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Deputy Managing Director

Capitol Corridor Joint Powers Authority



Growing Ridership

(IN THOUSANDS)



FY2018 ridership was the highest in our 27-year history

\$36.2M

ANNUAL REVENUE IN FY2018
+6.6% vs. FY2017

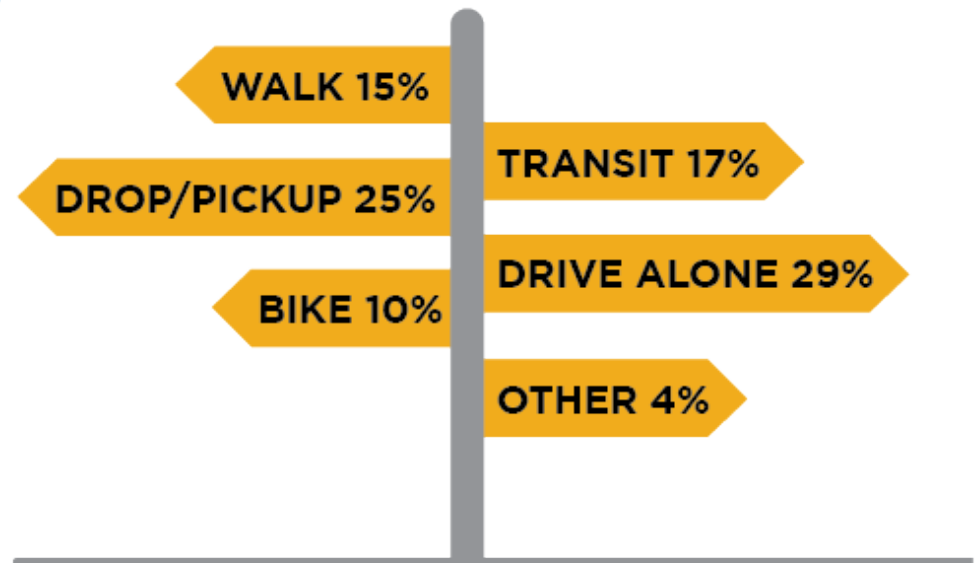
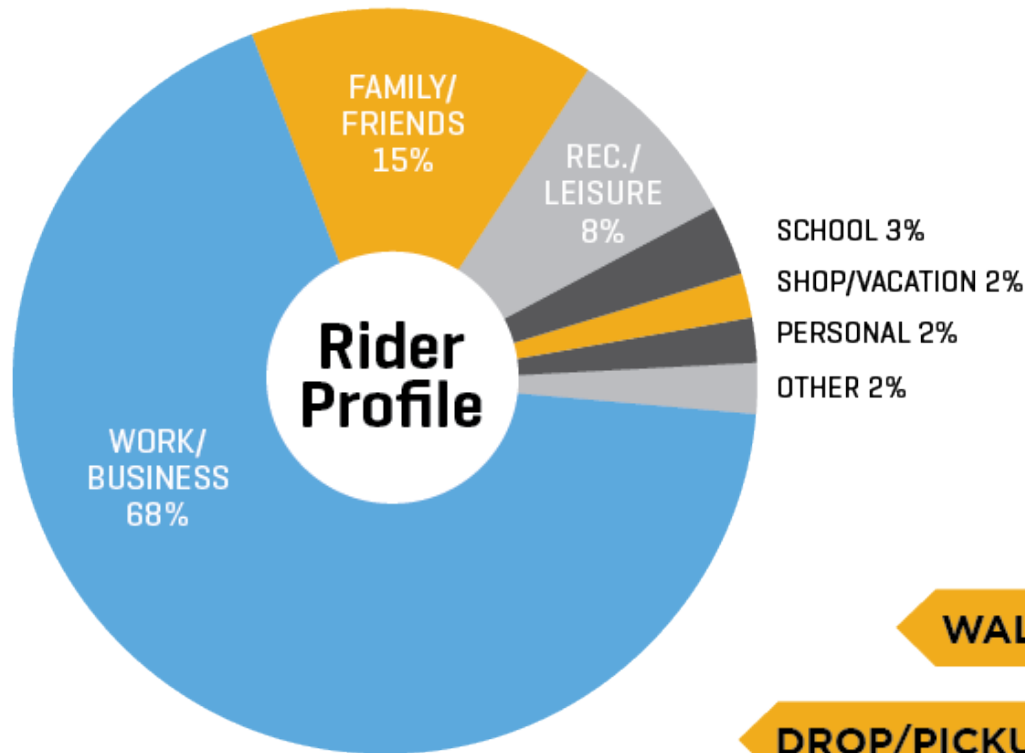


Top 3

Origin & Destination Pairs

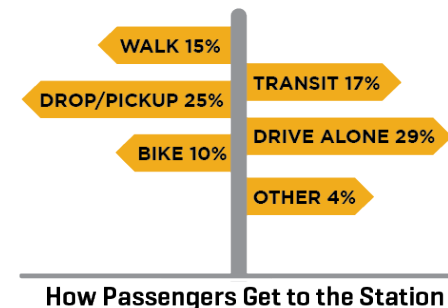
SAC ↔ EMY
SAC ↔ RIC
SAC ↔ OKJ





Connecting to other systems

- Free transit transfer program
 - » 22 rail and transit services
 - » Connection to BART at Richmond
- Bike access program
 - » Station eLockers and onboard storage racks
- First mile/last mile partnerships
 - » Scoot, Jump, Ford GoBike, Gig, Getaround



Surging South Bay Ridership

| Station | 2015 | 2018 | Percent Increase |
|---------------------------|----------------|----------------|------------------|
| San Jose | 168,300 | 191,500 | 14% |
| Santa Clara | 30,300 | 56,600 | 87% |
| Santa Clara/Great America | 131,100 | 178,600 | 36% |
| Freemont | 35,500 | 44,800 | 26% |
| Total | 365,200 | 471,500 | 29% |

