



ACE *forward*



The new regional initiative to improve our connection between the Central Valley and the Bay Area



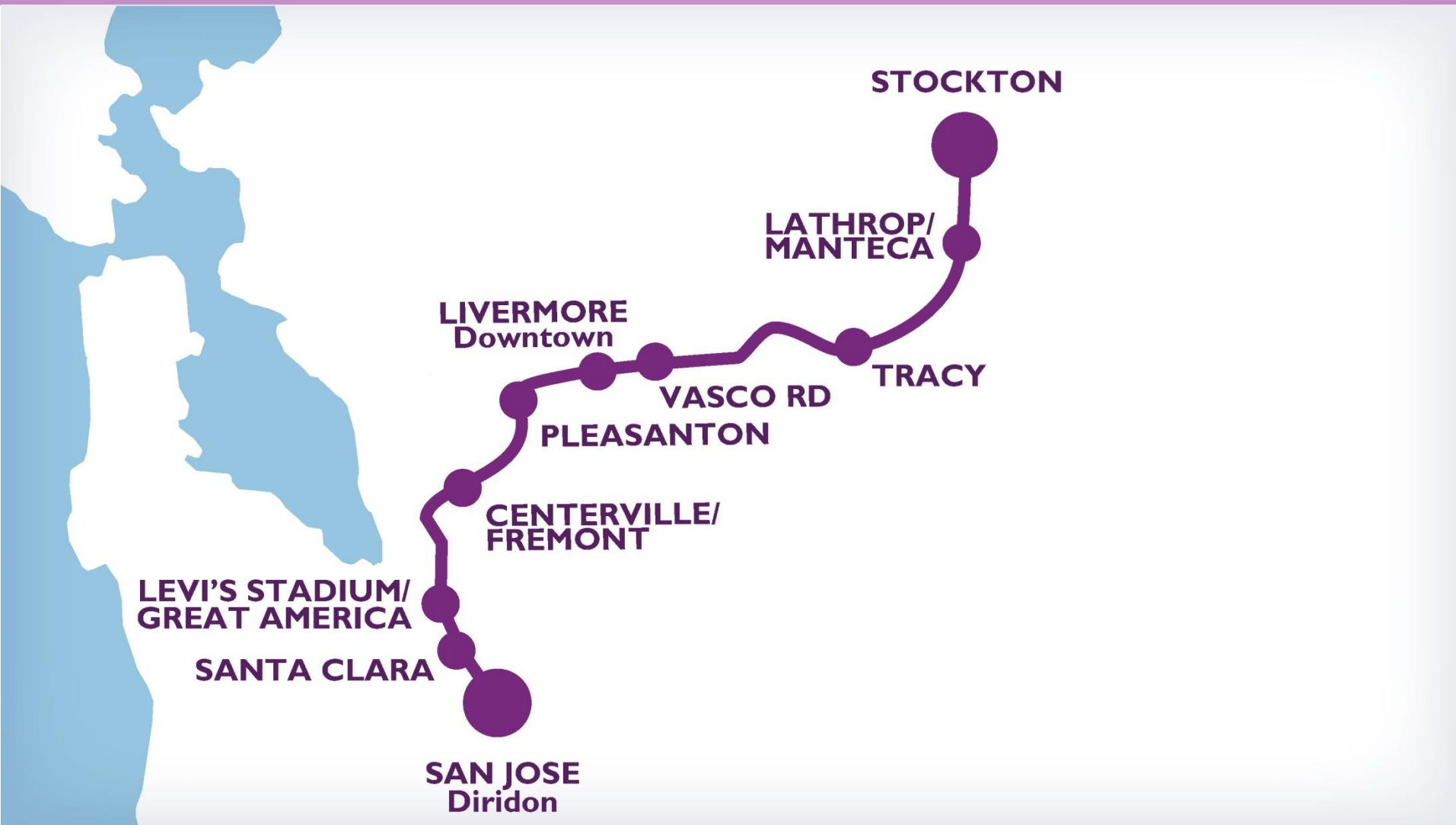


ACE Train – Niles Canyon Area





Current ACE - 2014





Current ACE Service Travel Times

	Stockton	Tracy	Pleasanton	Great America
Tracy	0:31			
Pleasanton	1:13	0:42		
Great America	1:53	1:22	0:40	
San Jose	2:12	1:41	0:59	0:19

