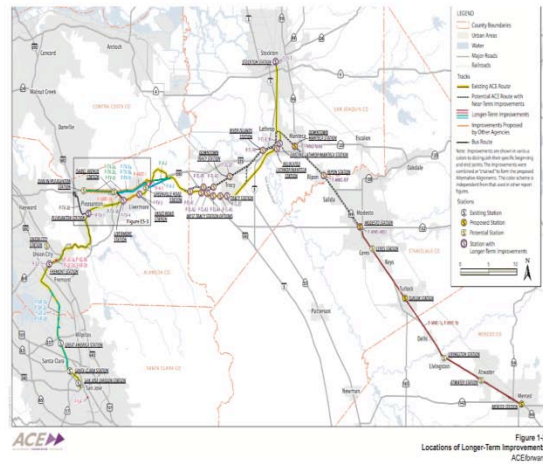


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CHARTING A NEW COURSE FOR CENTRAL VALLEY CONNECTIVITY

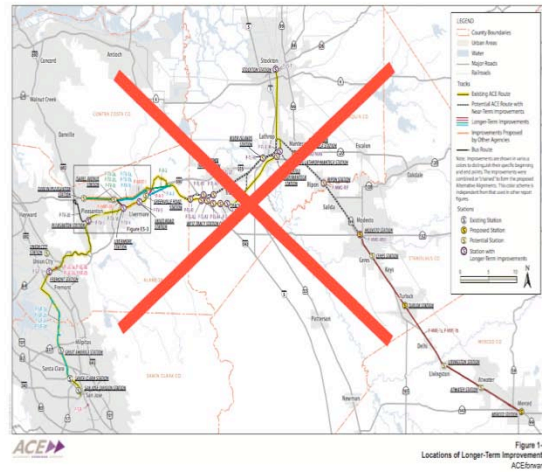
THE *SAN JOAQUIN* GROWS UP...

ACEforward



Up until last fall, ACEforward was the future of the Valley.

ACEforward



3

The ACE Board accepted its staff's recommendations to postpone further work on increasing its service frequency beyond the current 4 round trips a day, because the infrastructure can't handle more, and there is no path forward to build infrastructure, due to environmental objections. The ACEforward DEIR was withdrawn.

WHAT'S LEFT?



4

If ACE isn't going to expand its infrastructure, the Valley is essentially stuck for the indefinite future with only 4 round trips daily.

The combination of a housing crisis in the Bay Area and a congestion crisis for commuters from the Valley make the status quo entirely unsatisfactory.

Now that incremental expansion isn't going forward, the Valley needs a new vision.

TRAC recommends that Valley leaders stand together and insist the Valley wants and deserves a far better rail link to the Bay Area. TRAC offers you a plan that can feasibly help you achieve that.

TRUE INTERCITY SERVICE

TRAC's intercity paper
(distributed last November)



5

In developing a new vision, it's necessary to have a solid grounding in transportation theory. TRAC produced a paper, which we distributed to you back in November, that outlines the difference between commute service and true intercity service.

California doesn't yet have true intercity rail service, like that which can be found in the Northeast Corridor.

OUR RAIL NETWORK



6

The problem is that California's passenger rail infrastructure is a hand-me-down from the era of steam locomotives and freight trains. It was never built for speed. This is why California trains can't provide faster travel that competes with the automobile.

OUR CURRENT NETWORK



7

The current limitations in service are the result of sharing track with freight railroads. That causes schedule unreliability and slow travel, as well as a limit on available slots in congested corridors.

ALTAMONT CORRIDOR

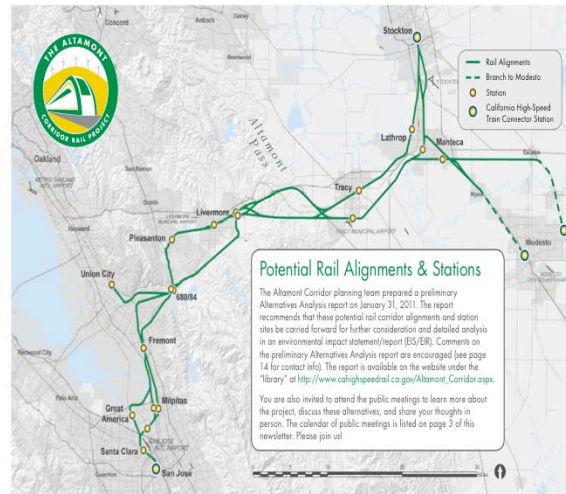


8

To truly be intercity service, it means having to be competitive with the automobile. The TRAC proposal would achieve that competitive edge by developing a much faster infrastructure. While more expensive than sharing tracks with freight trains, the potential benefits will be well worth the cost.