Capitol Corridor's Vision Plan

THE MEGAREGION



VISION ELEMENTS



CCJPA Vision Plan

2013 Vision Plan Update

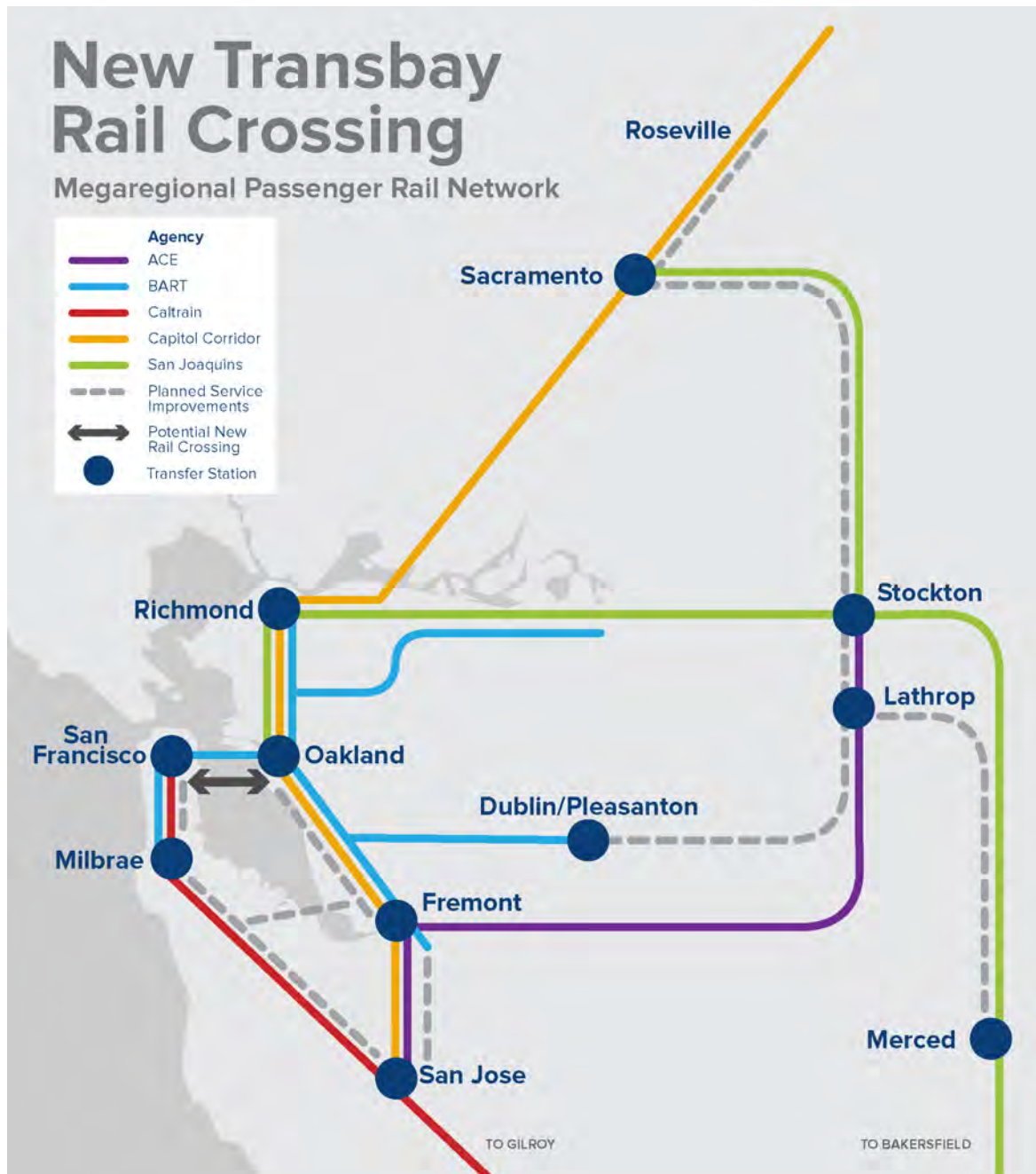
High-level, aspirational vision of faster, more frequent, cleaner, quieter, better connected and altogether more attractive rail service

2016 Vision Implementation Plan

Engineering plan of segmented, phased improvements to achieve Vision Plan

New Transbay Rail Crossing

Megaregional Passenger Rail Network



California State Rail Vision

State Rail Plan (2018)

2022 Short-Term Plan

- Improve service speeds, frequencies, and transit connectivity between Oakland and San Jose

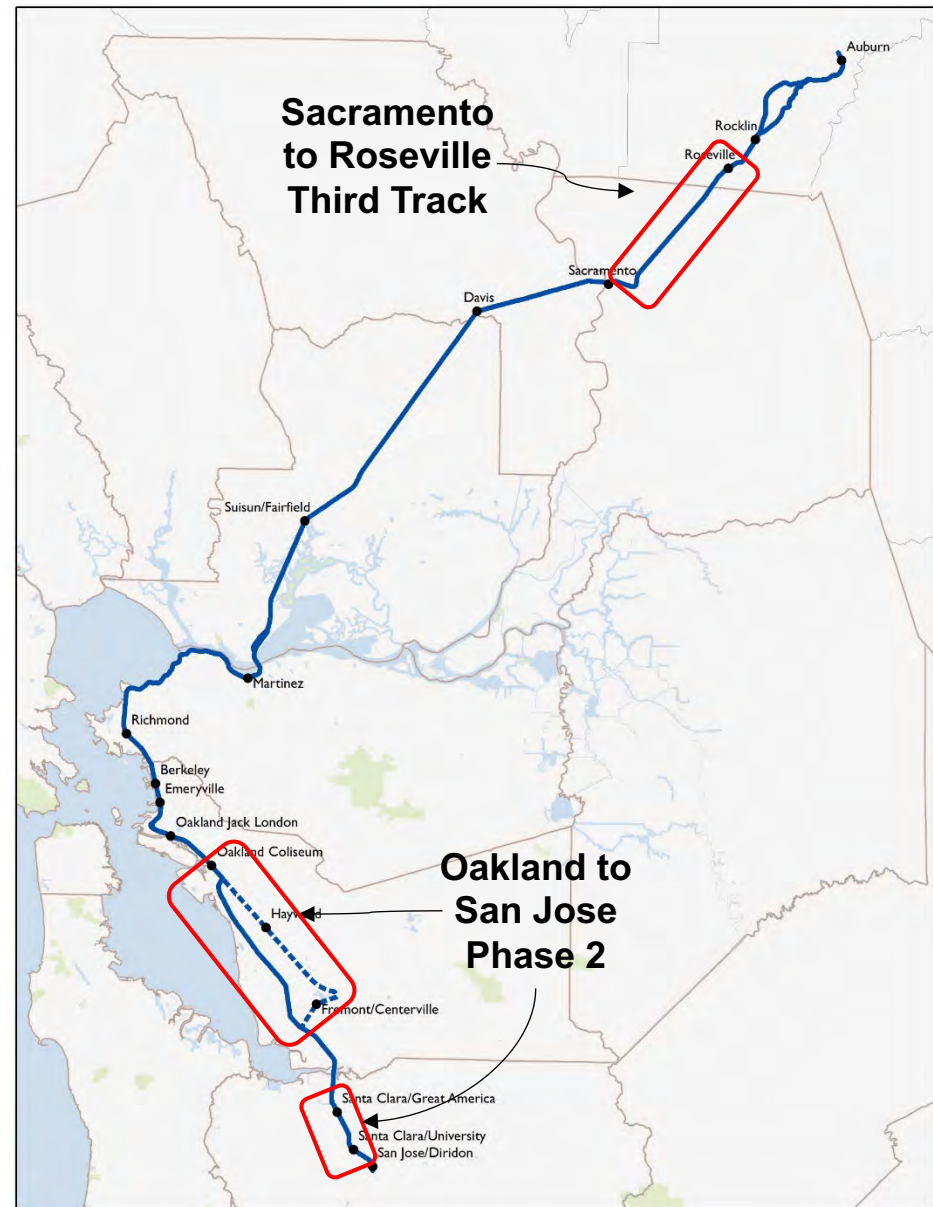
2027 Mid-Term Plan

- Open an East Bay hub station to allow connections north-south between Oakland and San Jose and east-west across a Dumbarton Bay Crossing
- Half-hourly peak and at least bi-hourly off-peak services between Oakland and San Jose

