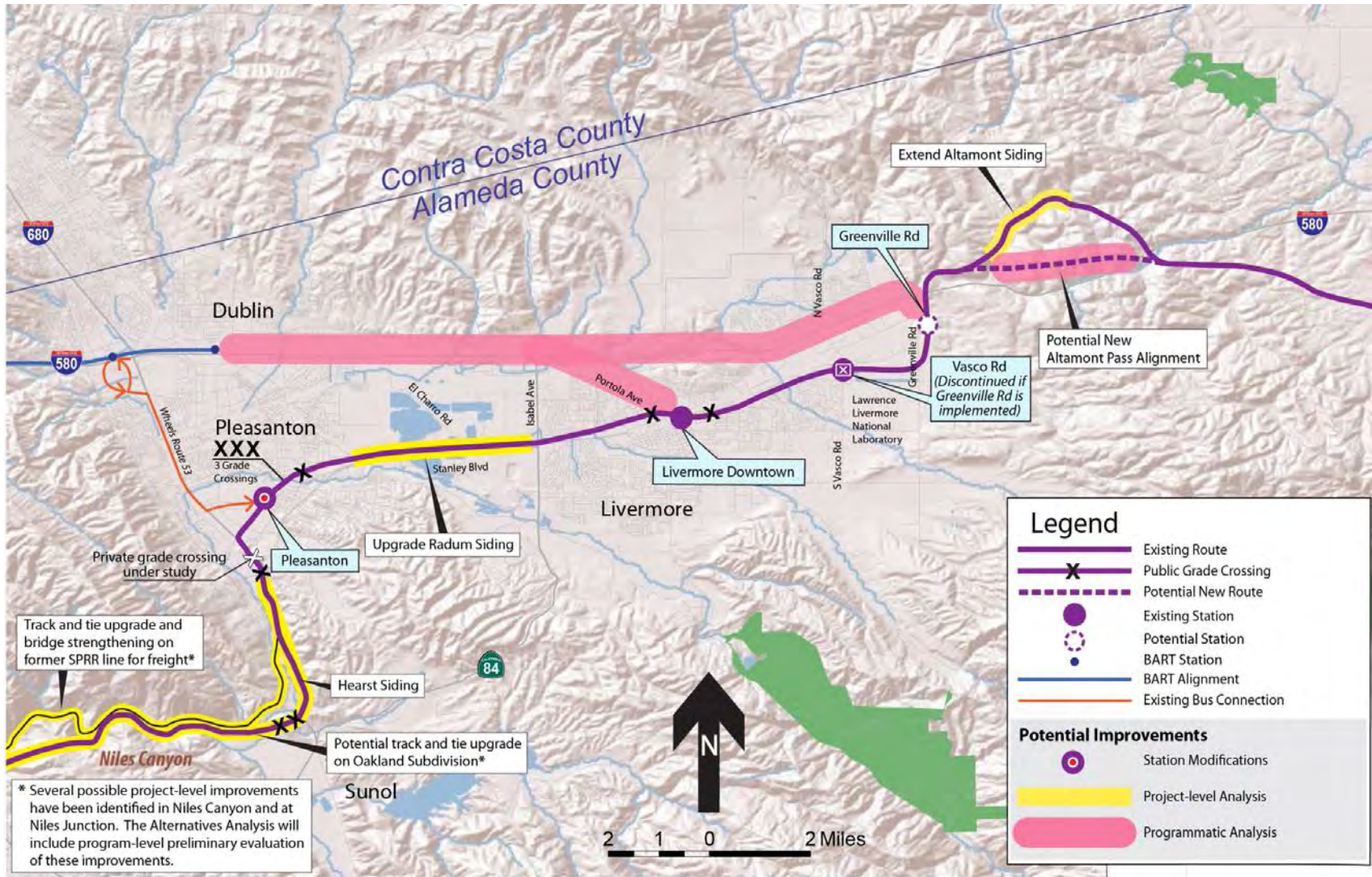
Eastbound

	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

