

VALLEY LINK

LIVERMORE VALLEY CHAMBER OF COMMERCE

August 1, 2018

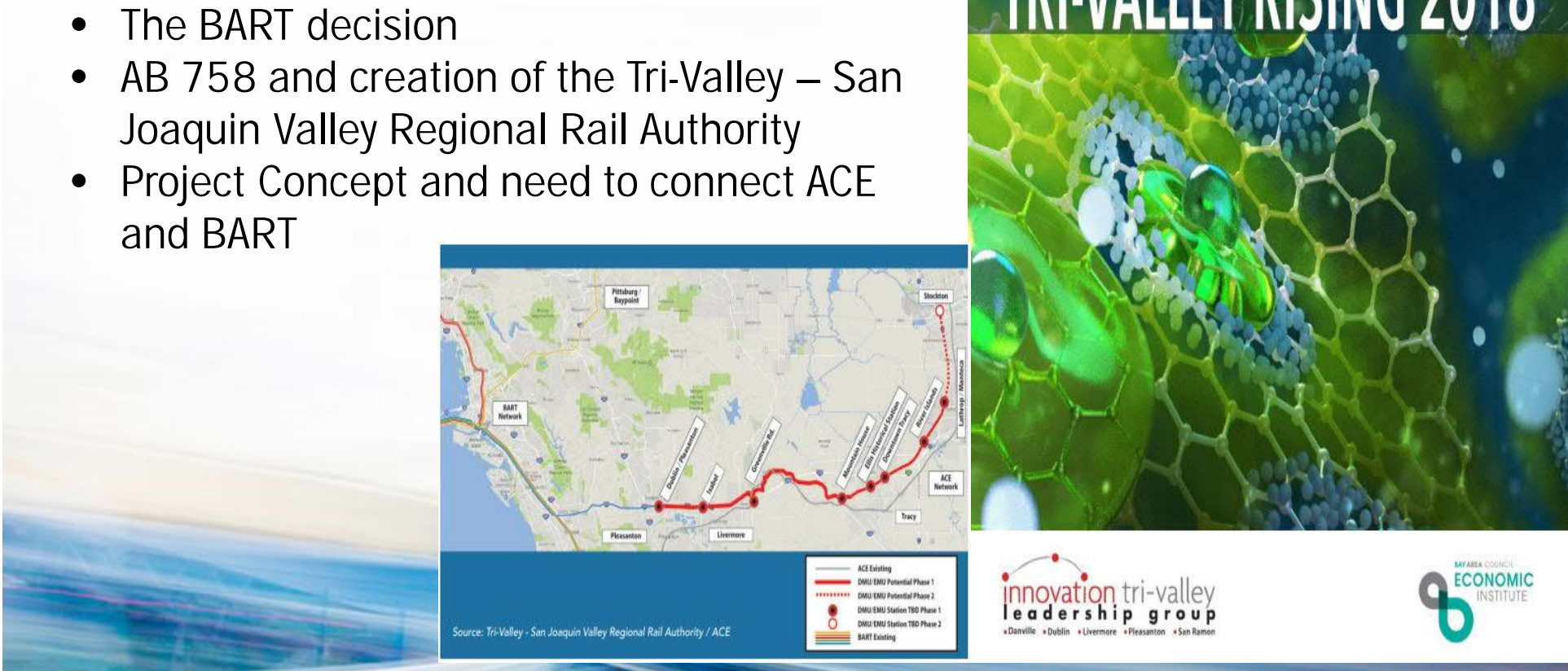
<https://www.acetobart.org/>



Tri-Valley San Joaquin Valley
REGIONAL RAIL AUTHORITY

- The BART decision
- AB 758 and creation of the Tri-Valley – San Joaquin Valley Regional Rail Authority
- Project Concept and need to connect ACE and BART

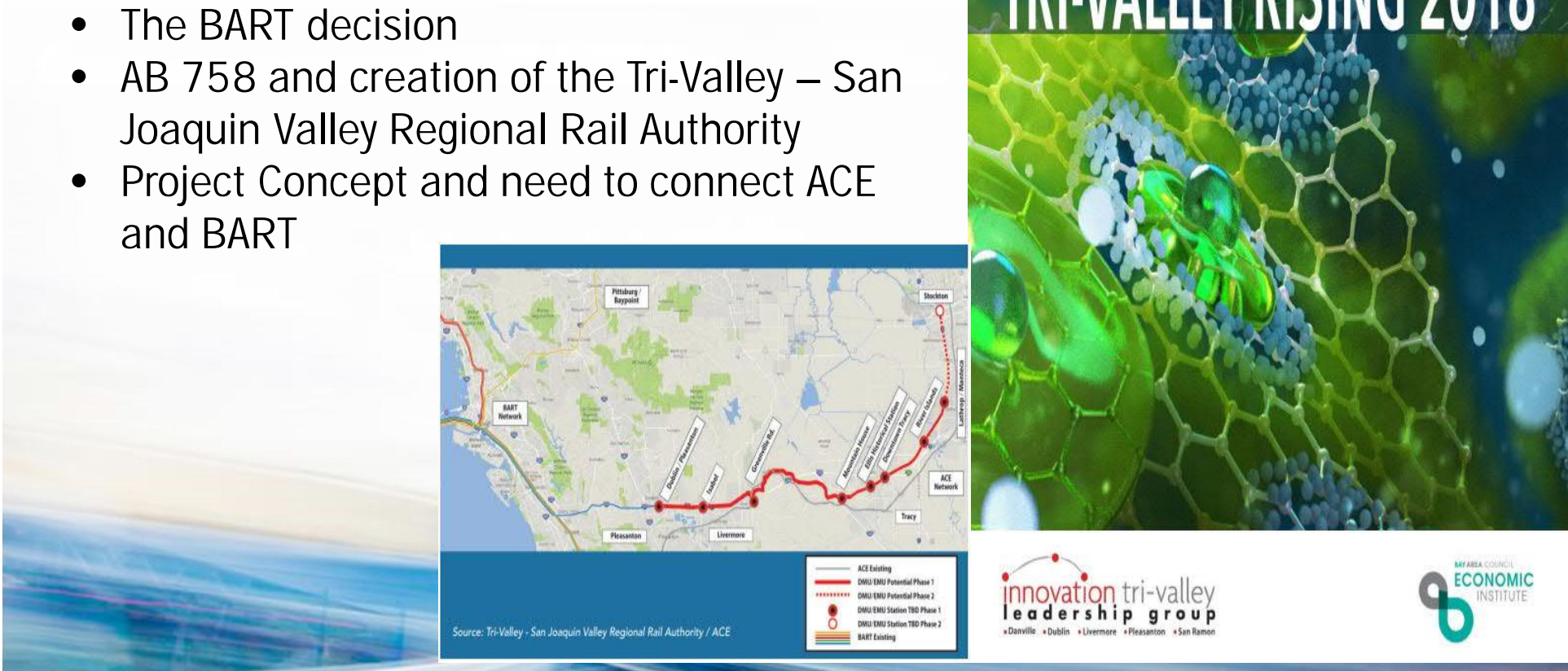
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AB 758

- Expediting developing cost-effective transit connectivity between BART and ACE in the Tri-Valley region.
- Responsive to the goals and objectives of the communities

Megaregional access to:



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THE BAY AREA GENERATES



BAY AREA UNSUSTAINABLE HOUSING COSTS

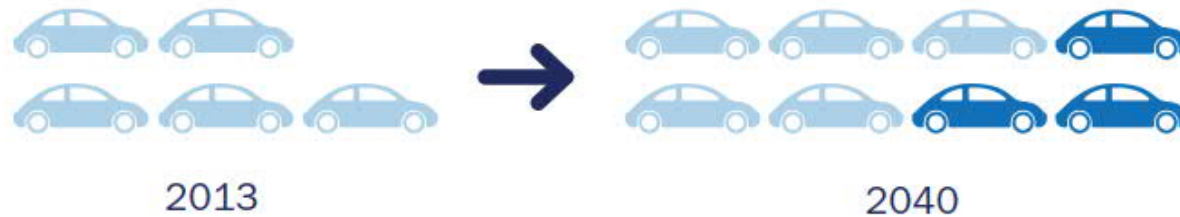


PEOPLE ON THE MOVE EVERYDAY



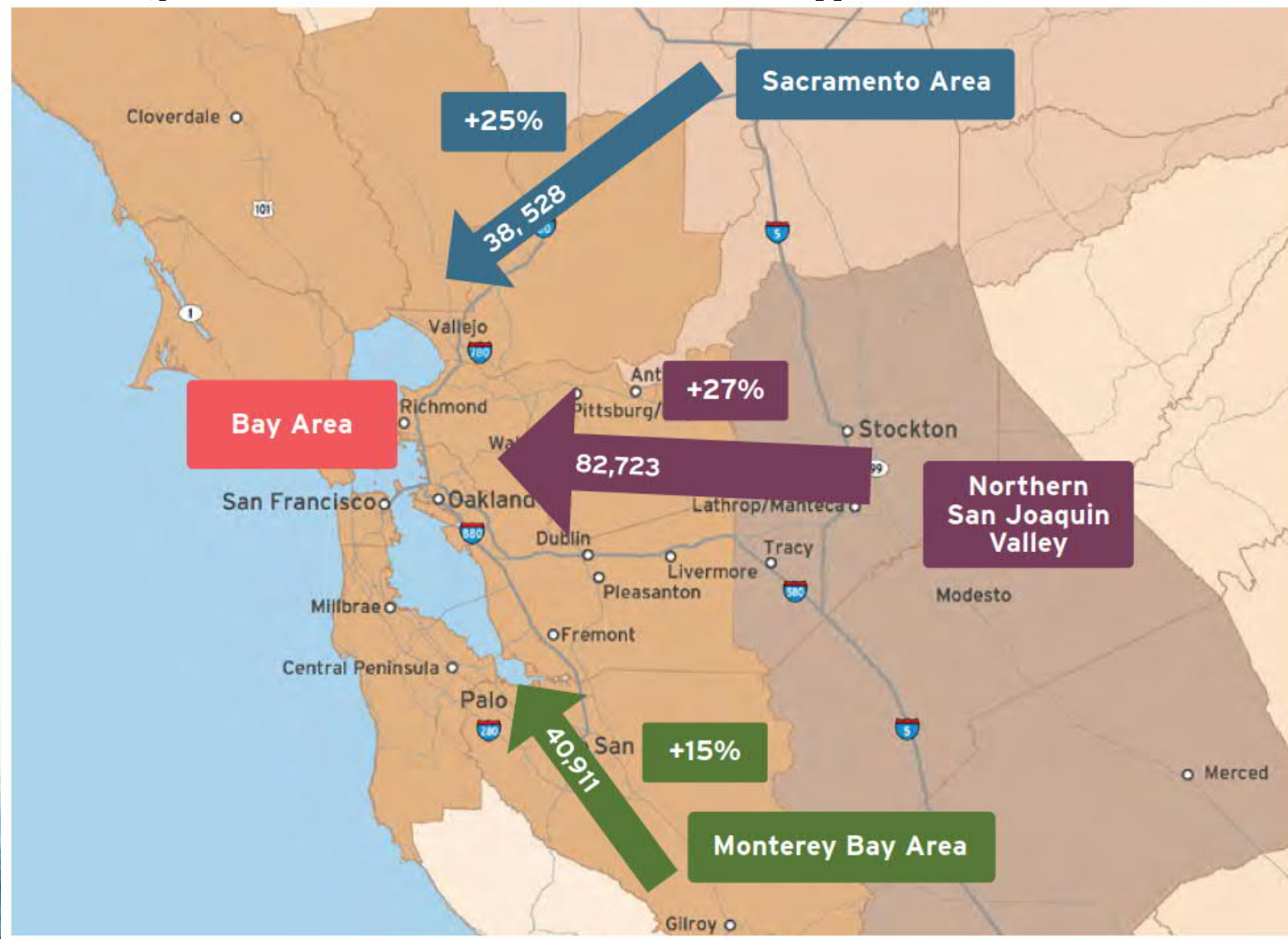
TRAFFIC WILL INCREASE

60%



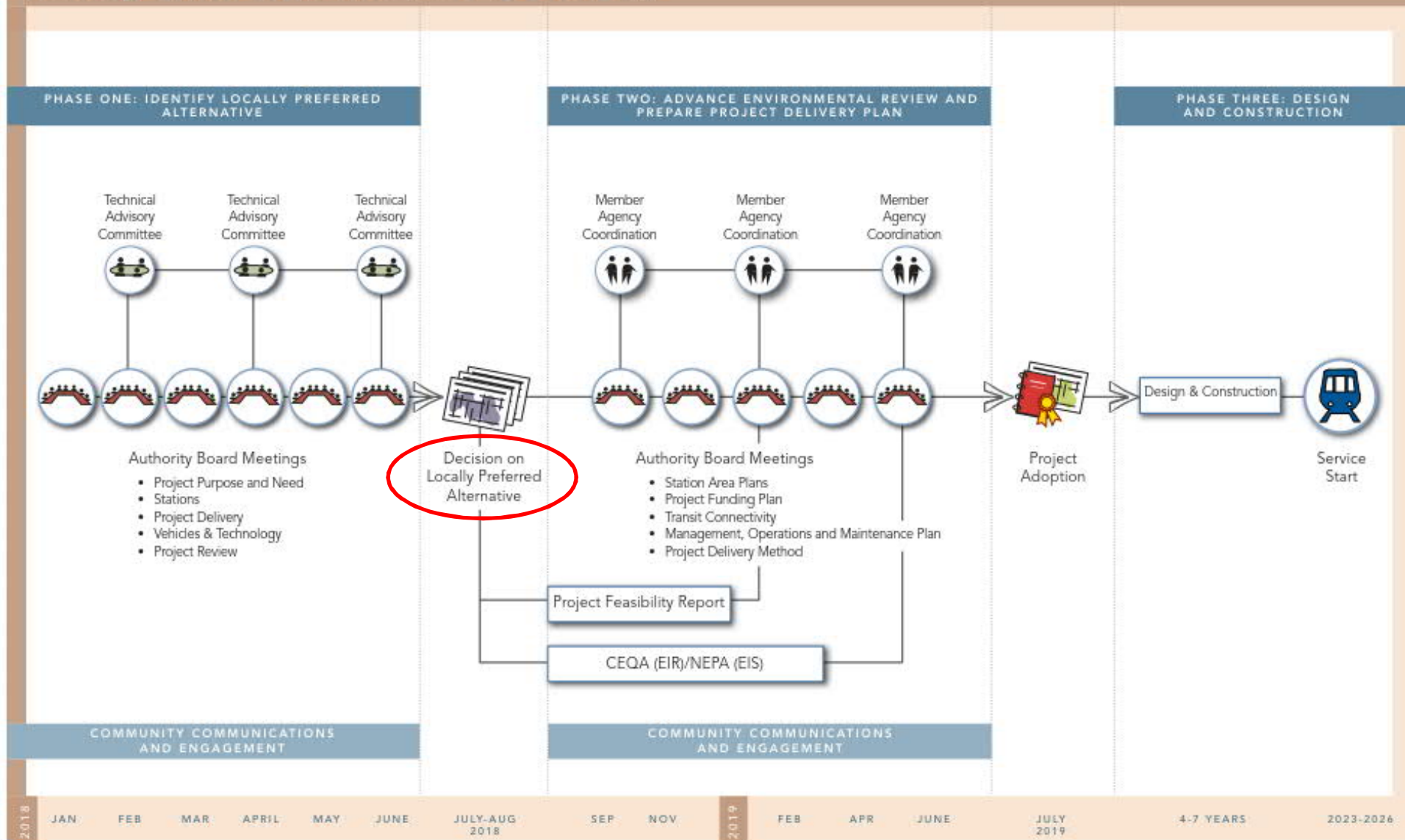
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Daily Commute: % Change 2013–2016