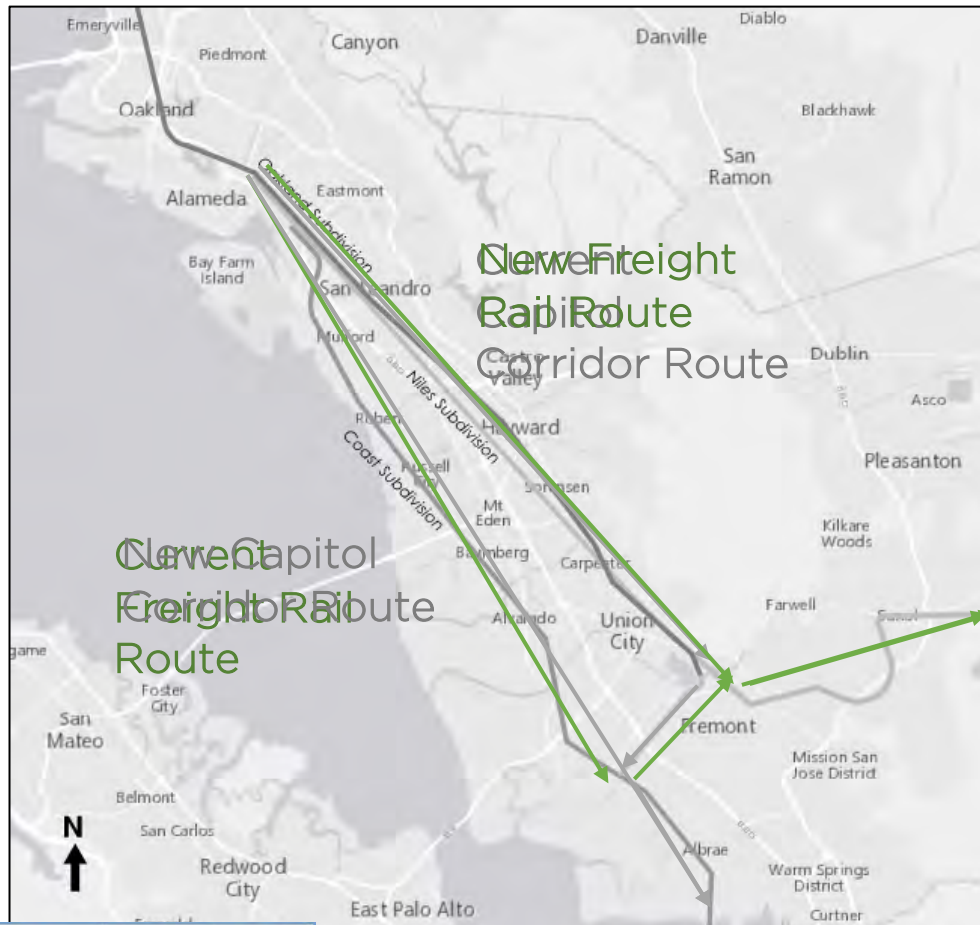


Service Expansions

- **Sacramento to Roseville Third Track:**
10 roundtrips between Sacramento and Roseville
- **Oakland to San Jose Phase 2:**
service re-route to cut 13 min from existing travel time and to increase service frequency