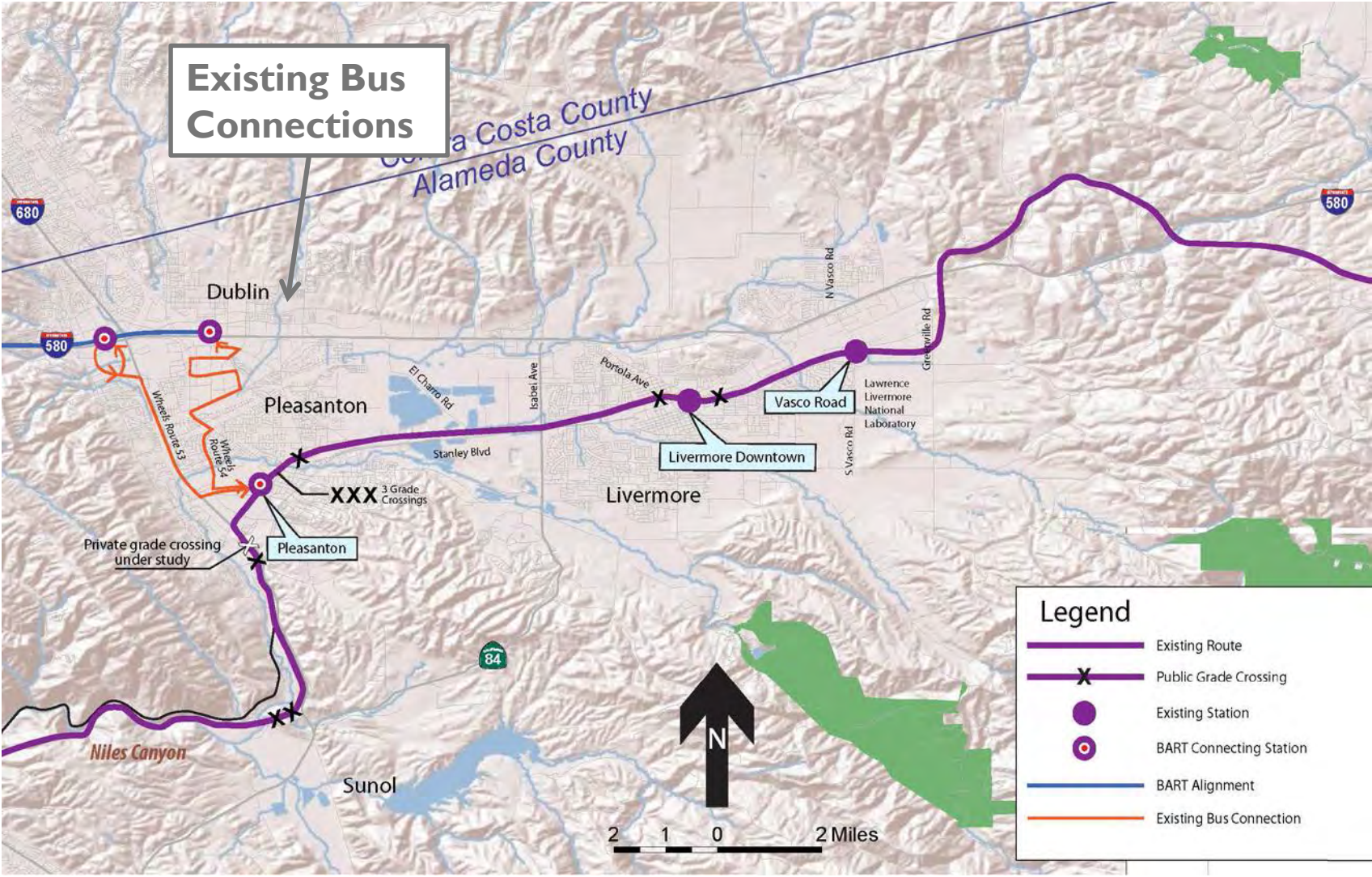
ACEforward Project Goals Ten-Year Plan-2022



