

A blue-tinted landscape photograph showing a valley with a town in the distance and mountains in the background. The foreground features a road and some vegetation. The text "Brief Snapshot" is overlaid in white.

Brief Snapshot

ALTAMONT REGIONAL RAIL WORKING GROUP

Project Goals



- **Build infrastructure needed for BART Metro plan to better serve core areas**
 - *Allow trains to begin service at Bay Fair*
 - *Allow trains to decouple at Bay Fair (short trains, turn-backs)*
- **Enable convenient connection between Tri-Valley and Silicon Valley**
 - *One-seat ride or timed transfer*
- **Configure station for maximum operational flexibility**
- **Modernize station**

Preliminary Schedule



- **Start environmental** **2017/18**
- **Start design** **2017/18**
- **Start construction** **2020/21**

I-580 Goods Movement Enhancements

- Altamont Pass Truck Climbing Lanes
- Alameda County Goods Movement Plan Strategies
 - Improved Rail Access to Port of Oakland
 - Growth in freight rail over Altamont means reduction in truck trips on I-580



Strategies for Improving Goods Movement Systems

Goods movement demand is expected to grow significantly in the Bay Area. Global competitiveness, local job creation and community health improvements are central to Alameda County's Plan. These three Key Elements are crucially important to the future growth and success of our goods movement system.

Key Elements of Goods Movement Plan

Sustainable Global Competitiveness

Support environmentally sustainable investments at key global gateways that create local jobs, protect the community, and attract international commerce.

- **Gateway rail/road access and terminal improvements** (e.g., 7th Street grade separation project at the Port of Oakland and Oakland Global Logistics Center circulation improvements)
- **High capacity rail corridor program** (e.g., track improvements and capacity expansion) on the UPRR's Niles and Oakland Subdivisions
- **Community sustainability improvements** including rail crossing improvements, rail quiet zones, and zero emission drayage truck incentives

Smart Operations and Deliveries

Support technology and innovative operations strategies to improve goods movement, reduce congestion, and increase safety on urban and rural roads.

- **Innovative logistics and operations strategies** such as an off-peak delivery demonstration, freight guidance for Complete Streets, and extended gate hours at the Port of Oakland
- **ITS and technology programs** including arterial smart corridors and Integrated Corridor Management on I-880 and I-580
- **Truck emission reduction technology** programs including a clean truck technology collaborative and technology advancement program

Modernize Infrastructure

Support Alameda County's industry and job diversity by modernizing the road network in industrial corridors, improving safe access to industrial corridors and facilities, reducing land use conflicts along freight corridors, and improving last-mile truck routes and rail connections to existing and emerging industries.

- **Planning guidelines and studies** including land use and truck route guidance on freight corridors, and identification of location for a full service truck parking facility in Central County
- **Interchange and local truck route improvement projects** including interchange reconfiguration and capacity improvements, capacity and connectivity improvements on local truck routes
- **Workforce development programs** involving labor and economic development agencies to develop transportation and logistics workforce

High Speed Rail



- Proposed Initial Operating Segment (IOS) changed to San Jose to Bakersfield
- IOS cost is \$21 billion. San Francisco to Los Angeles is \$62 billion
- IOS scheduled to be operational by 2025
- Business plan includes language supporting *ACE Forward*



LAVTA System Improvements

Key Improvements:

- Focus on quality transit to major destinations (BART, Las Positas College, ACE, etc).
- Emphasis on BART: 10 of 12 routes serve a BART station.
- 52% increase in number of households served by 15-minute bus frequency. 20% increase in number of employment sites.
- System ridership to increase 10%, with additional gains through marketing.