Oakland to San Jose: The First Step



OSJ2A: Project Objectives

Reduce travel time by 10-15 minutes

- From Oakland to San Jose in under an hour

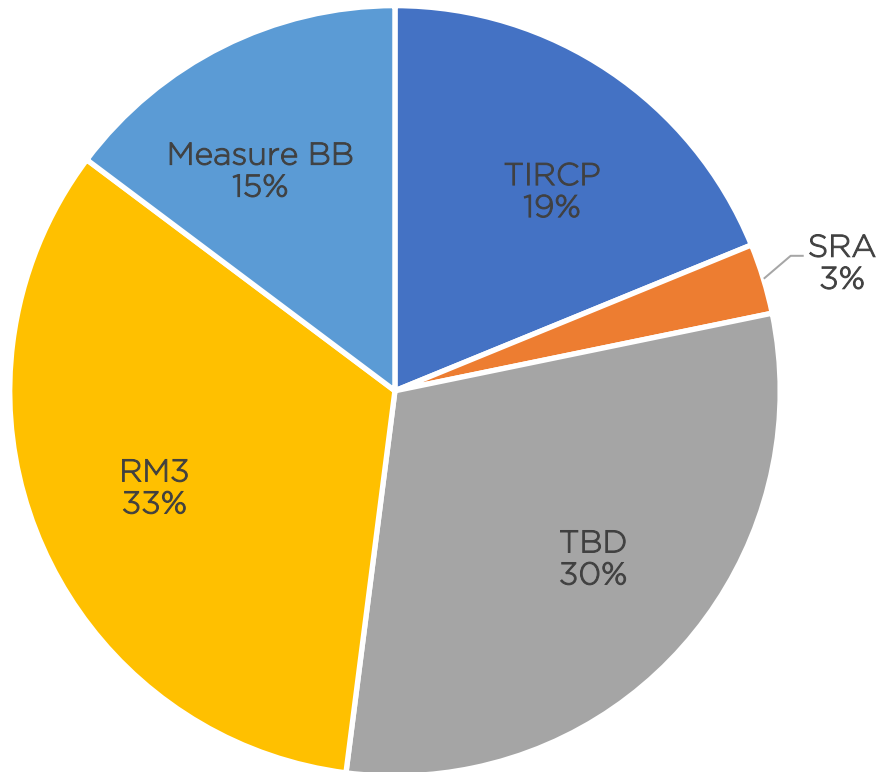
Separate passenger and freight rail

- Improve passenger experience
- Maximize freight capacity

Improve transit connectivity to Peninsula across Dumbarton Corridor

No service increases in Phase 2A, service increases will come in Phase 2B

OSJ2A: Project Funding



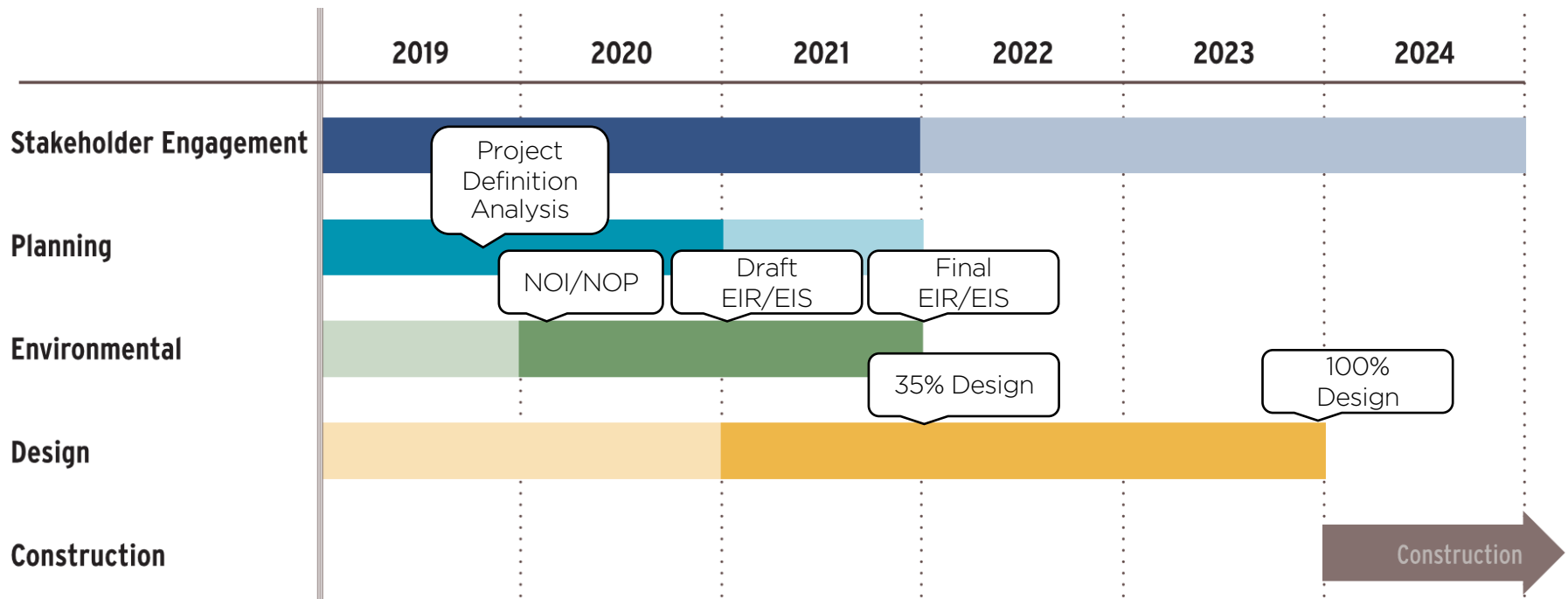
State, Regional, and Local Sources

Total Project Cost
Estimated \$271M,
70% funded

- State: TIRCP and SRA
- Regional: RM3
- Local: Alameda County Measure BB

Seeking funding
from multiple
sources, including
Federal (CRISI)