On time performance at 94%



Price Comparison ACE/ Car from Stockton – Great America

Ticket Type	Total Cost	Cost per Ride	Travel Time
Round trip	\$24.25	\$12.13	1 h 58 min
20 Ride*	\$188.25	\$9.41	
Monthly	\$345.75	\$8.64**	
Car Ride	NA	\$38.90***	2 h 10 min (peak)

* 20 One-way rides

** assumes 40 rides/ month

*** 70.1 miles one way x 55.5 cent/ mi (does not include parking)



Current ACE Rider Activities



55% read



14% chose other

- More than **37% of ACE riders work** during their ride
- **43%** of individuals **use the internet** for leisure or entertainment
- **44.7%** of individuals **listened to music**

(Riders were able to chose more than one activity)



51% slept



78% talked on the phone

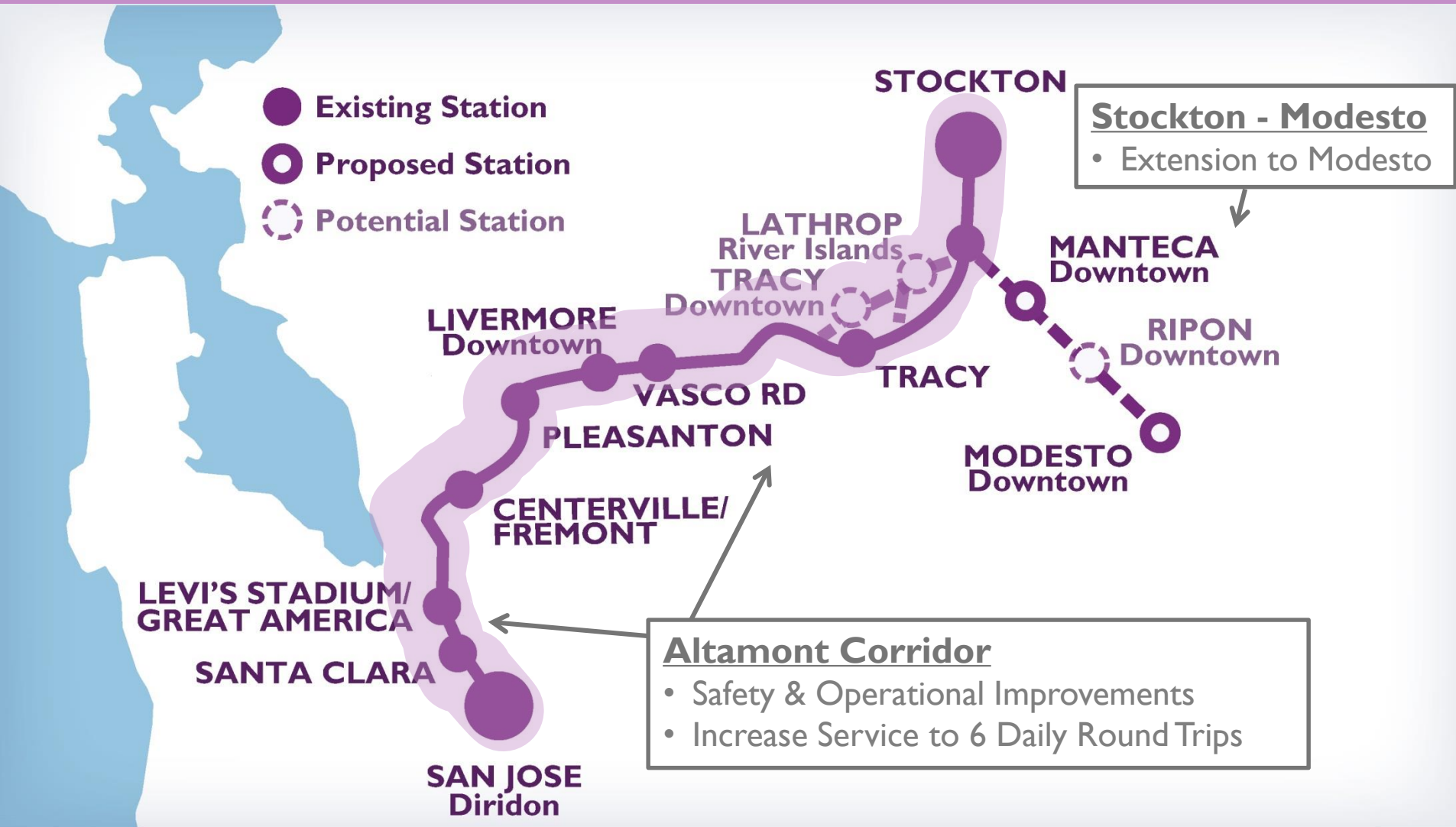


ACE Service to 49er Home Games



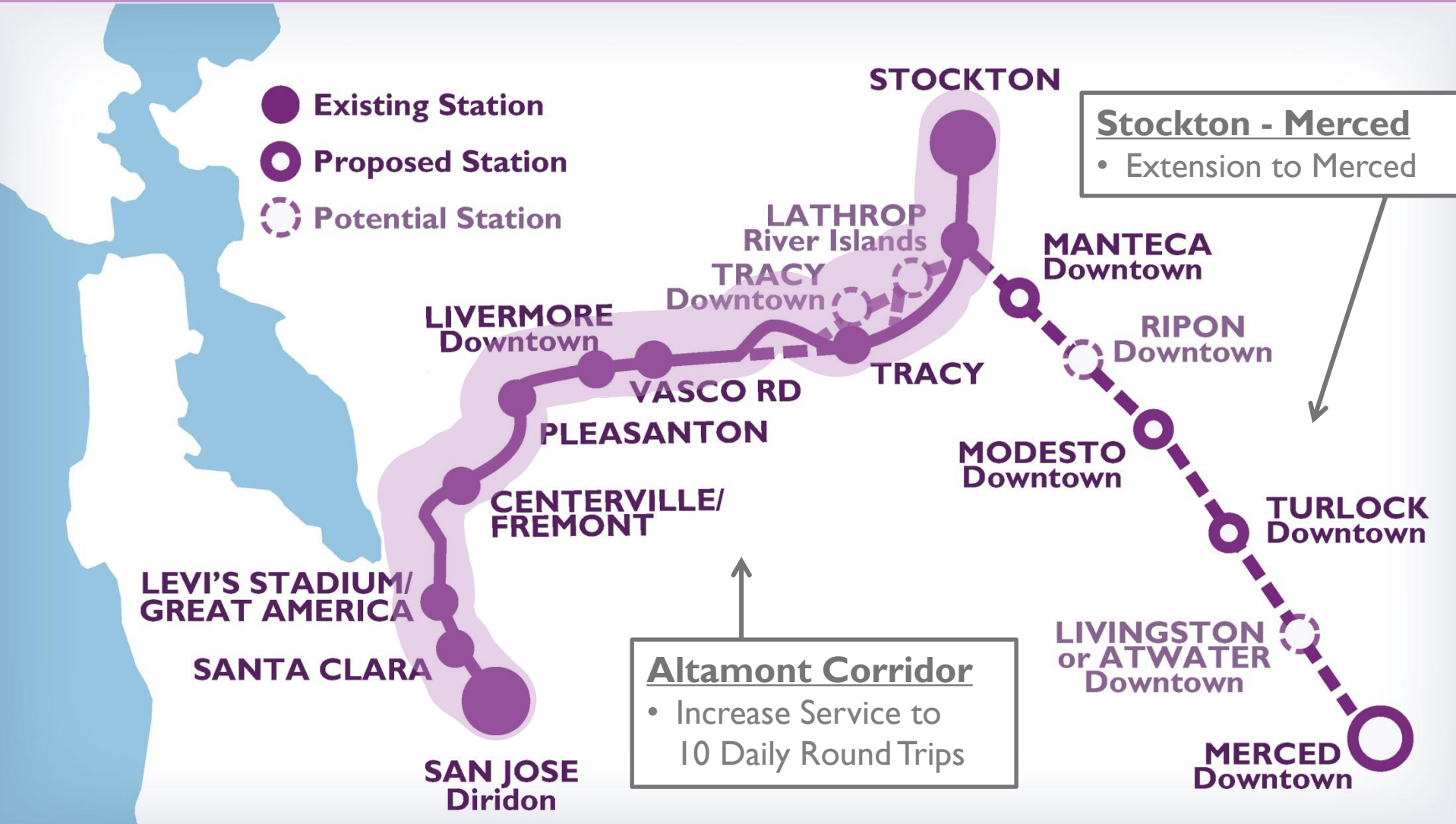