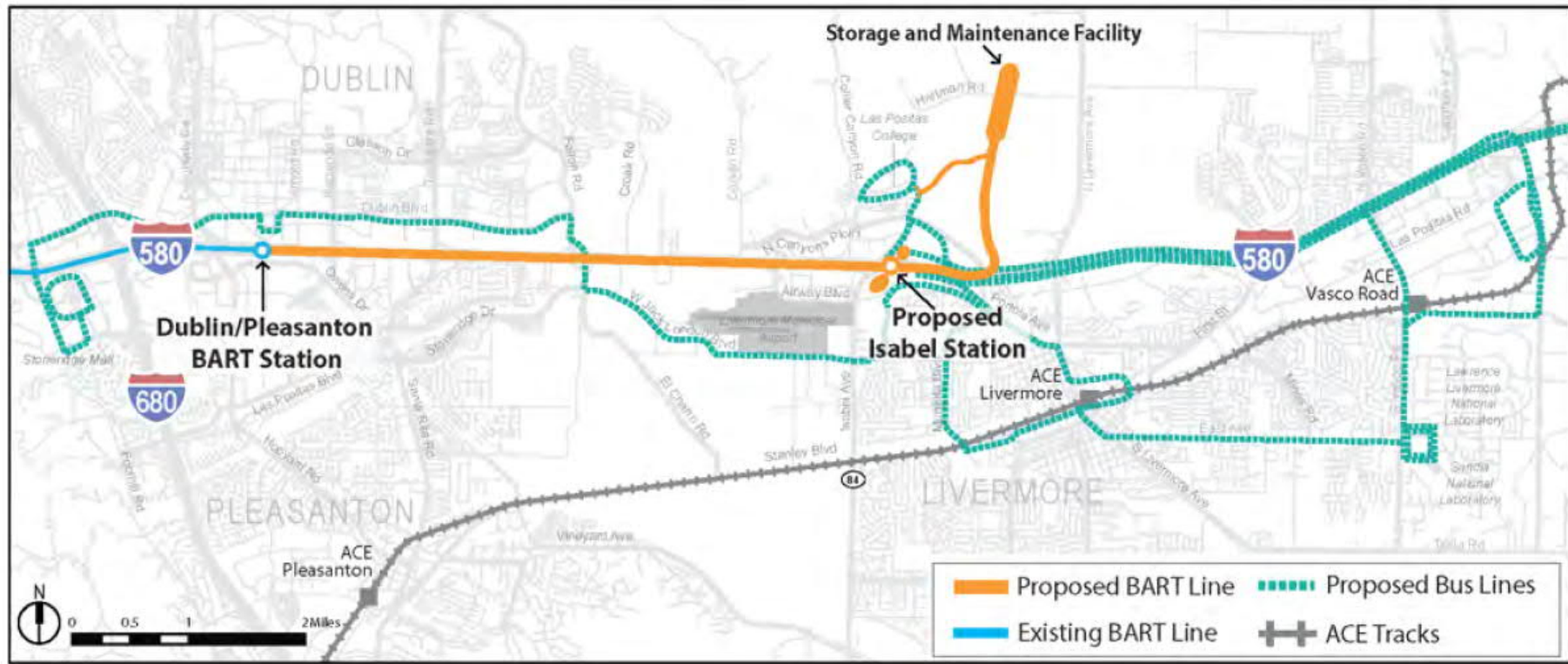


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Valley Link Rail Project Delivery



BART EIR Alternatives



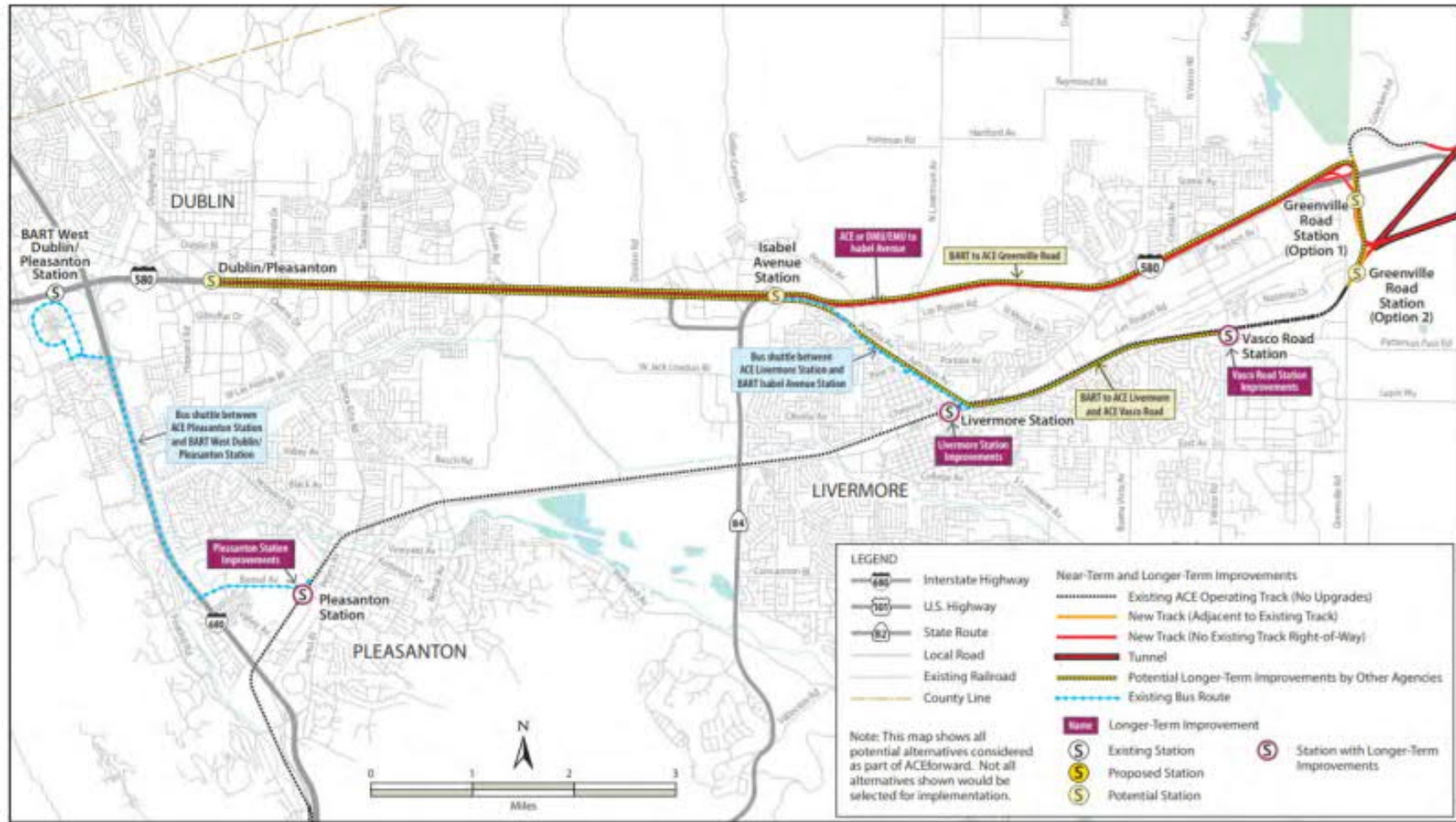
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BART EIR Alternatives

ALTERNATIVE	DESCRIPTION	EIR COMPARISON/ REASON FOR DISMISSAL
Conventional BART	Extend conventional BART to Isabel Avenue	Highest cost, does not connect BART and ACE.
DMU/EMU	Introduce new DMU or EMU rail service to Isabel Avenue.	Carried forward to Valley Link Feasibility Study.
Express Bus/ BRT	Construct new bus ramps from the I-580 express lanes to a new transfer platform at BART Dublin/Pleasanton	Perform well in cost-effectiveness and financial capacity measures, but generally worse for all other measures. Does not meet the purpose and need criteria of connecting ACE to BART rail-to-rail.
Enhanced Bus	Implement new and enhanced bus services to ACE Vasco Road and ACE Livermore.	Low scores in providing alternative to I-580 congestion, and in improving air quality; does not score well in linking existing BART, inter-regional rail, Priority Development Areas. Does not meet the purpose and need criteria of connecting ACE to BART rail-to-rail.