OSJ2A: Project Schedule





Altamont Corridor Vision



SAN JOAQUIN
REGIONAL
RAIL COMMISSION



Connecting People, Housing, and Jobs



Tri-Valley & San Joaquin Valley
REGIONAL RAIL AUTHORITY



San Joaquin
Joint Powers Authority

SPUR Presentation: June 5, 2019





Current ACE Connectivity Map

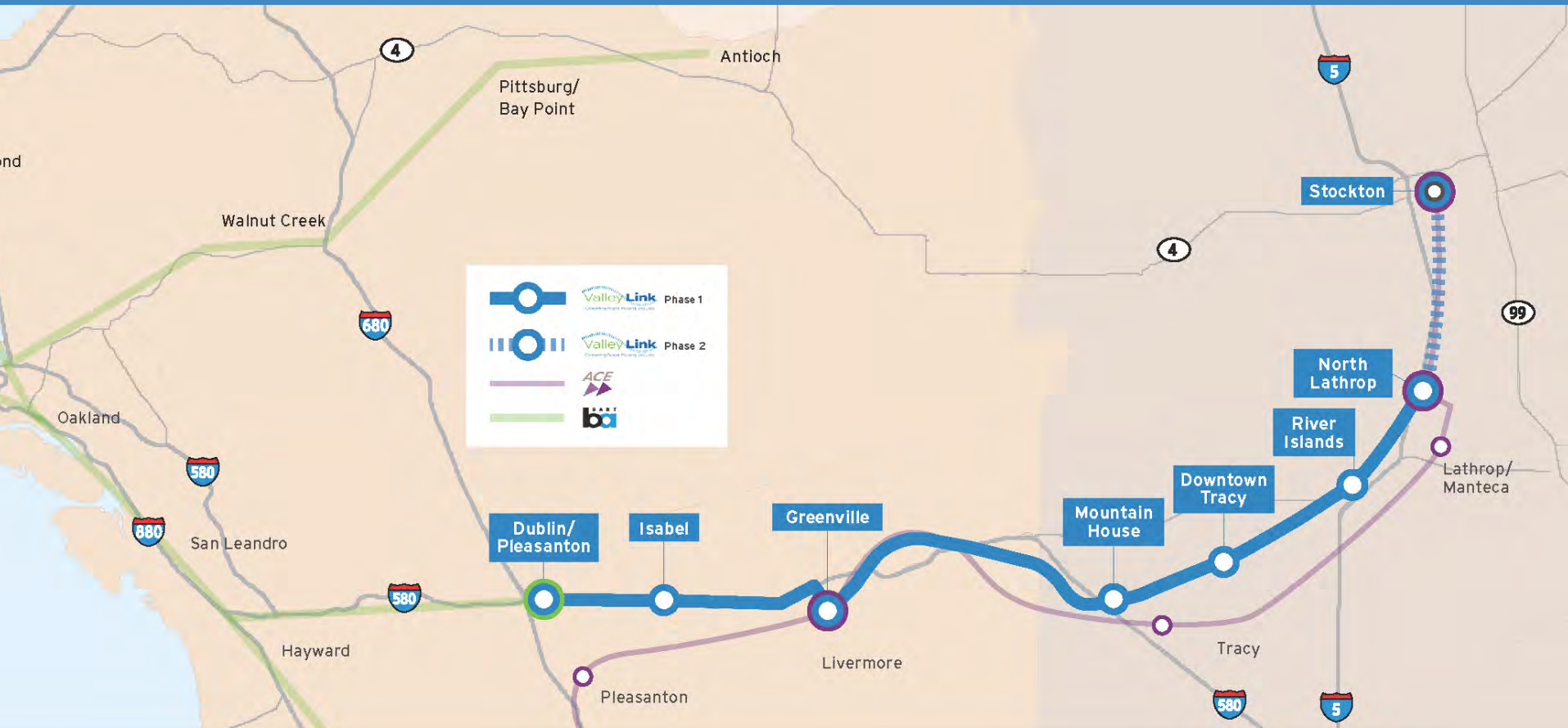


WESTBOUND TRAINS

| | 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

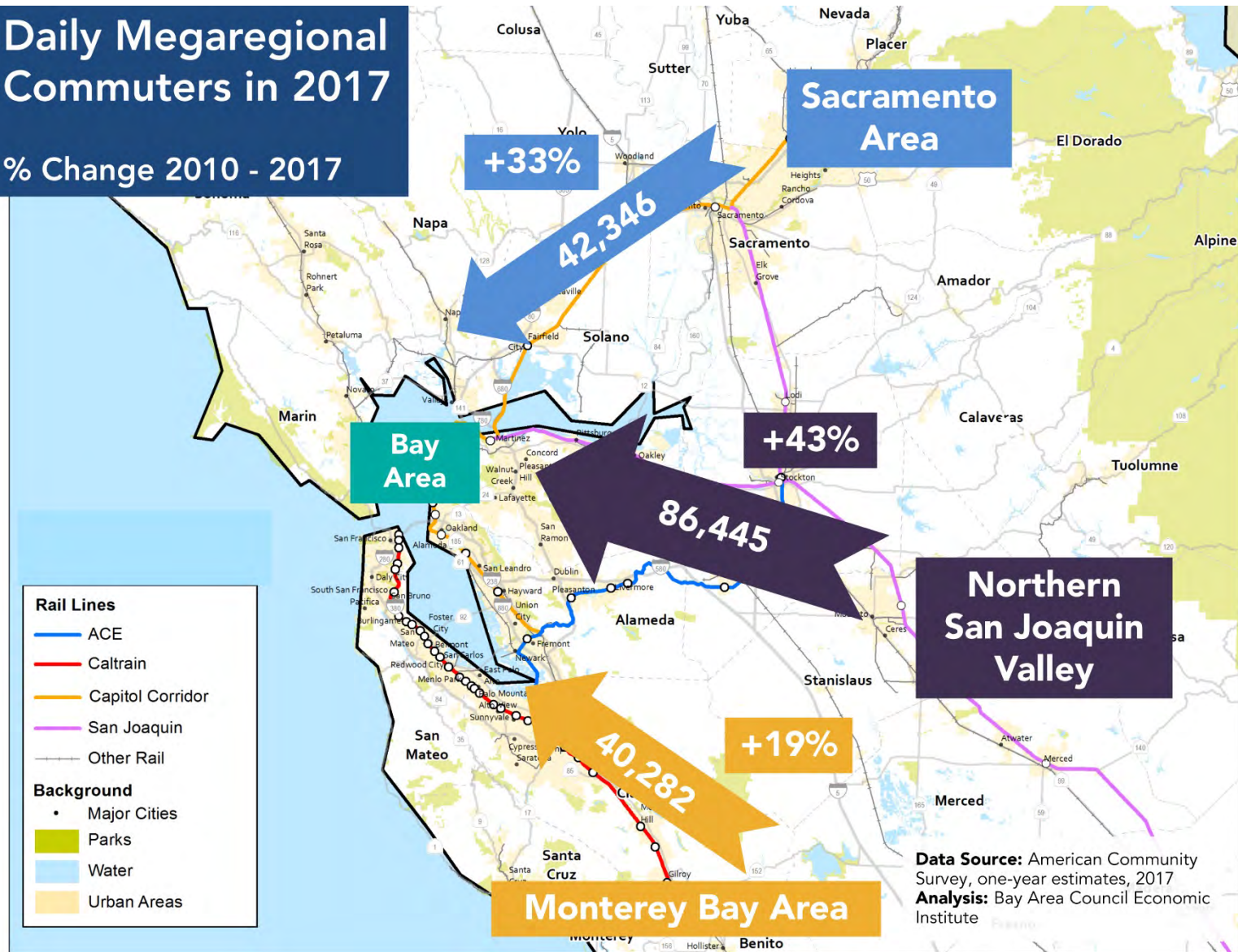
| | ACE 4 | ACE 6 | ACE 8 | ACE 10 |
|------------|--------|--------|--------|--------|
| San Jose | 3:35PM | 4:35PM | 5:35PM | 6:38PM |
| Great Am. | 3:49PM | 4:49PM | 5:49PM | 6:52PM |
| Pleasanton | 4:28PM | 5:28PM | 6:28PM | 7:31PM |
| Tracy | 5:11PM | 6:11PM | 7:11PM | 8:14PM |
| Stockton | 5:47PM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



More Commuters Making Megaregional Trips

Daily Megaregional
Commuters in 2017

% Change 2010 - 2017



2018 California State Rail Plan 2040 Vision



Altamont Corridor Vision



Altamont Corridor Programs

- **Short-term:**
 - 2 additional round-trips between SJV and San Jose via Altamont Pass & weekend service (6 daily round trips week days)
 - Valley Link initiated: Dublin/Pleasanton to North Lathrop
- **Mid-term:**
 - 4 more round-trips between SJV and San Jose via Altamont Pass & weekend service (10 daily round trips week days)
 - Valley Link extended to Stockton
- **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

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
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