We believe what's needed is a fast rail corridor connecting Tracy to Fremont. This region was working on just such a plan five years ago. It was called the Altamont Corridor Rail Project, or ACRP. In November, we distributed a newsletter from the Project back in 2011 that spoke of all the benefits of such a project. It had a glowing introduction by Kathleen Galgiani, who was then an Assemblymember.

ACRP ALTERNATIVES



9

The early exploratory work has all been done. That project had proceeded to the point of a Preliminary Alternatives Analysis before the plug was pulled. Much of what we're suggesting is a simple restarting of that process.

It's important to get the environmental work done as soon as possible, so that the preferred route gets defined. That will enable the right-of-way to be protected and preserved, to prevent future obstacles to a successful project.

What people are saying...



“Linking the Central Valley and Bay Area at speeds of 150 mph or higher, the Altamont Corridor Rail Project could move people through the region efficiently and would help jumpstart high speed economic recovery for our area.”
—Cathleen Galgiani, Assemblywoman



“For the last several years we have been seeking our own alignment through the Altamont, because the freight line we have been sharing is very slow. It has been fine for us as a starting point, but with a faster line we could really improve travel times for our customers.”

—Stacey Mortensen, ACE Executive Director

“This project is a game changer. It will be critical to enable employers to reach the largest number of commuters and workers. For Silicon Valley tech companies, Great America station is especially important. I strongly support this project.”

—Dr. Terry Brugger, ACE Rider

“I was a rider of the Altamont Commuter Express for a period of years to commute from my parent's home in Manteca to San José for school at San José State University ... I can tell you from personal experience that these changes will greatly improve the conditions in which people get to work or to school ... I am fully behind this project.”

—Paul, San José State University Student

A few key quotes [FAST]

□



11

[FAST]

PUBLIC-PRIVATE PARTNERSHIP



12

The new twist that we bring is the recognition of serious commercial interest in the Altamont Corridor. We see an excellent possibility that a public-private partnership could build the new infrastructure. In the most favorable scenario, this could occur without having to go to the state for funding.

What we're suggesting is that the JPA authorize staff to have informal discussions with private sector entities, to see if there would be interest in moving further into a formal RFP process. This is a no-cost exercise. We've drafted a Resolution to that effect for your consideration next month. A sample copy is at your desk.

□

THE JPA HAS A CHOICE



13

Our region has reached the point where the automobile no longer works well for longer-distance commutes.

OR



14

Extreme congestion creates such a demand for alternative modes of travel that the private sector is getting interested in passenger rail once again. This is strikingly new. We see it happening in Florida and Texas. We're asking you to find out whether there is interest out there in investing significant amounts of capital in your service.

The worst-case scenario is that that there is no response. No money was spent in getting that answer, and you're in the same place you are now. But if you get a bite, a whole new world opens up.

What we see is a future in which you contract with a private firm to operate trains for you on their tracks. What your JPA brings to the table is its funding, its passengers and its authorization from the State to operate trains.

SHIFTING THE ROUTE



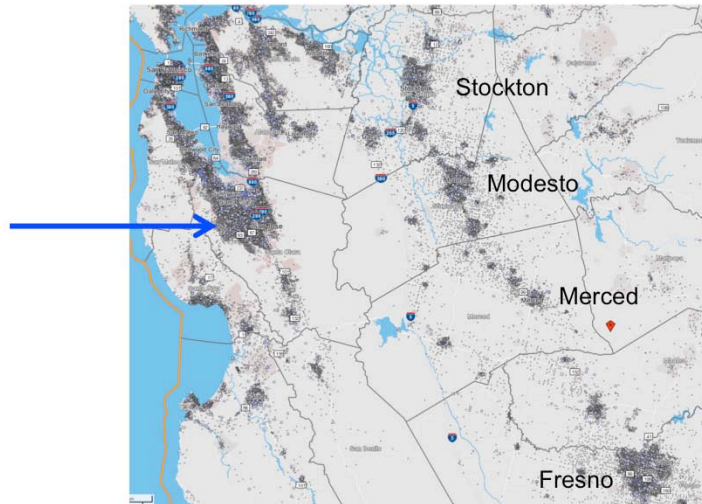
15

You've probably noticed that I've been consistently talking about the Altamont Corridor, and not the corridor the San Joaquin currently serves.