ACE*forward* EIR Alternatives



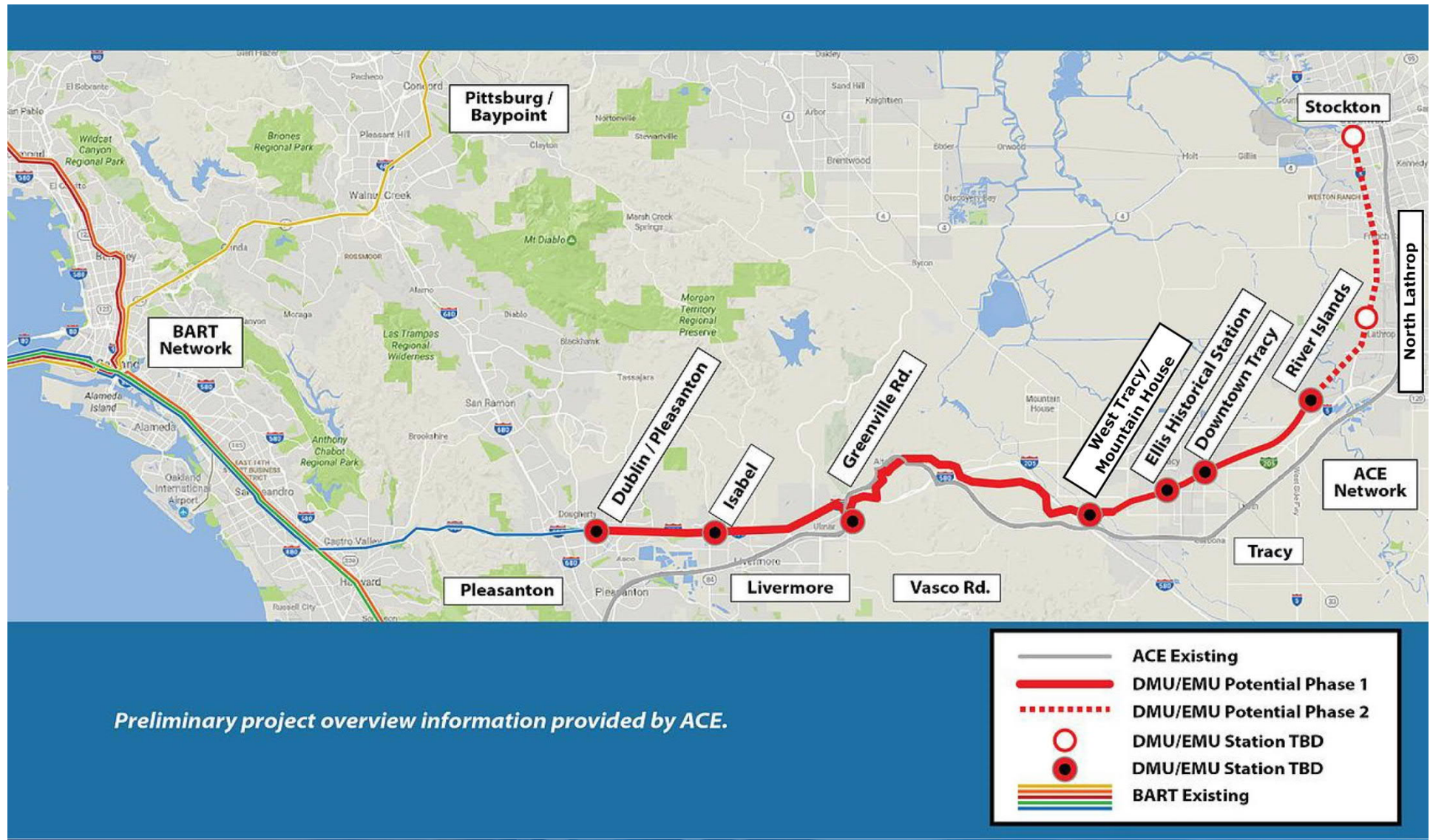
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ACE *forward* EIR Alternatives

ALTERNATIVE	DESCRIPTION	EIR COMPARISON/ REASON FOR DISMISSAL
P-TV-1a, P-TV-1b	ACE to BART Isabel Avenue (1a) at grade, or (1b) on elevated structure	Lower ridership and VMT reduction expected.
P-TV-1c	ACE to BART Isabel Avenue (1a) at grade, or (1b) on elevated structure	Lower ridership and VMT reduction expected.
P-TV-1d	Bus shuttle from ACE Livermore to BART Isabel Avenue	Does not meet the purpose and need criteria of connecting ACE to BART rail-to-rail; substantially lower ridership expected.
P-TV-2a, P-TV-2b	ACE to BART Dublin/Pleasanton (2a) at grade, or (2b) on elevated structure	Lowest levels of ridership and VMT reduction expected.
P-TV-2c	DMU/EMU to BART Dublin/Pleasanton	Carried forward to Valley Link Feasibility Study.
P-TV-2d	Existing bus shuttle from ACE Pleasanton to BART West Dublin/Pleasanton	Does not meet the purpose and need criteria of connecting ACE to BART rail-to-rail; substantially lower ridership expected.
P-BART-1	BART to Greenville and ACE Greenville Road	Notable impacts to aquatic habitat and rare species habitat; greatest impacts to hydrology and water quality; high cost alternative at approximately \$2.9 billion.
P-BART-2	BART to ACE Livermore intermodal and ACE Vasco Road	Highest cost alternative at approximately \$3.5 billion.
P-BART 3	BART to ACE Livermore and ACE Vasco Road Intermodal	Highest cost alternative at approximately \$3.5 billion.



Authority Project Concept



Bus Option

The Bus option incorporates features of the Express Bus/BRT Alternative presented in the BART to Livermore DEIR, as well as the existing bus connection operated between BART and San Joaquin County, the San Joaquin Regional Transit District (RTD) Route 150, "RTD-BART Commuter."

- Bus access to Dublin/Pleasanton BART Station would be provided by bus-only lanes and boarding platforms in the median of I-580 at the BART platform level
- Stops would be made at park-and-rides at Isabel Avenue, Laughlin Road, Grant Line Road, Tracy Transit Center, and North Lathrop ACE station
- Every bus would travel between Dublin/Pleasanton BART and a park-and-ride at Laughlin Road, but only every other bus would travel between Dublin/Pleasanton BART and North Lathrop



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Rideshare Option

The Rideshare option would facilitate shuttles, vanpools and traditional carpools, casual carpools, and ridehailing.