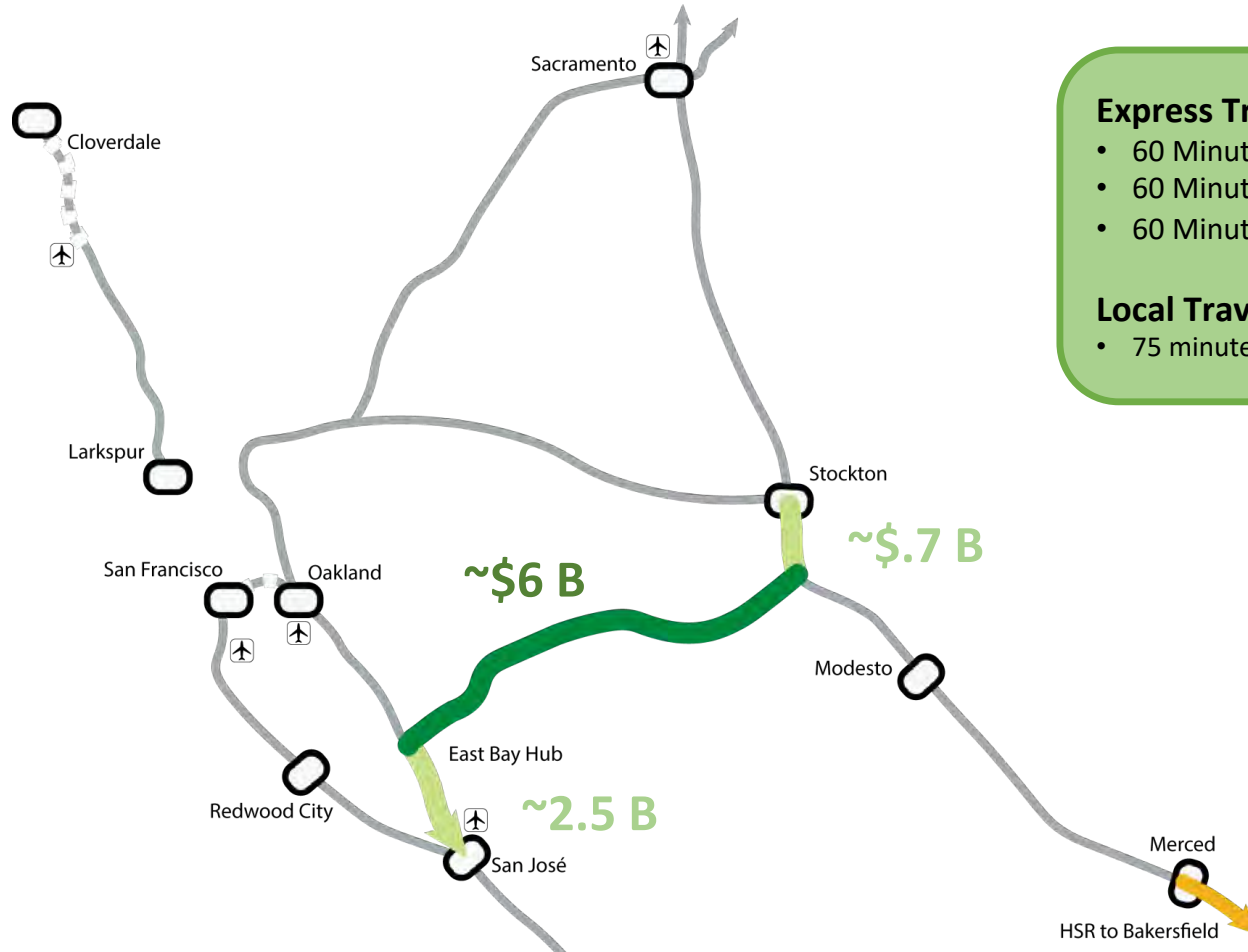
Major Projects Lathrop to Newark:

- 1- Tracy alignment improvements
- 2- Altamont Pass Tunnel
- 3- Livermore alignment improvements
- 4- Pleasanton alignment improvements
- 5- Niles Canyon Tunnel/Fremont Improvements

Altamont Corridor Vision



Universal corridors, shared facilities



Express Travel Times – One seat ride

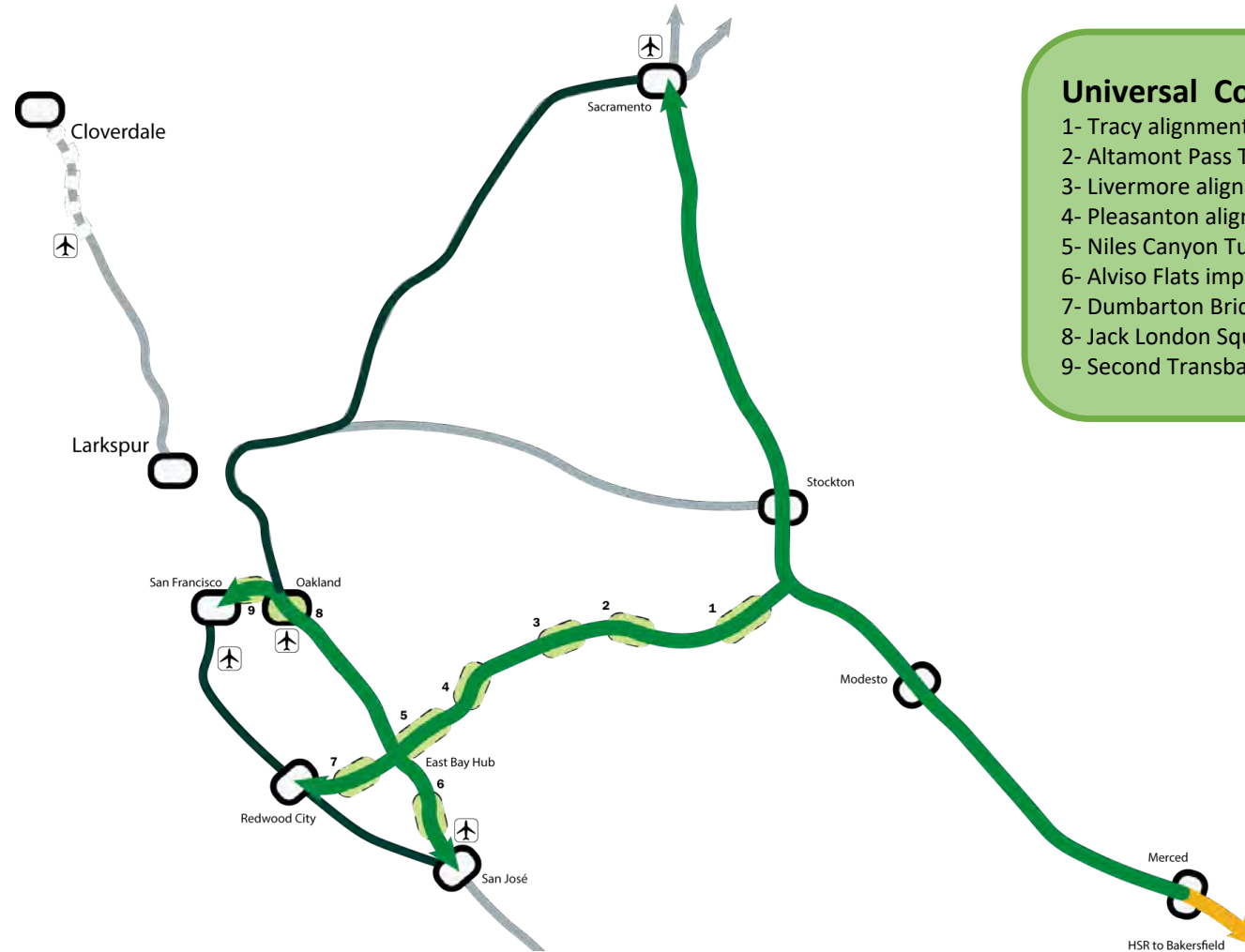
- 60 Minutes Stockton to San Jose
- 60 Minutes Stockton to Oakland
- 60 Minutes Stockton to Redwood City