ACEforward Project Goals 5-year plan – 2018





ACEforward Project Goals Ten-Year Plan - 2022





The New ACEforward Initiative





The New ACEforward Initiative





Train Types – Existing and Next Model



Existing ACE – Diesel Locomotive

- One locomotive per 8 coaches (max.)
- Train length affects acceleration and braking performance
- Top Speed 79 mph



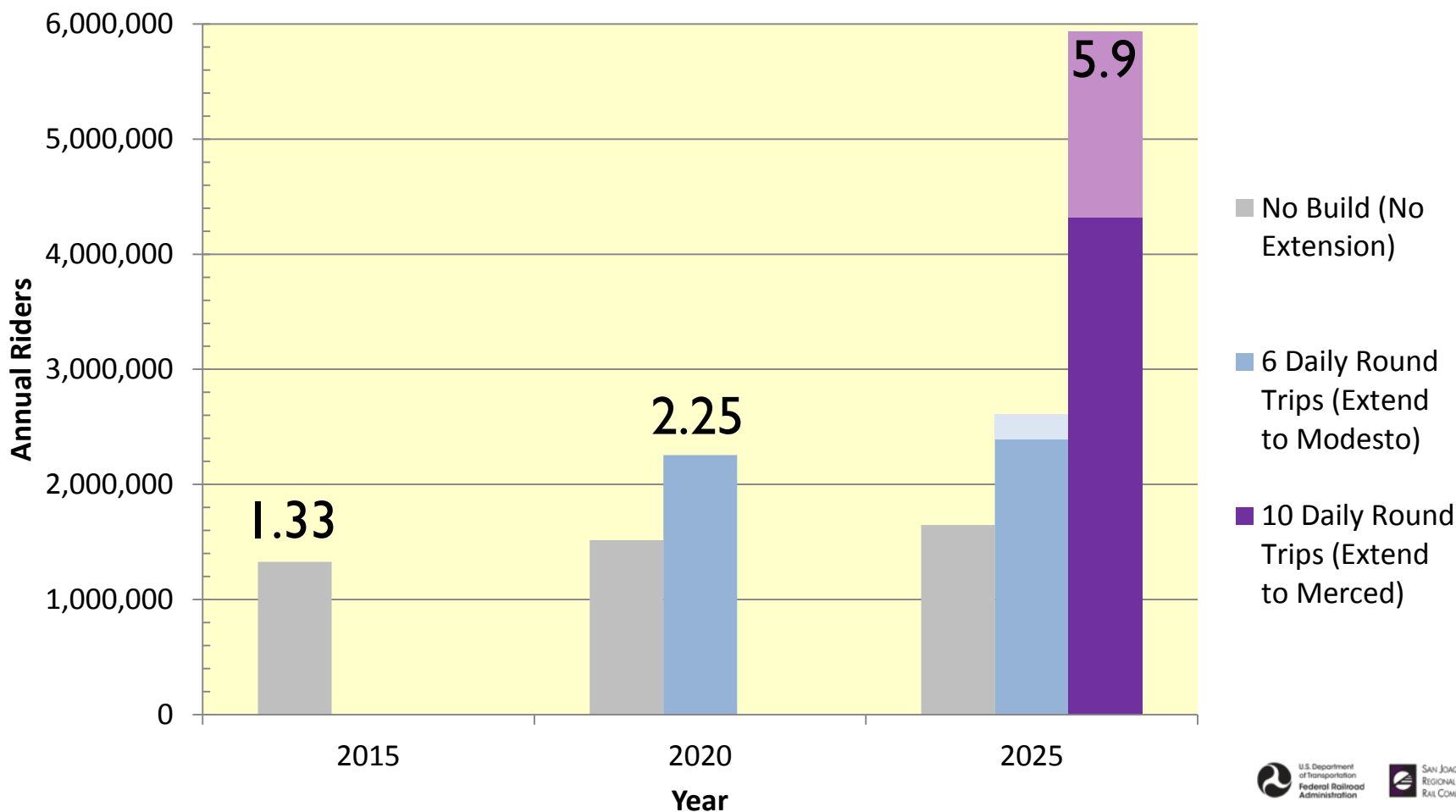
Diesel Multiple Unit (DMU)