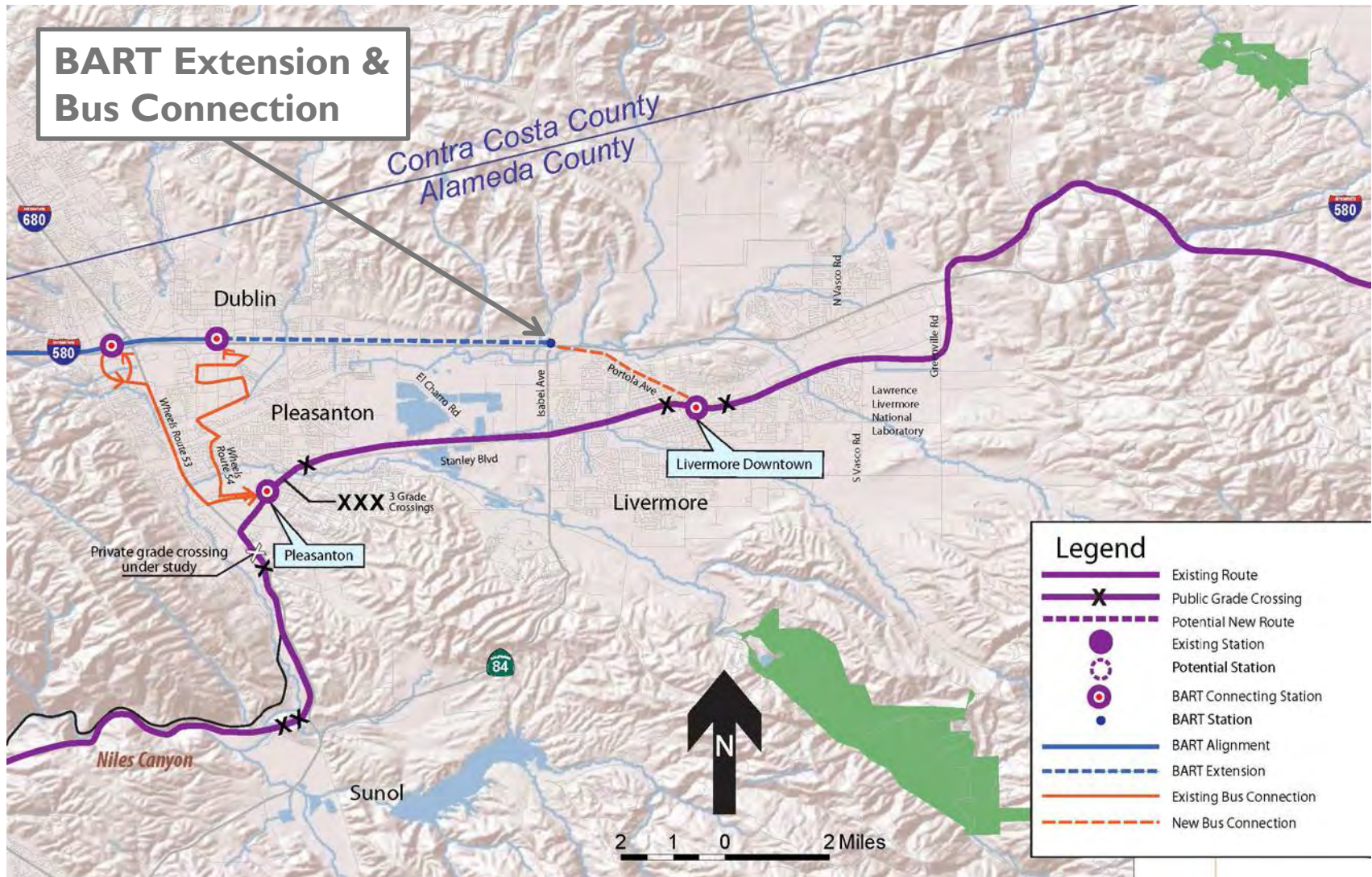
Tri Valley and BART Connectivity



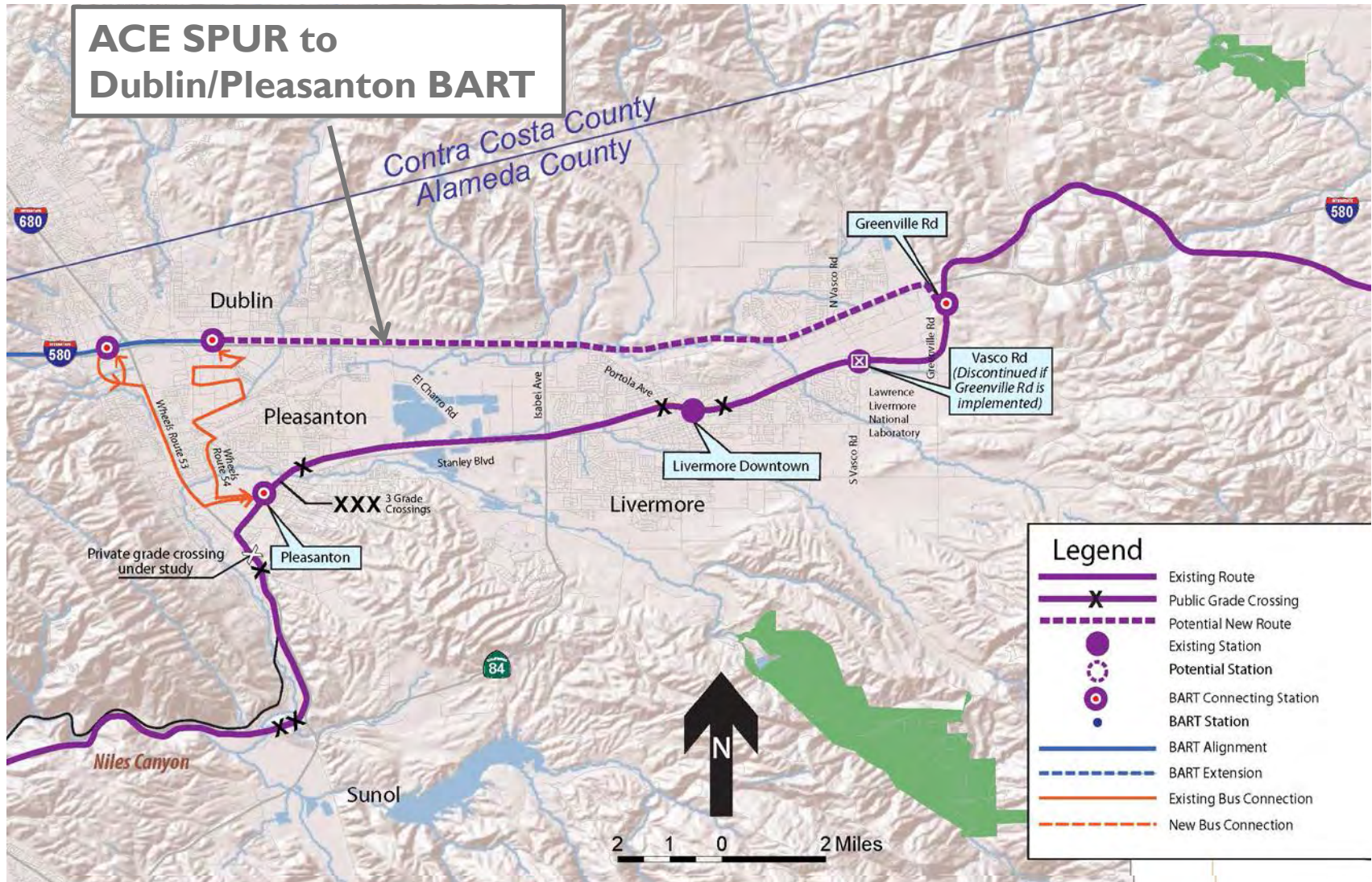
Existing



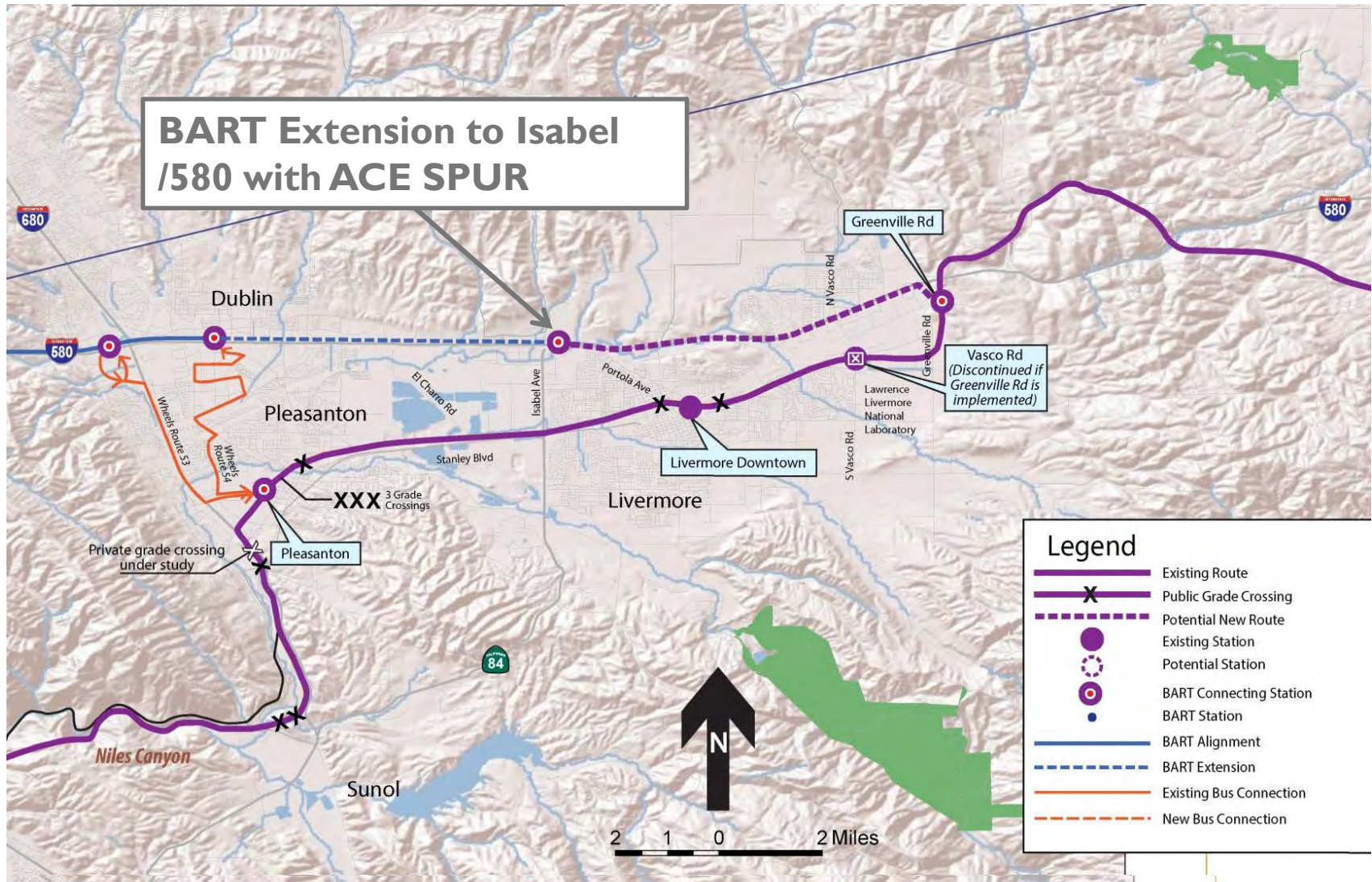
BART Connection Alternative#1



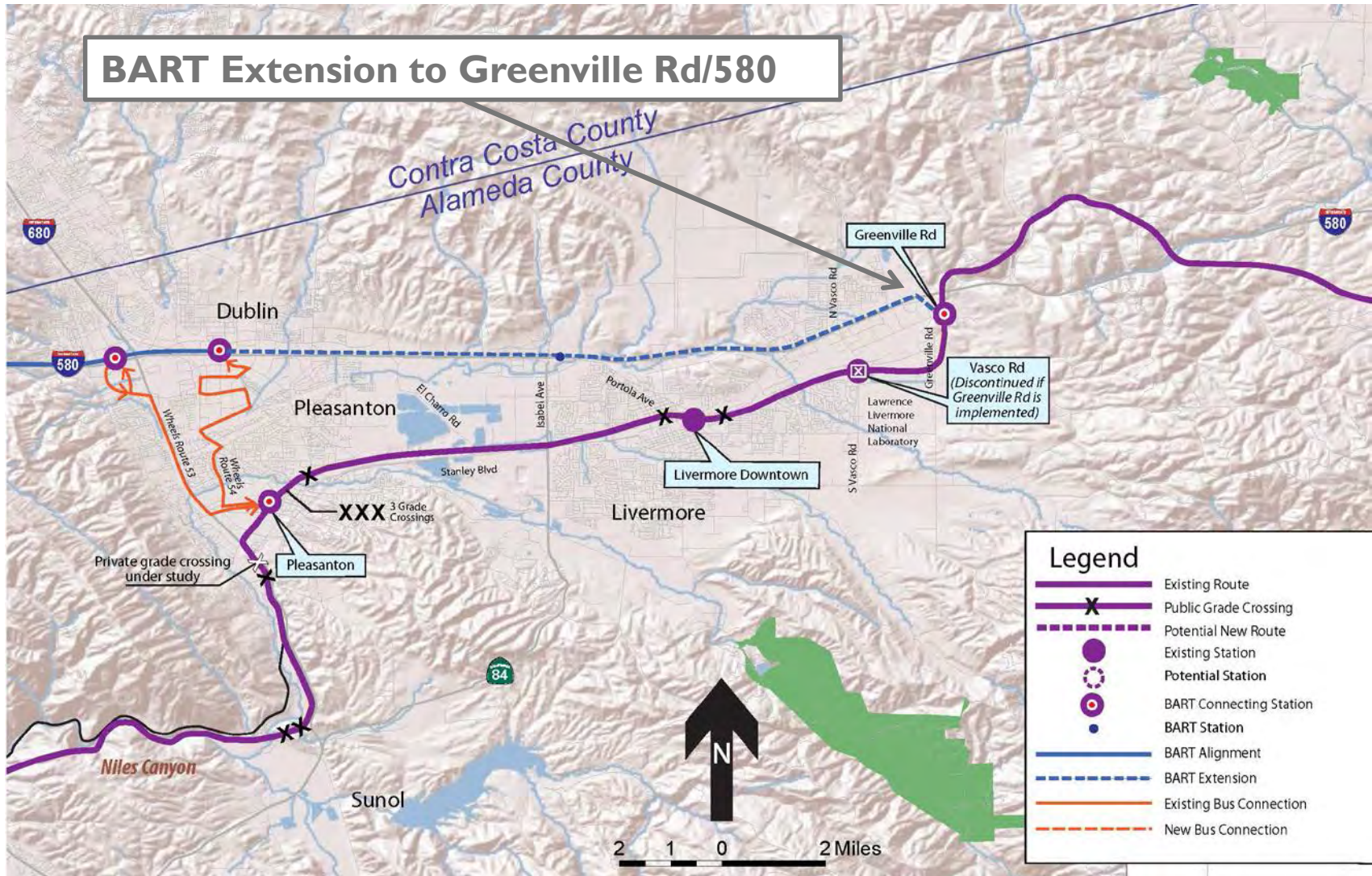
BART Connection Alternative#2



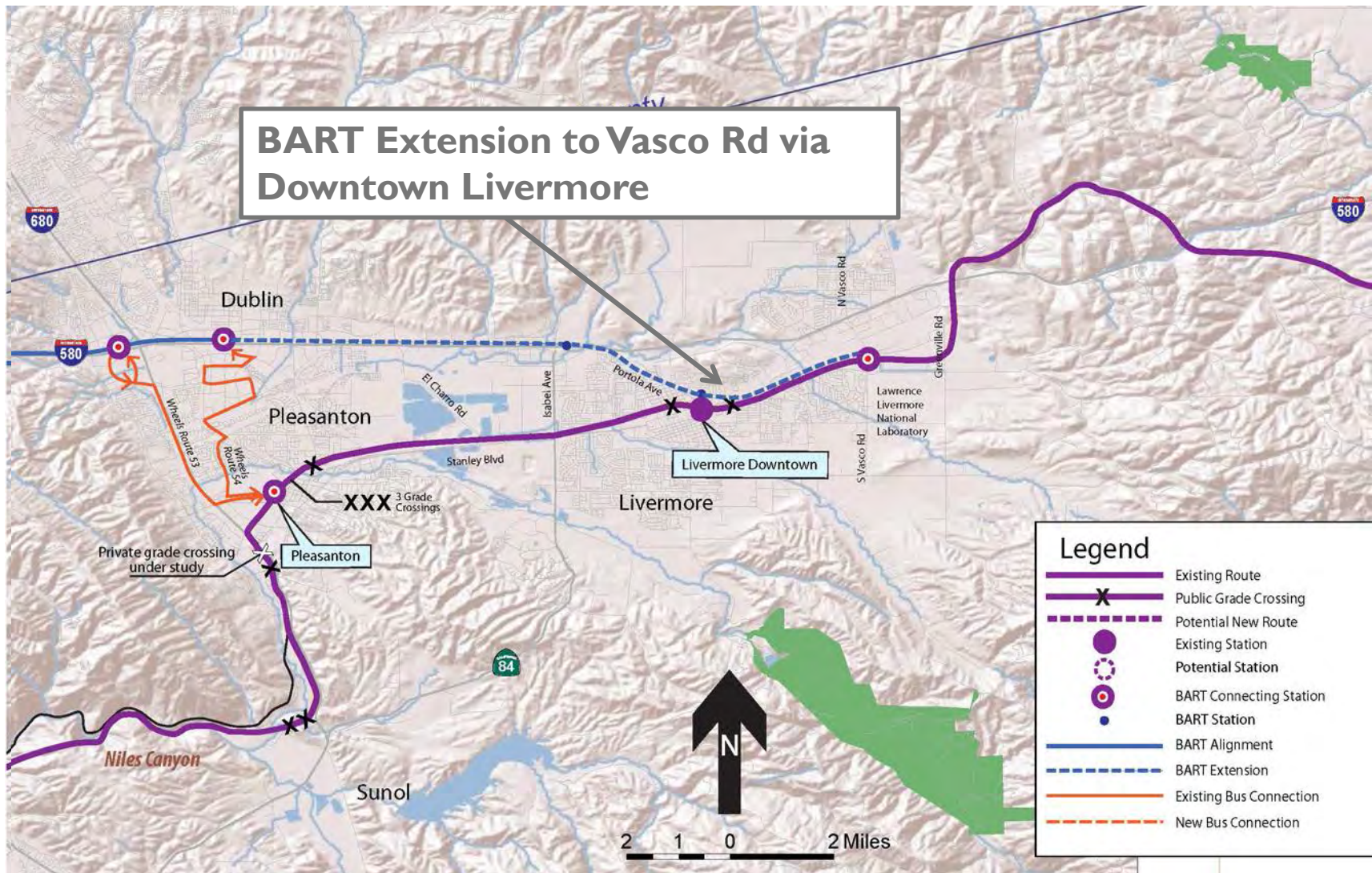
BART Connection Alternative #3