- Pick-up and drop-off points would be located at park-and-rides at Isabel Avenue, Laughlin Road, Grant Line Road, Tracy Transit Center, and North Lathrop ACE station
- For carpools and vanpools, guaranteed parking spaces and free parking would be provided at Dublin/Pleasanton BART Station
- For ridehailing services, dedicated curb space would be provided at Dublin/Pleasanton BART station



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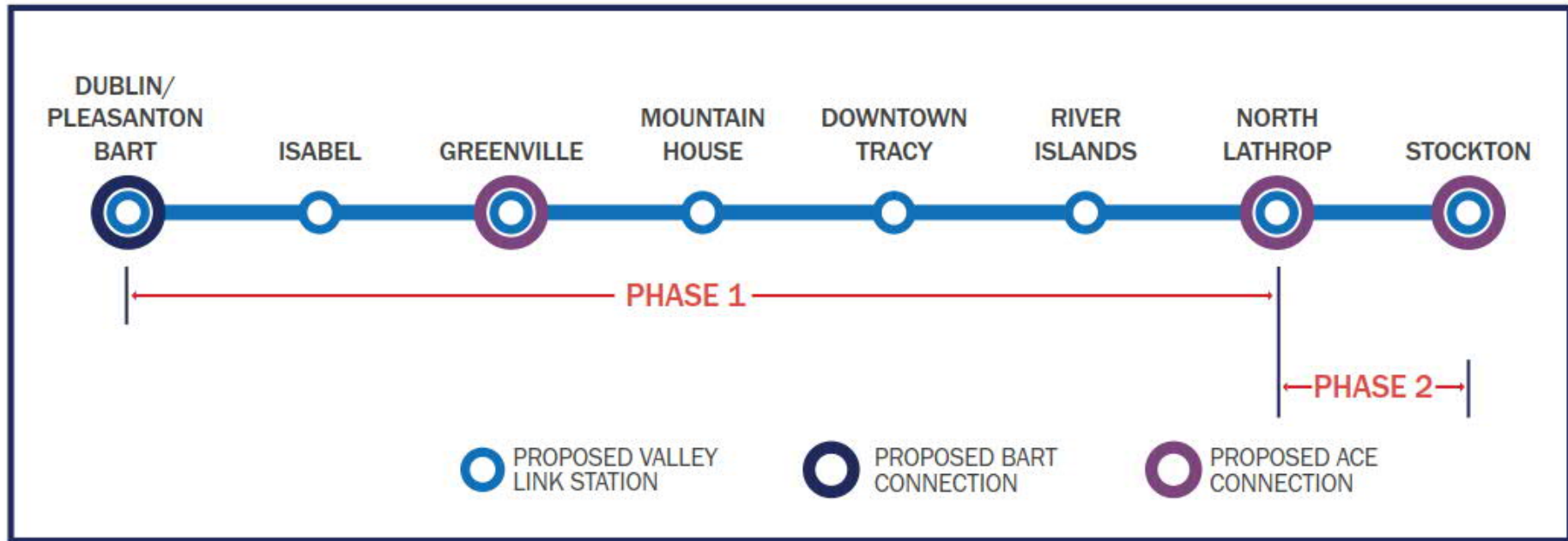
Recommendations by Board of Directors

1. Purpose and Need
2. Project + Phasing
3. Alignment
4. Stations + Connectivity
5. Service Characteristics
6. Vehicle Technology



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Recommended Phasing

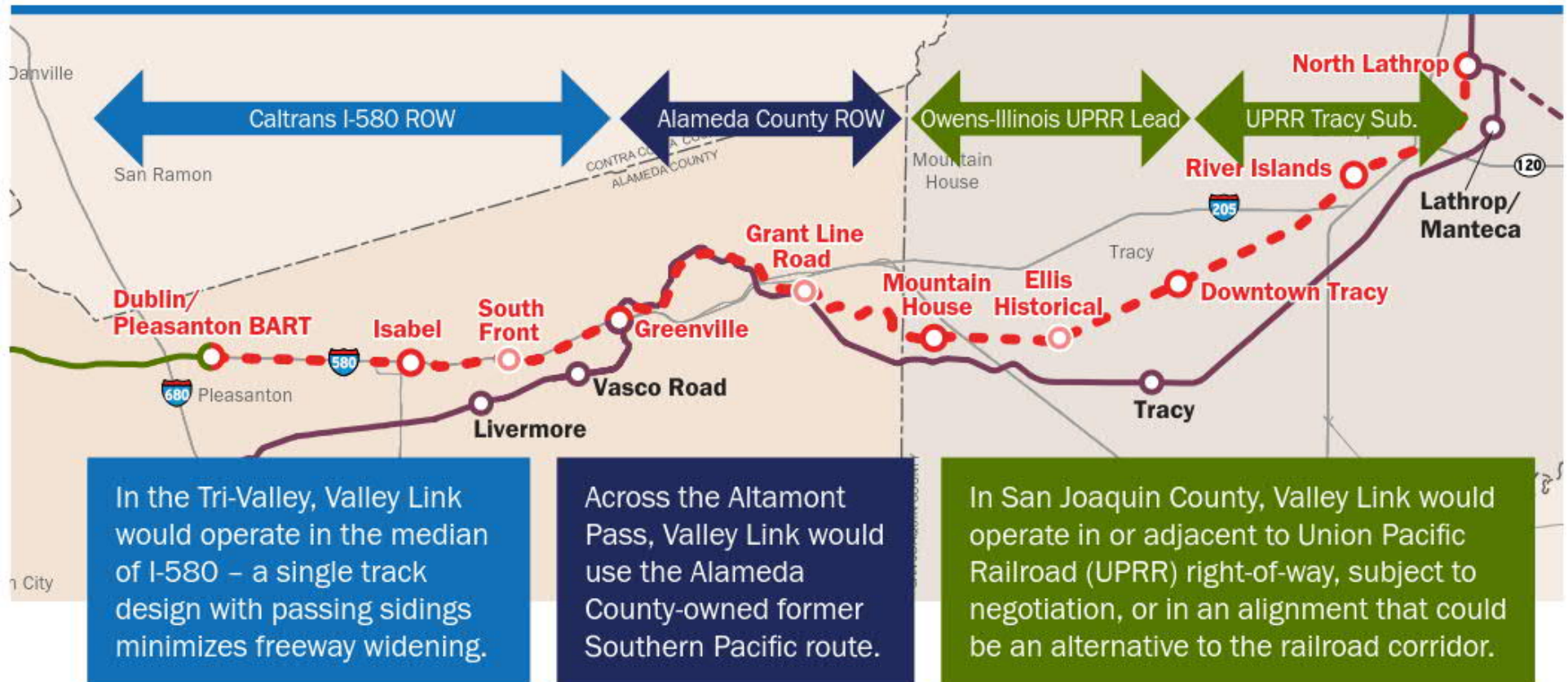


- Further explore opportunities for early action



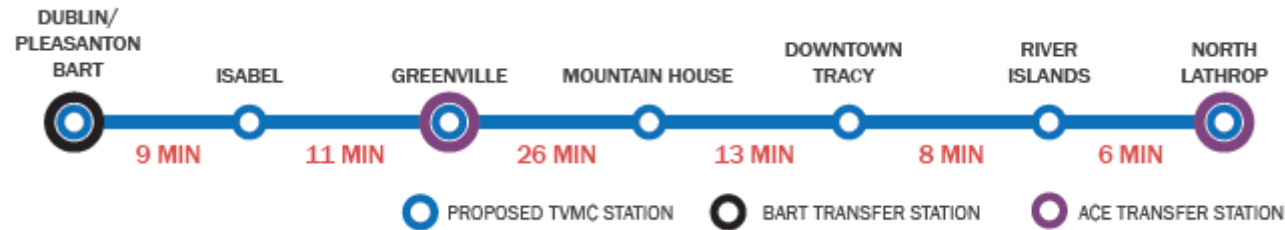
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Utilizing Existing Transportation ROW