What we're suggesting is the shifting of your service onto the new Altamont Corridor line, along with ACE.

□

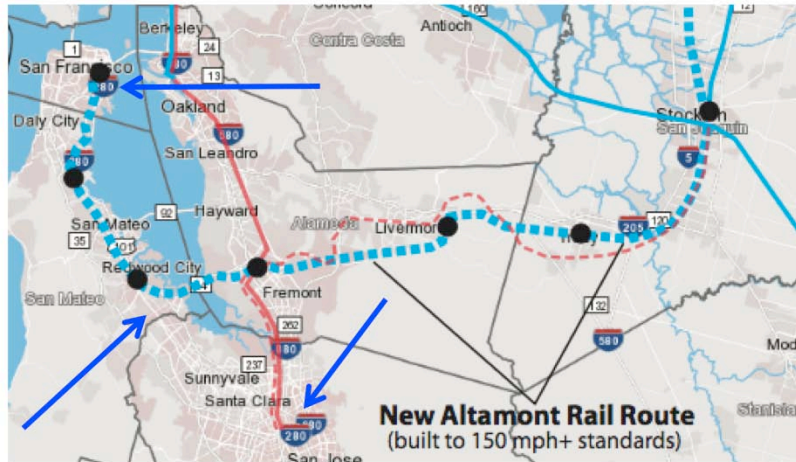
THERE'S JOBS THERE!



16

This is why. The biggest job market in the Bay Area is Silicon Valley.

NEW DESTINATIONS



17

This would enable you to deliver passengers direct to Silicon Valley—both San Jose and Mid-Peninsula—and San Francisco. These are a far bigger market than the one you currently serve.

The shifting of the San Joaquin over to the Altamont Corridor is critical in making a public-private partnership feasible. It will take pulling together all the existing public funding into one corridor and combining your ridership with that of ACE, to make this proposal workable.

Besides the great increase in ridership, combining both ACE and the San Joaquin service across the Altamont Corridor begins the process of providing the Valley with all-day service to the Bay Area. This is incredibly important in building a ridership that consistently relies on trains for their longer-distance travel.

THE DOWNSIDE

(Hint: There isn't much of one!)

Table 3.5: San Joaquins Train Station
Ridership Report (Excluding On/Offs at Transfer Points)

Station	Passenger Ons/Offs (FY 16)***
1 Fresno	359,044
2 Hanford	173,328
3 Stockton (San Joaquin St.)	141,405
4 Sacramento	135,997
5 Bakersfield	125,823
6 Modesto	117,442
7 Merced	110,317
8 Oakland	69,692
9 Martinez	55,310
10 Richmond	54,260
11 Emeryville	43,796
12 Wasco	41,424
13 Antioch	39,995
14 Corcoran	30,104
15 Turlock/Denair	29,197
16 Madera	27,136
17 Stockton (Downtown)	17,732
18 Lodi	12,008

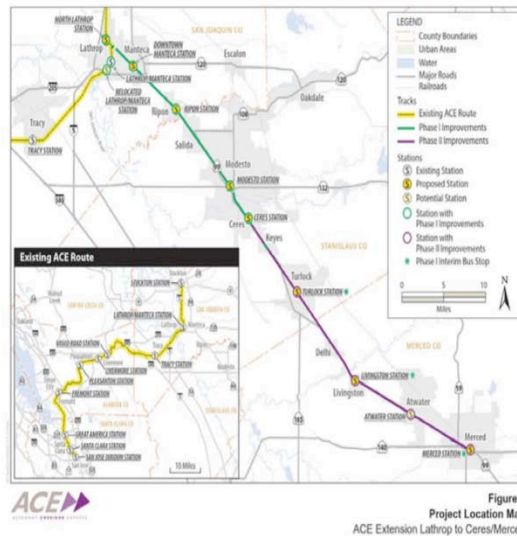
18

There isn't really a downside to combining the routes. The report shows there isn't that much ridership in the Antioch to Oakland segment. The one market that stands out is the San Francisco market, served by transfers from Emeryville. Those trips could be made direct, without a transfer.