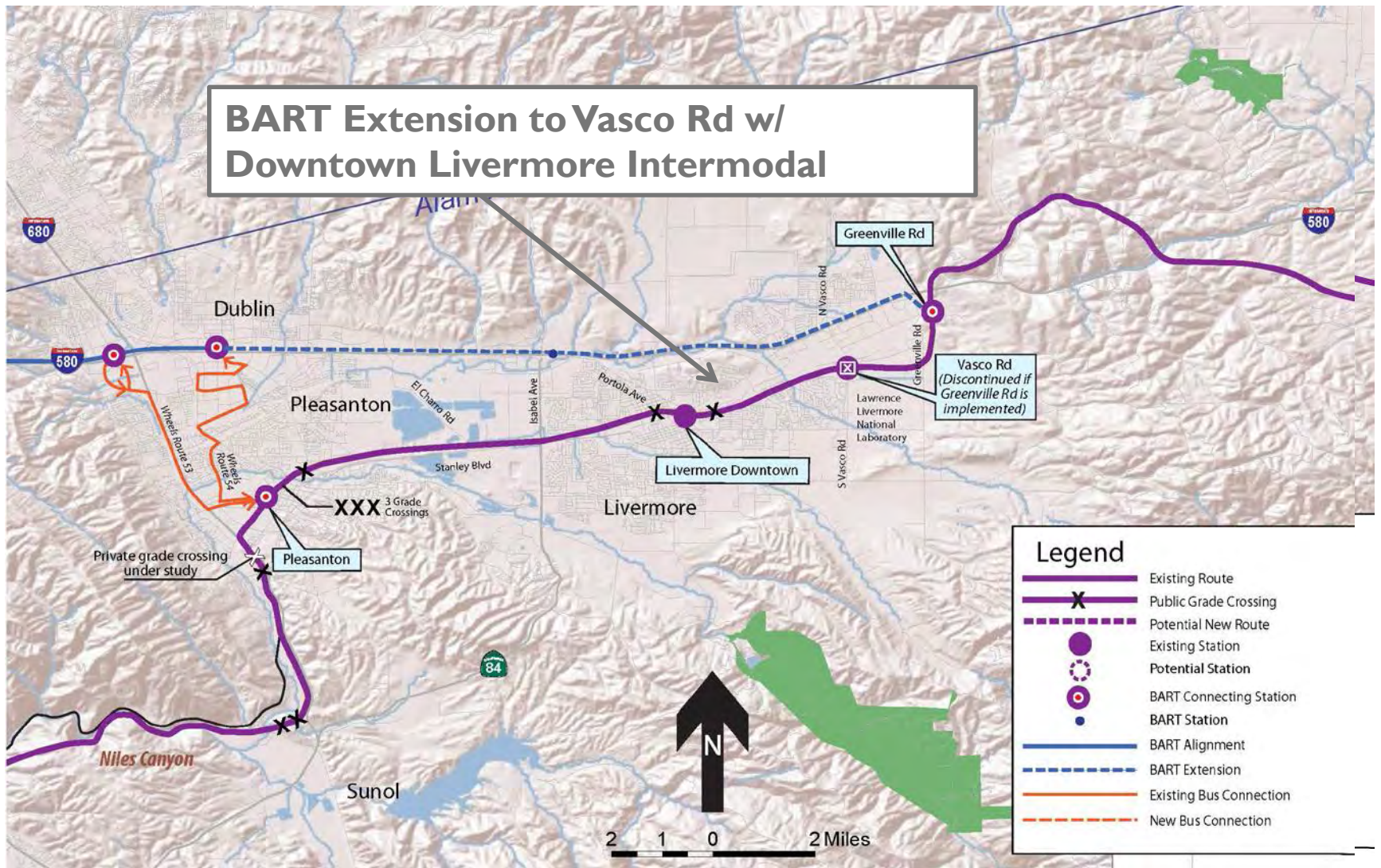
BART Connection Alternative #4



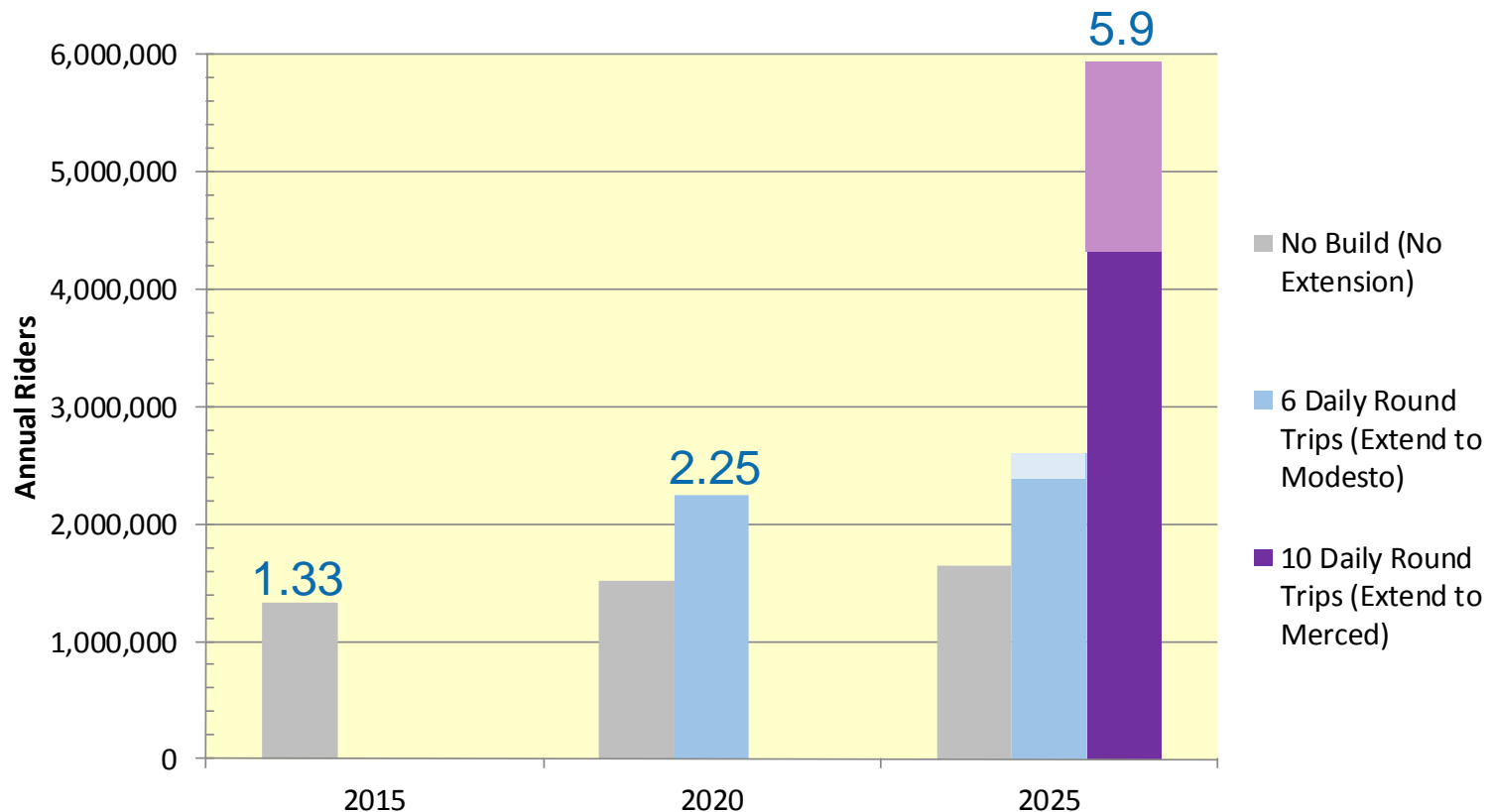
BART Connection Alternative #5



BART Connection Alternative #6



Ridership Projections



- No-build ridership forecast to increase by more than 25% by 2025
- The highest long-term annual ridership could be up to 5.9-million riders, an increase of more than 340% compared to today's usage

Findings for 2025:

- A HSR connection would increase ACE ridership by between 345,000 and 675,000 riders depending on operations
- A direct connection between ACE and BART at Greenville Road in Livermore is forecast to add nearly 865,000 riders on ACE (nearly 17%)
- **Weekend service** adds between 610,000 and 950,000 riders (16 – 19%) in 2025

ACEforward Schedule

Activity	Schedule
Additional Ridership Forecast & Report	December 2015
CEQA Exemption Documentation	December 2015
Alternatives Description	February 2016
In Progress Design	August 2015 - February 2016
In Progress Environmental Affected Environment	October 2015 – March 2016
In Progress Environmental Consequences Analysis	December 2015 – May 2016
Administrative Draft EIR/EIS	April 2016
Full Package Design	May 2016
Draft EIR/EIS	August 2016

An aerial photograph of a city, likely San Antonio, Texas, showing a river winding through the urban landscape. A large stadium is visible in the lower-left quadrant. The image is overlaid with a semi-transparent blue filter.