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Travel Times



Valley Link versus Driving

	VALLEY LINK	DRIVING: AM PEAK	DRIVING: PM PEAK
MOUNTAIN HOUSE TO DUBLIN/PLEASANTON BART	47 min	35 – 60 min (38 – 22 mph)	35 – 60 min (38 – 22 mph)
GREENVILLE TO DUBLIN/PLEASANTON BART	20 min	16 – 22 min (43 – 31 mph)	20 – 40 min (35 – 17 mph)
ISABEL TO DUBLIN/PLEASANTON BART	10 mins	10 – 14 min (36 – 26 mph)	9 – 16 min (40 – 23 mph)



Traffic expected to increase 59% over the Altamont Pass by 2040



AM traffic to slow from 35 mph to 26 mph; PM from 49 mph to 35 mph by 2040



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Hours of Operation

Initial Service**

PEAK	OFF-PEAK
5 am – 8 am	Midday (8 am – 5 pm)
5 pm – 8 pm	Weekends

Future Service

	WEEKDAYS	SATURDAY	SUNDAY
FIRST VALLEY LINK TRAIN MEETS BART	4 am	6 am	8 am
BART MEETS LAST VALLEY LINK TRAIN	1 am	1 am	1 am

** The peak period initial service matches ACE service windows and corresponds to peak commute hours when I-580 is most congested.



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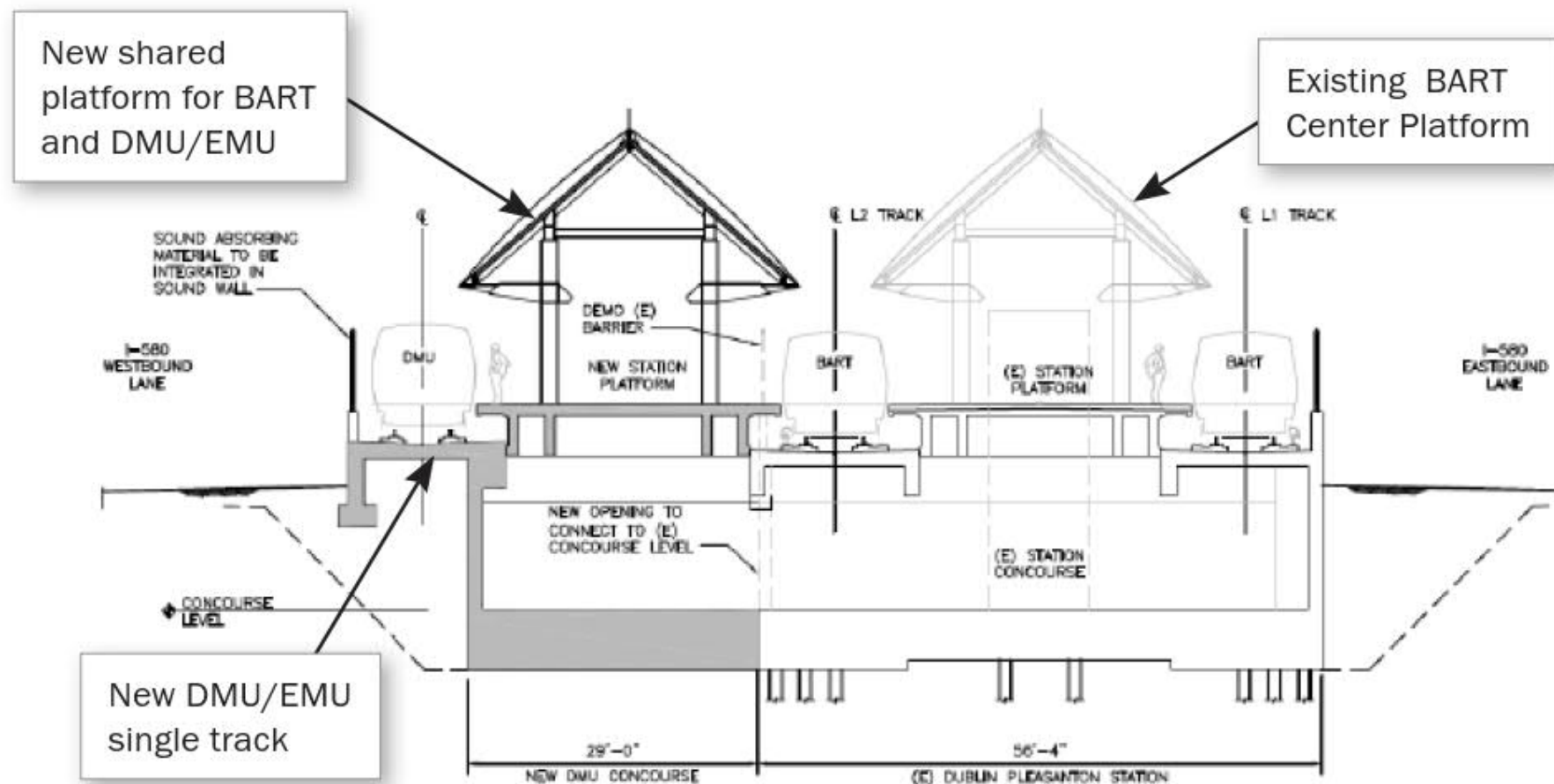
Frequency

	PEAK	OFF-PEAK *
BETWEEN BART DUBLIN/ PLEASANTON AND GREENVILLE	12 min (meeting every BART train)	30 min (meeting every other BART train)
BEYOND GREENVILLE	24 min (meeting every other BART train)	60 min (meeting every 4th BART train)



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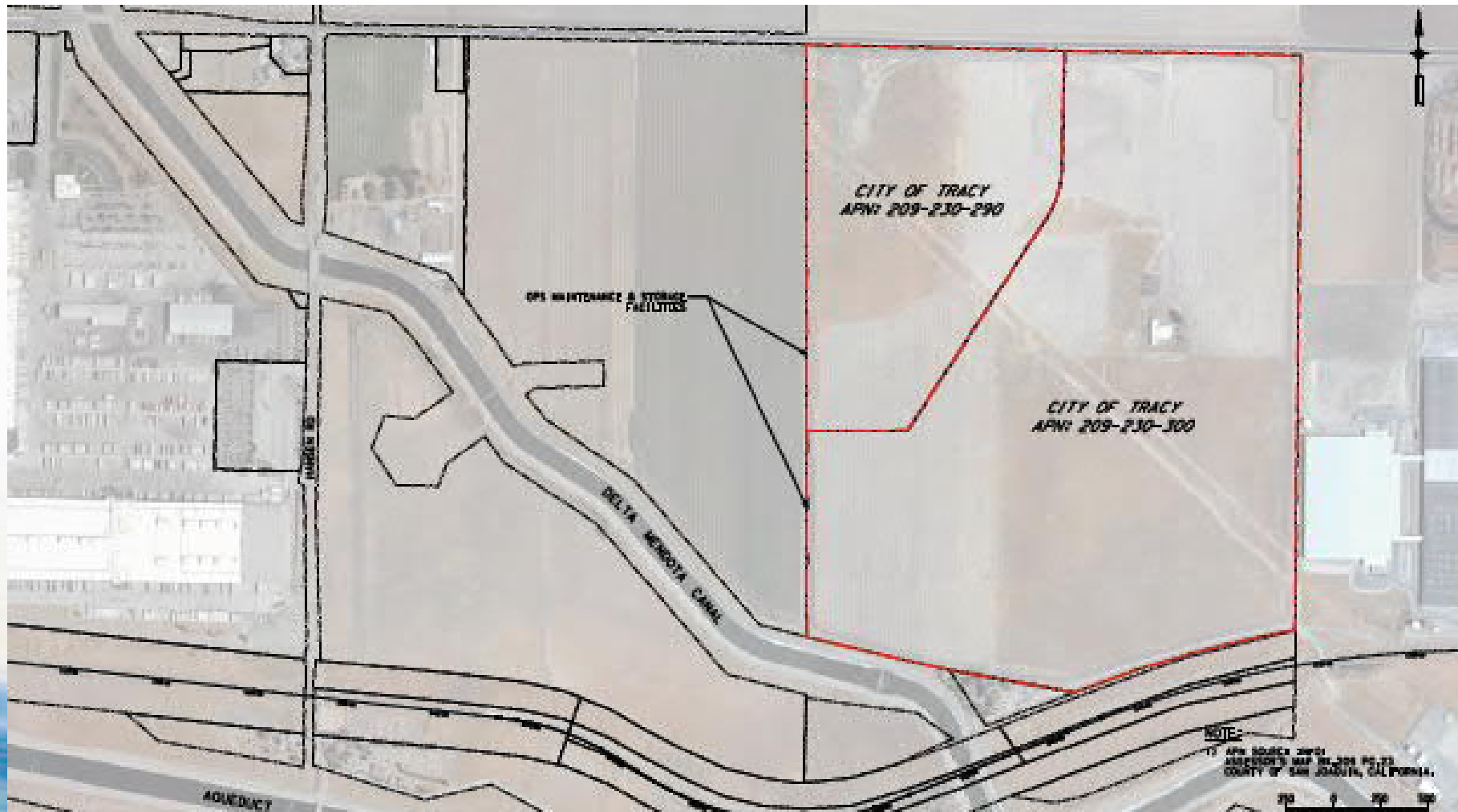
Dublin/Pleasanton BART Connection – Section B close-up view of station platforms