Local Travel Times

- 75 minutes Stockton to San Jose



Universal corridors, shared facilities



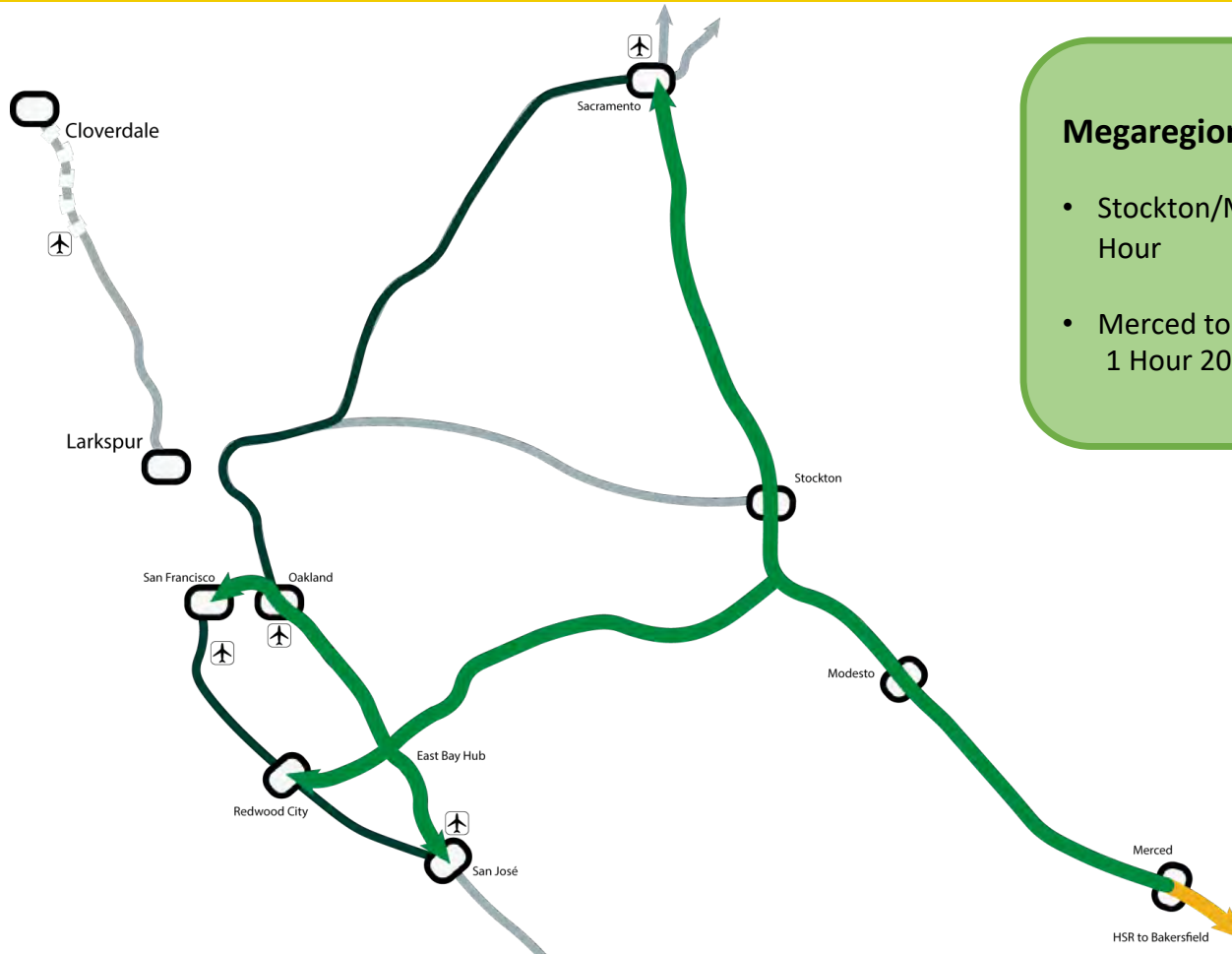
Universal Corridor Improvements:

- 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

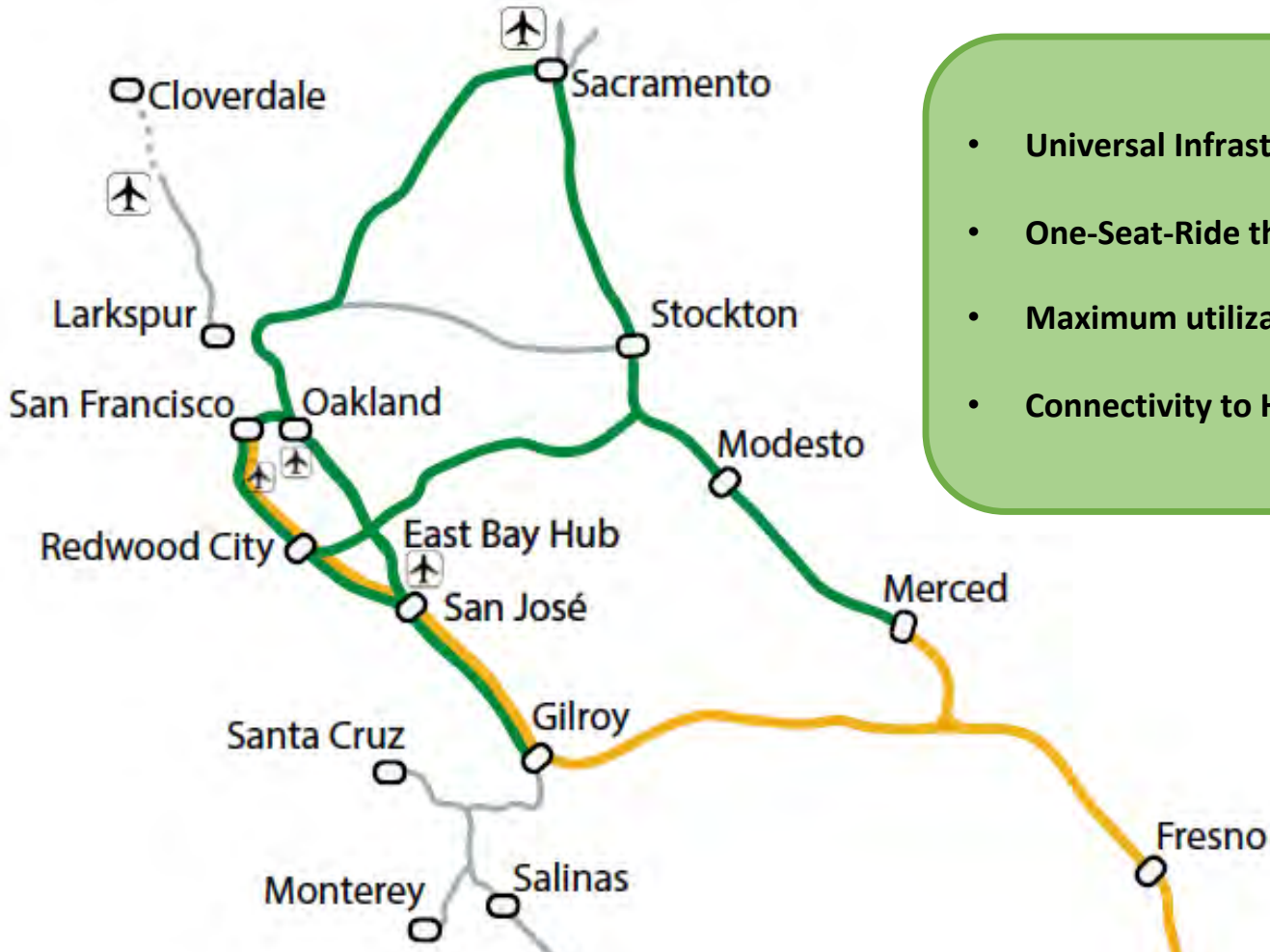


Megaregional Travel Times

- 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

- **Short-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)





Tri-Valley & San Joaquin Valley
REGIONAL RAIL AUTHORITY

Questions?