The shifting of the San Joaquin over to the Altamont Corridor is critical in making a public-private partnership feasible. It will take pulling together all the existing public funding into one corridor and combining your ridership with that of ACE, to make this proposal workable.

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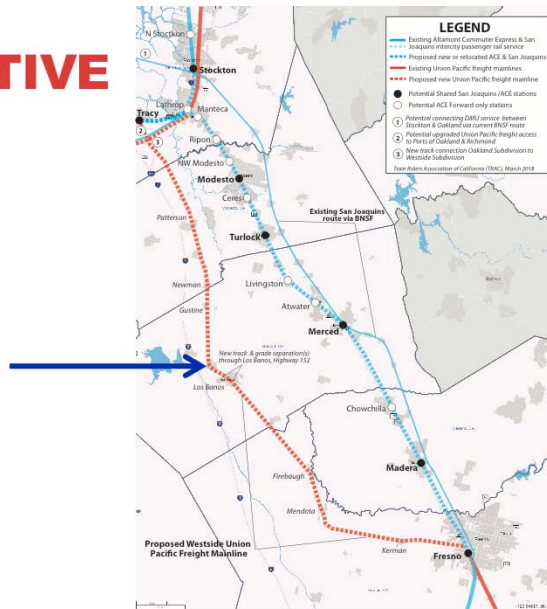
ACE EXTENSION TO CERES/MERCED



19

ACE is proposing to build new tracks for UP, in exchange for rights to serve Ceres and later, Merced. TRAC proposed an alternative for ACE's proposed extension to Merced.

TRAC'S ALTERNATIVE

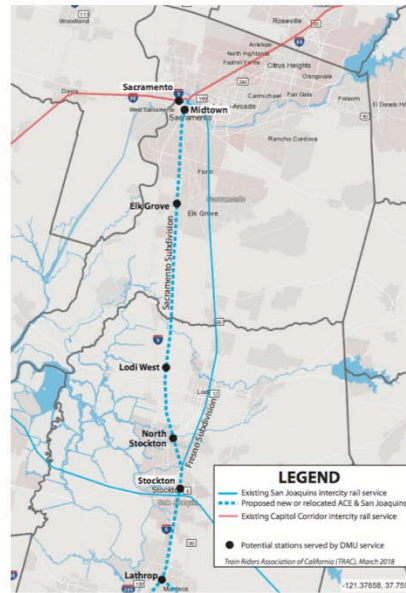


20

Rather than build new tracks for UP on the route to Merced, the funds would be used instead to reopen the West Side line from Tracy down to Fresno. Its shown in red. If UP agreed to move its freight traffic to that line, there would be adequate capacity on the line to Merced for as many trains as ACE could run. Even better, with only local freights on the line, there would be far less congestion and far higher schedule reliability.

With this change, the San Joaquin could run on the UP from Fresno north, going through all the city centers. It would then travel to Lathrop, and then, on to the Bay Area.

SERVING SACRAMENTO



21

The next step is tying Sacramento into the Altamont San Joaquin/ACE system. A platform-to-platform timed connection in Lathrop enables region-wide mobility. We see this service terminating at the Sacramento Valley Station, acting as a hub to connect with the rest of the region's transit.

We believe relatively short DMU trains will be the best vehicle for the service. Their low operating costs will allow more frequent north-south trips.

CURRENT PASSENGERS



22

Finally, the last piece of the puzzle. We now need to address your current passengers that have destinations west of Stockton. The San Joaquin currently overlaps with the Capitol Corridor between Martinez and Oakland, creating duplicative and confusing service. Your passengers that want to travel to these former San Joaquin stations will be able to have a timed transfer to the Capitol Corridor in Fremont, and arrive at these destinations from the south. We expect the trip would be no longer than current travel—and possibly be faster, because of the speed of the Altamont Corridor.

A direct connection with Martinez, Antioch and Oakley could be maintained by a bus or shuttle train, connecting them to Stockton or Lathrop. Together with some trackwork, this would eliminate the complication of having two Stockton stations.

Not only is it possible to continue to meet the needs of current passengers, you will see dramatic growth in ridership as you add new passengers wanting a fast commute to Silicon Valley or San Francisco.

▫

QUESTIONS AND DISCUSSION

Train Riders Association of California

www.CalRailNews.org

Please send comments to:

Altamont@CalRailNews.org

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Thank you. Any questions?