BART Connection



Maintenance Facility

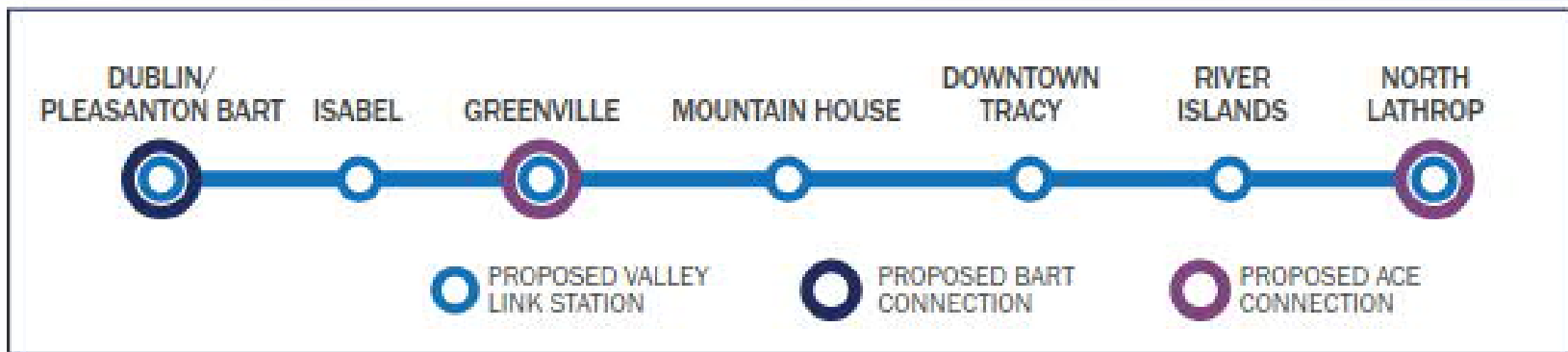


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Stations Recommendation

Include the following stations in the proposed project:

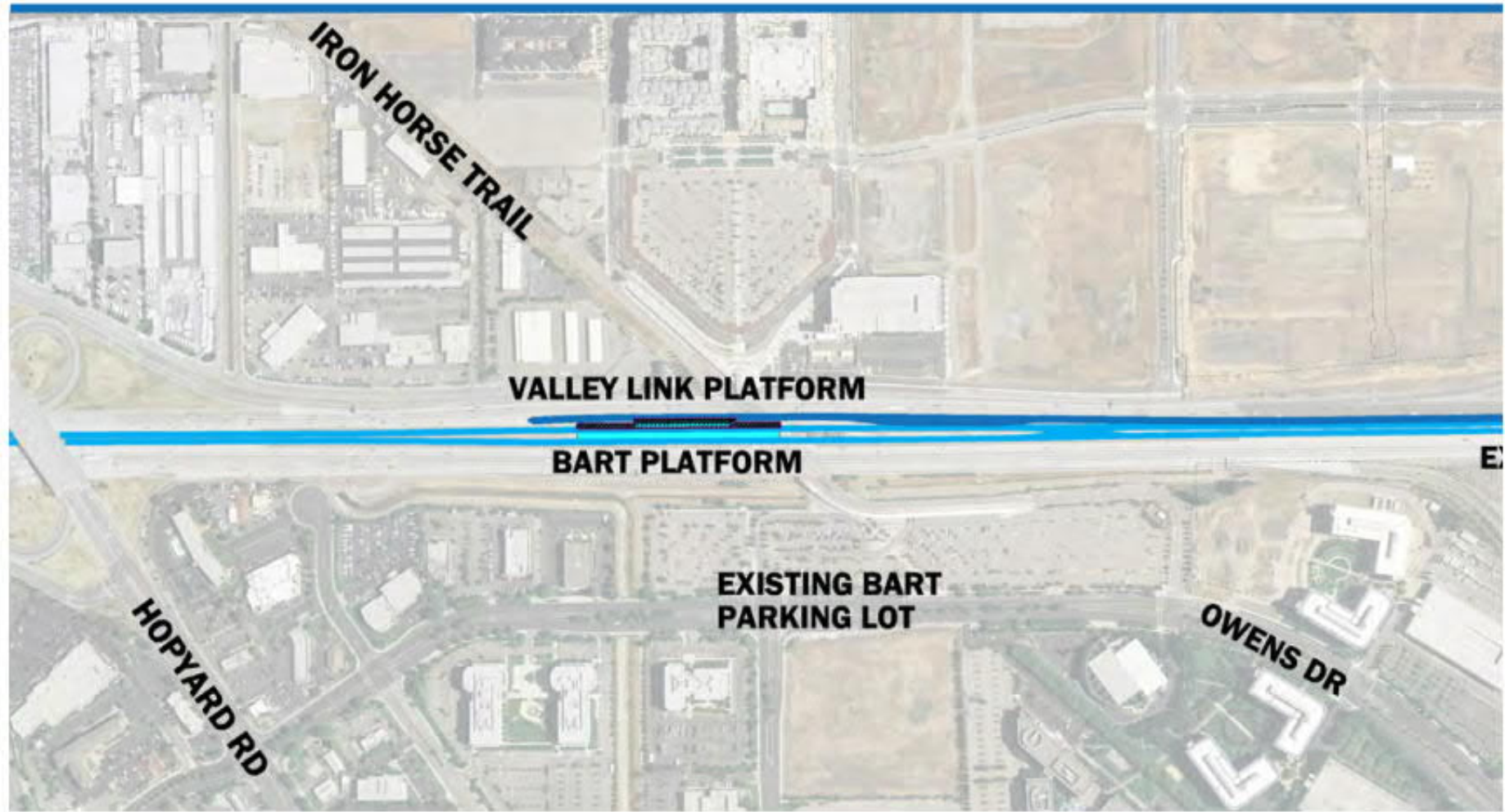
- Dublin/Pleasanton BART Intermodal
- Isabel
- Greenville ACE Intermodal
- Mountain House
- Downtown Tracy
- River Islands
- North Lathrop ACE Intermodal



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Dublin/Pleasanton BART Intermodal