Thank you.





Altamont Corridor Vision: Universal Infrastructure, Universal Corridor

1 Hour Travel Time

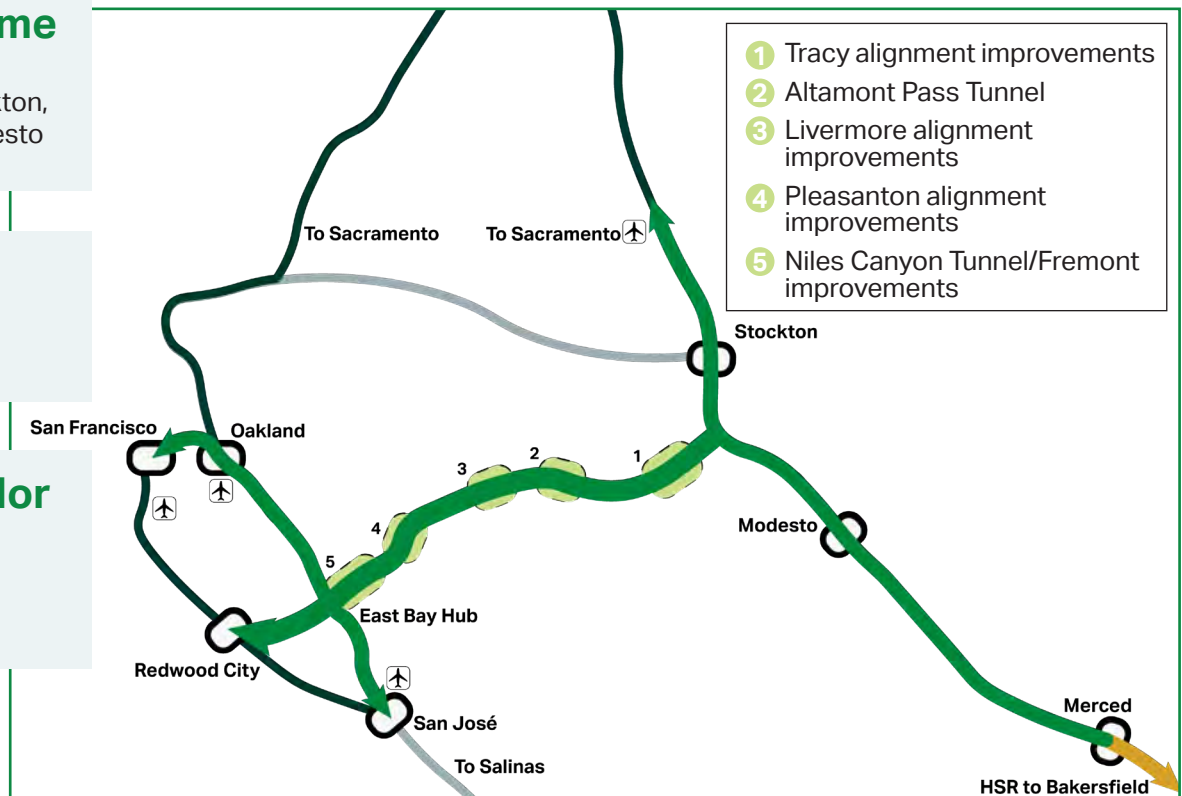
Oakland, Peninsula, San Jose ↔ Stockton, Modesto

1 Seat Ride

Express service, modern rolling stock

1 Shared Corridor

Shared facilities, integrated ticketing, timed connections



What is the Altamont Corridor Vision?

The Altamont Corridor that connects the San Joaquin Valley to the Bay Area is the **most heavily travelled, most congested, and fastest growing** corridor in the Northern California megaregion. The Bay Area Council estimates that **congestion will increase an additional 120%** in coming decades. To achieve state and regional environmental and economic development goals, a robust alternative is needed to alleviate congestion and provide greater connectivity.

The **Altamont Corridor Vision** will provide safe, frequent, and reliable service by modernizing the corridor connecting the Central Valley and San Francisco Bay Area. Consistent with the 2018 State Rail Plan, 2007 MTC Regional Rail Plan, and the Altamont Corridor Rail Project, the **Vision** provides for shared services, dramatically reduced travel times, one-seat rides, express service, and megaregional connectivity. The proposed universal infrastructure would allow connectivity to and through the HSR initial operating segment at Merced.



Near Term

- 6 daily ACE round-trips
- Initiate ACE weekend service
- Valley Link: Dublin/Pleasanton to North Lathrop

Mid Term

- 10 ACE daily round-trips
- Valley Link extension to Stockton

Longer Term/Vision

- 15 minute to ½ hour frequency
- Universal Corridor
- One-seat-ride between major hub stations





More trains, more often, more quickly

-
- Daily Megaregional Commuters in 2017**
- % Change 2010 - 2017**
- | Area | % Change 2010 - 2017 | Commuters |
|-----------------------------|----------------------|-----------|
| Sacramento Area | +33% | 42,346 |
| Northern San Joaquin Valley | +43% | 86,445 |
| Monterey Bay Area | +19% | 40,282 |
| Bay Area | - | - |
- Rail Lines**
- ACE
 - Caltrain
 - Capitol Corridor
 - San Joaquin
 - Other Rail
- Background**
- Major Cities
 - Parks
 - Water
 - Urban Areas
- Data Source:** American Community Survey, one-year estimates, 2017
Analysis: Bay Area Council Economic Institute

A map of California showing proposed high-speed rail routes. The routes are color-coded: green for the Central Valley corridor (Sacramento to Merced) and yellow for the San Joaquin Hills corridor (Merced to Fresno). The map also shows the San Francisco Bay Area corridor (San Francisco to San Jose) and the Central Valley corridor (Sacramento to Merced). Key cities marked include Sacramento, Stockton, Modesto, Merced, Fresno, Gilroy, Santa Cruz, Monterey, Salinas, San Jose, Redwood City, Oakland, San Francisco, Larkspur, and Cloverdale. Airports are indicated by airplane icons. The map shows a network of routes connecting major cities and airports across the state.

Early connectivity to high speed rail at Merced provides early access to the Bay Area