- Each train is self propelled
- Performance not affected by train length
- Top Speed 110 - 125 mph



ACEforward – Ridership Forecast – Merced Extension

- 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 more than 340% compared to today's usage





Altamont Corridor Capital Improvements

Section	Project Cost (\$-MM 2014)	Local Share* (\$-MM 2014)
Extension to Modesto <ul style="list-style-type: none">• San Joaquin County ⁽¹⁾• Stanislaus County	\$102.8 \$96.2	\$25.7 \$24.1
5th & 6th Train ⁽²⁾	\$202	\$50.5
Extension to Merced <ul style="list-style-type: none">• Stanislaus County ⁽³⁾• Merced County	\$122.5 \$227.2	\$30.6 \$56.8
7th – 10th Train ⁽²⁾	\$200	\$50

1 – Extension to Ripon

2 – Capacity and grade crossing improvements Stockton – San Jose section
& maintenance facility expansion

3 – Extension to Turlock

4 – Capacity improvements Stockton – San Jose section



Altamont Corridor Operating and Maintenance Costs

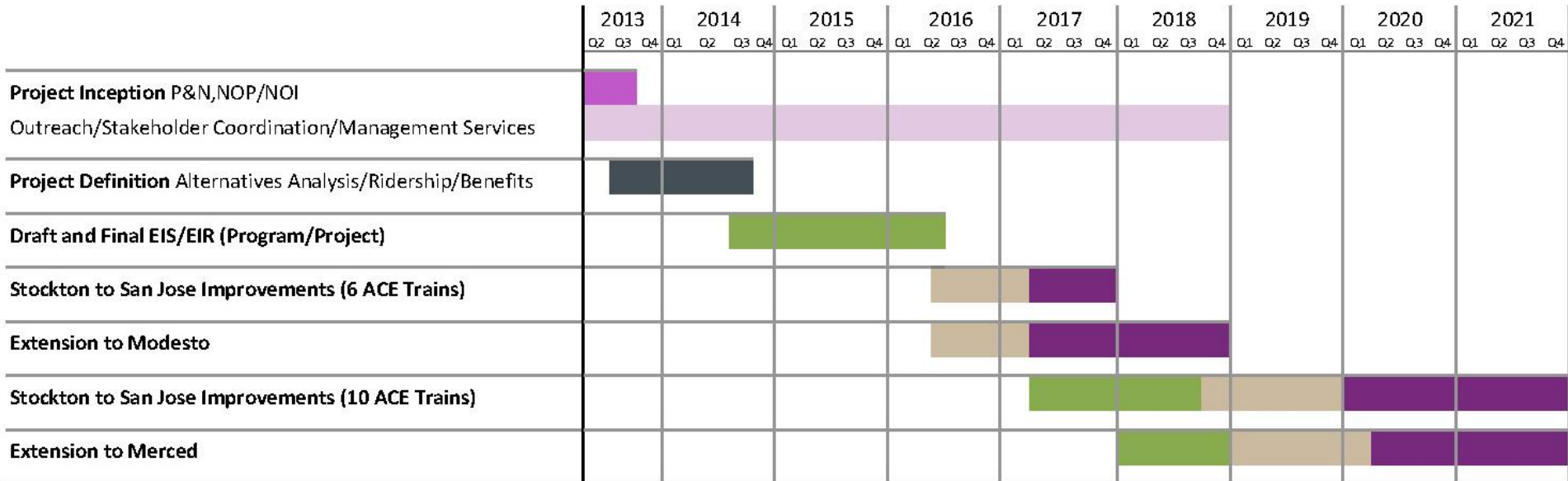
Project	Yearly Revenue Miles (1,000 mi)	Increase of Annual O&M Cost* (\$-MM)	Annual Local Share ** (\$-MM)
Existing (4 Weekday round trips Stockton/San Jose)	178.6	--	--
5th & 6th Train (2 Weekday round trips Modesto – San Jose)	277.8	\$4.9 – \$5.4	\$0.90 – \$0.99
7th – 10th Train (6 Weekday round trips extended to Merced/San Jose) (+ 4 Weekend-Holiday round trips Merced/San Jose) (+2 Weekend-Holiday round trips Stockton/San Jose)	768.4	\$23 – \$25	\$3.1 – \$3.5

* Projected gross increase over prior amount (e.g., 5th& 6th vs. Existing; 7th – 10th vs. 5th & 6th)