Illustrative Plan View



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Isabel Station

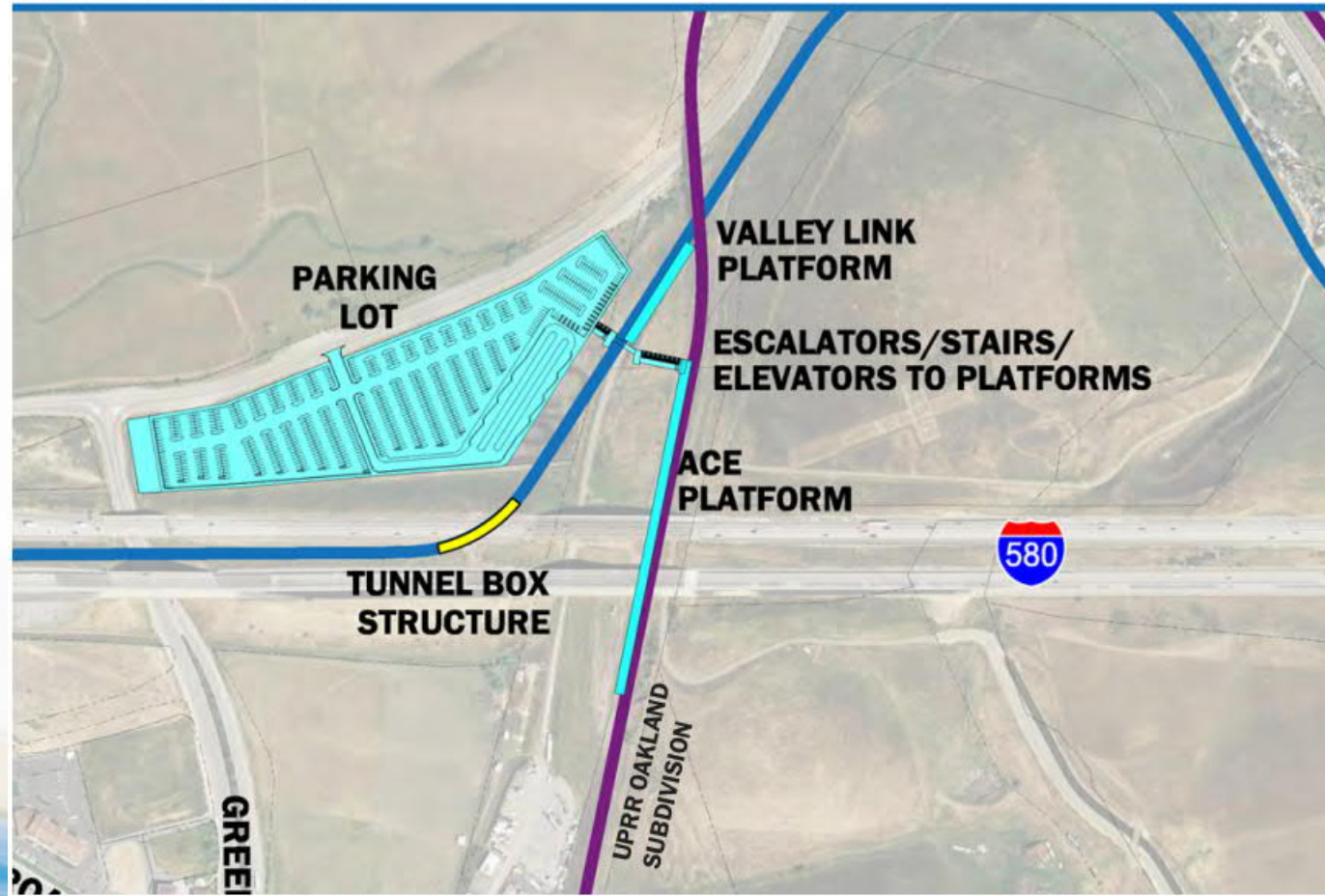
Illustrative Plan View



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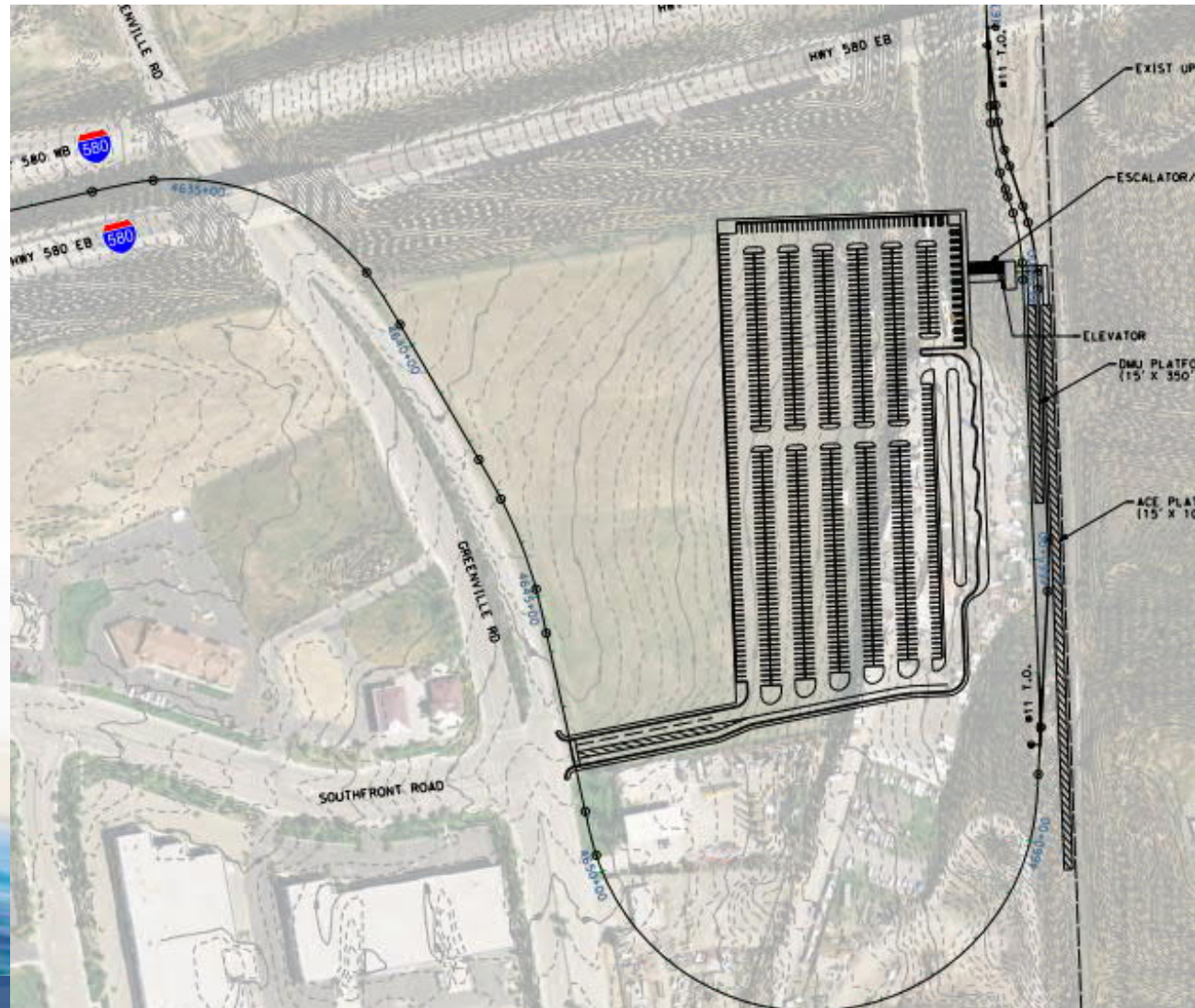
Greenville ACE Intermodal

Illustrative Plan View



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Greenville ACE Intermodal



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Infill Stations Recommendation

The following stations will be considered as infill stations in the CEQA document:

- South Front
- Grant Line Road
- Ellis Historical



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