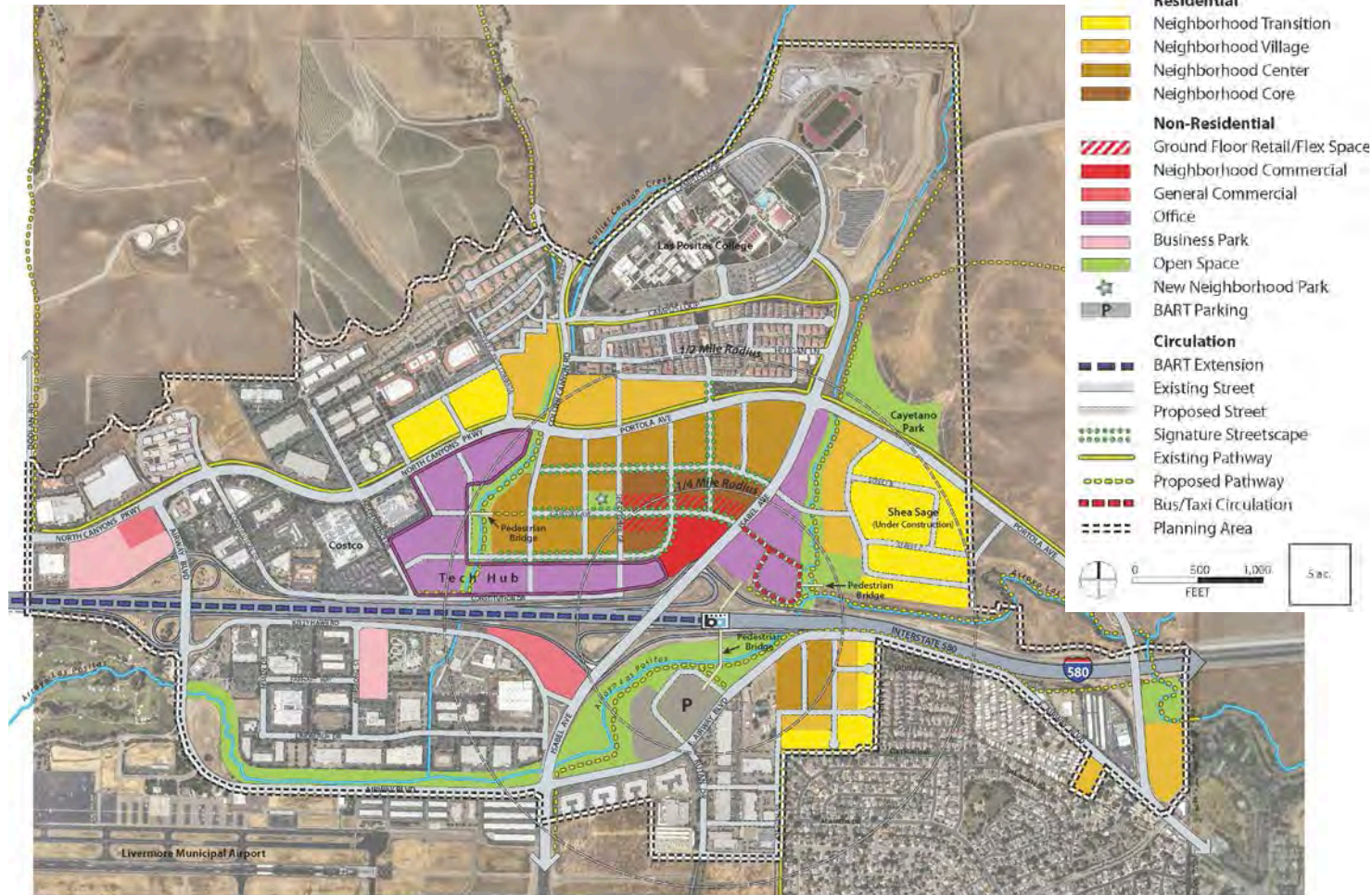
Isabel Neighborhood Plan

INTER-REGIONAL RAIL ADVISORY GROUP

Livermore General Plan Policy: BART to ACE

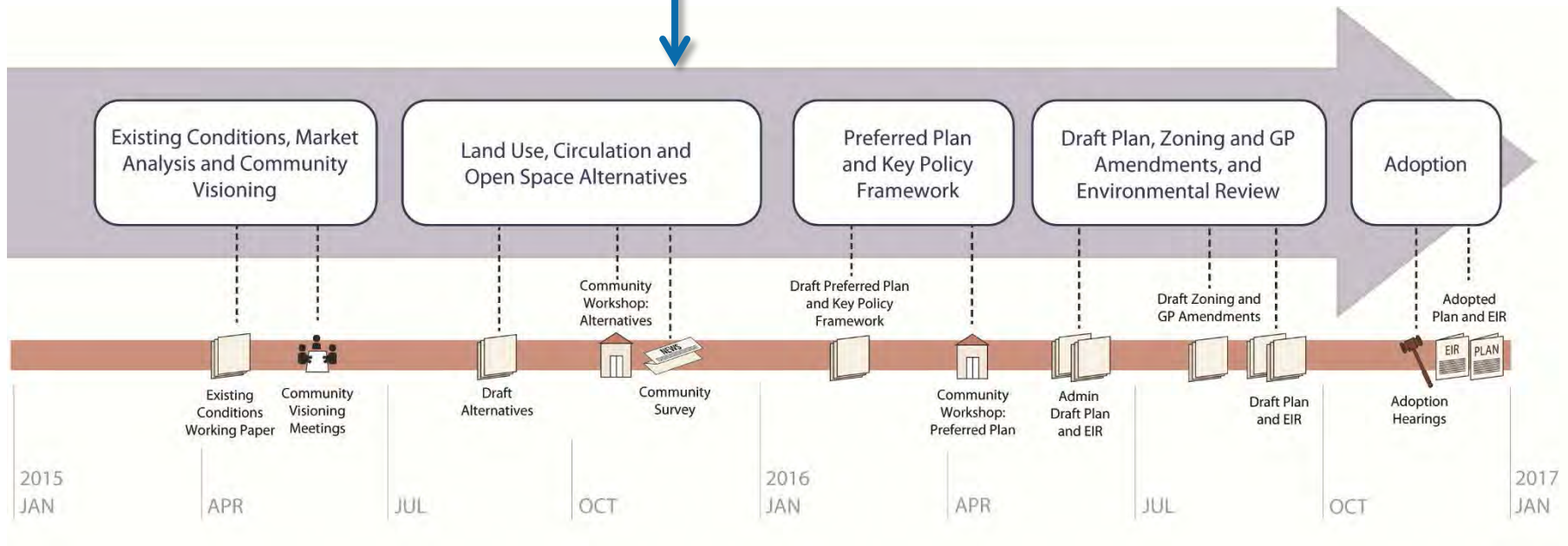


Isabel Neighborhood Plan Alternative 1: Main Street



Isabel Neighborhood Plan Process

We are here





Additional Initiatives . . .

Additional Initiatives . . .

- BayFair Connector
- I-580 Corridor Goods Movement Enhancements
- High Speed Rail
- LAVTA System Redesign

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Benefits of Connectivity

- Affordable housing connected to job centers
- A more efficient use of existing infrastructure
- Greenhouse gas reduction
- Improved air quality
- Enhanced goods movement
- Travel time reduction

In sum: a more dynamic, robust inter-regional economy and improved quality of life!

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Organizational Framework

- Committee organization
- Membership
- Chair/Vice-Chair
- Group name
- Meeting schedule, location, frequency and time
- Other



Advisory Group Meeting

Potential Future Agenda Items:

- Case examples and lessons learned!
- Legislative update and funding opportunities
- Other . . .

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