** Assuming a 45% farebox recovery; remaining deficit shared between 3 counties near term and 4 counties long term



ACEforward Schedule



Key

Project Inception

Outreach/Stakeholder Coordination/Management Services

Project Definition

Preliminary Design & Environmental

Design & Permits

Construction





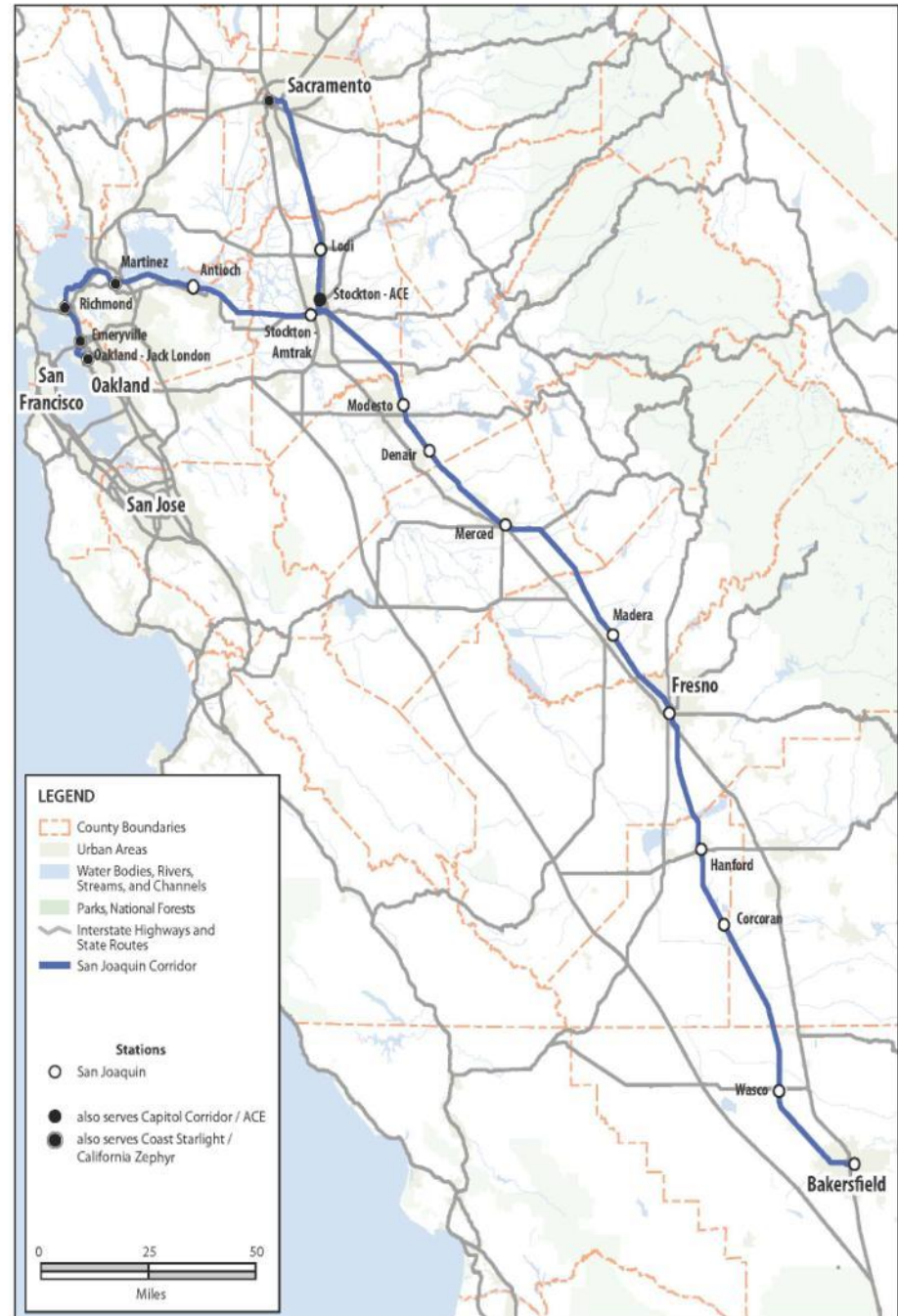
San Joaquin

Joint Powers Authority

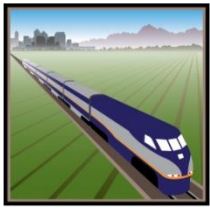
RailPAC November 15, 2014

San Joaquin Service

- 364 miles
- 11 counties
- 17 stations
- 6 daily round trips
 - 4 Oakland – Bak
 - 2 Sac – Bak







San Joaquin Trainset





Current San Joaquin Service





Looking Ahead

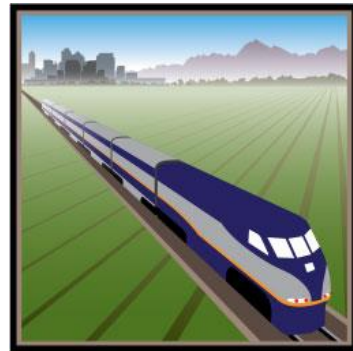
- Deployment of the 7th daily round trip is the highest priority for service expansion.
- SJJPA will work with the State to secure the funding necessary for the capital improvements and the additional operating funds to enable the deployment of the 8th daily round trip.
- Pursue improvements to increase frequency of service to Sacramento.



Marketing Approach

- SJJPA will introduce a more “grassroots” approach to marketing.
- Reach out to minority and non-English speaking residents.
- With Hispanics comprising well over 50% of the San Joaquin Valley population, a key part of marketing will focus on reaching out to Hispanic communities and providing promotional materials in Spanish.

CA Intercity Passenger Rail Leadership Coalition



San Joaquin
Joint Powers Authority



LOSSAN





Questions?



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