TVSJVRRA BOARD MEETING
SEPTEMBER 9 , 2020

REVISED RIDERSHIP FORECASTS AND CONCEPTUAL COST ESTIMATE

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REVISED RIDERSHIP FORECASTS

OVERVIEW

1. Travel Time Savings due to 15% design revisions
2. Reduced Headways in Mid-Day

-7 MINUTES

+6,800 WEEKDAY RIDERS

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RIDERSHIP ASSUMPTIONS

- Valley Link
  - Phase 1 to North Lathrop
  - IOS to Greenville / Southfront or Mountain House
- ACE
  - Implementation of extension to Sacramento and Ceres/Merced
  - Shared North Lathrop Station
- BART
  - Operates at 12-minute weekday period headways when Valley Link enters service
  - 12-minute weekday headways still in effect in 2040
  - Transfers at Dublin/Pleasanton will range 3-6 minutes

RIDERSHIP COMPARISON

	2025		2040
	Mountain House IOS	Full Route	Full Route
Updated Total Weekday Ridership (Total Boardings)	11,100* **+34%**	13,400* **+23%**	33,000* **+26%**
Prior Total Weekday Ridership (Total Boardings)	8,200	10,900	26,200

**scenario includes Southfront Station rather than Greenville Station*

UPDATED RIDERSHIP OVERVIEW

	2025		2040
	Mountain House IOS*	Full Route*	Full Route*
Total Weekday Ridership (Total Boardings)	11,100	13,400	33,000
One-way Trips (Inbound SJ Co→ Tri Valley)	5,550	6,700	16,500
Alightings at BART Dublin/Pleasanton – Daily – Peak	5,400 3,800	6,500 4,600	16,100 11,500
BART Transfers in each direction Peak Period	3,400	4,100	10,700

**scenario includes Southfront Station rather than Greenville Station*

MOUNTAIN HOUSE IOS 2025

3,800 Valley Link alightings at
D/P during the weekday peak period

"Mountain House" trains (15 each peak period)

260 riders on each peak-period Valley Link train → **40%** of capacity of a 6-car MU train that can hold 642 riders

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3,400 Valley Link to BART transfers during the weekday peak period → **900** Transfers of **New** BART riders during the weekday peak period

Transfers from "Mountain House" VL trains (15 trains each peak period)

230 of Valley Link riders on each peak-period "**Mountain House**" train would transfer to BART → **60** of them would be **new** BART riders → **5%** of capacity of a 10-carBART train

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BART Transfers in each direction Peak Period	3,400	4,100	10,700

**scenario includes Southfront Station rather than Greenville Station*

PHASE 1 TO NORTH LATHROP 2025

4,600 Valley Link alightings at Dublin/Pleasanton during the weekday peak period

78% of total peak-period ridership would occur on San Joaquin Valley "full route" trains

22% of total peak-period ridership would occur on "Mountain House" trains

"Full route" trains (8 trains each peak period)

3,600 riders on San Joaquin Valley "full route" trains → **450** riders on each "full route" peak-period train → **71%** of capacity of a 6-car MU train that can hold 642 riders

"Mountain House" trains (7 trains each peak period)

1,000 riders on "Mountain House" trains → **140** riders on each peak-period "Mountain House" train → **22%** of capacity of a 6-car MU train that can hold 642 riders

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PHASE 1 TO NORTH LATHROP 2025

4,100 Valley Link transfers to BART during the weekday peak period

78% of total peak-period ridership would occur on San Joaquin Valley "full route" trains

→ **3,200** transfers to/from "full route" peak-period trains

3,000 Transfers of New BART riders during the weekday peak period

22% of total peak-period ridership would occur on "Mountain House" trains

→ **900** transfers to/from peak-period "Mountain House" trains

Transfers from "Full route" VL trains (8 trains each peak period)

400 of Valley Link riders on **each San Joaquin "full route"** peak-period train would transfer to BART → **300** of them would be **new** BART riders → **25%** of capacity of a 10-car BART train

Transfers from "Mountain House" VL trains (7 trains each peak period)

130 of Valley Link riders on each peak-period "**Mountain House" train** would transfer to BART → **90** of them would be **new** BART riders → **8%** of capacity of a 10-car BART train

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Total Weekday Ridership (Total Boardings)	11,100	13,400	33,000
One-way Trips (Inbound SJ Co → Tri Valley)	5,550	6,700	16,500
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BART Transfers in each direction Peak Period	3,400	4,100	10,700

**scenario includes Southfront Station rather than Greenville Station*

PHASE 1 TO NORTH LATHROP 2040

11,500 Valley Link alightings at Dublin/Pleasanton during the weekday peak period

"Full route" trains (15 each peak period)

770 riders on each peak-period Valley Link train → **80%** of capacity of a 9-car MU train that can hold 963 riders

10,700 Valley Link to BART transfers during the peak period → **6,200** Transfers of New BART riders during the peak period

Transfers from "Full route" VL trains (15 trains each peak period)

710 of Valley Link riders on each San Joaquin "full route" peak-period train would transfer to BART → **410** of them would be new BART riders → **34%** of capacity of a 10-car BART train

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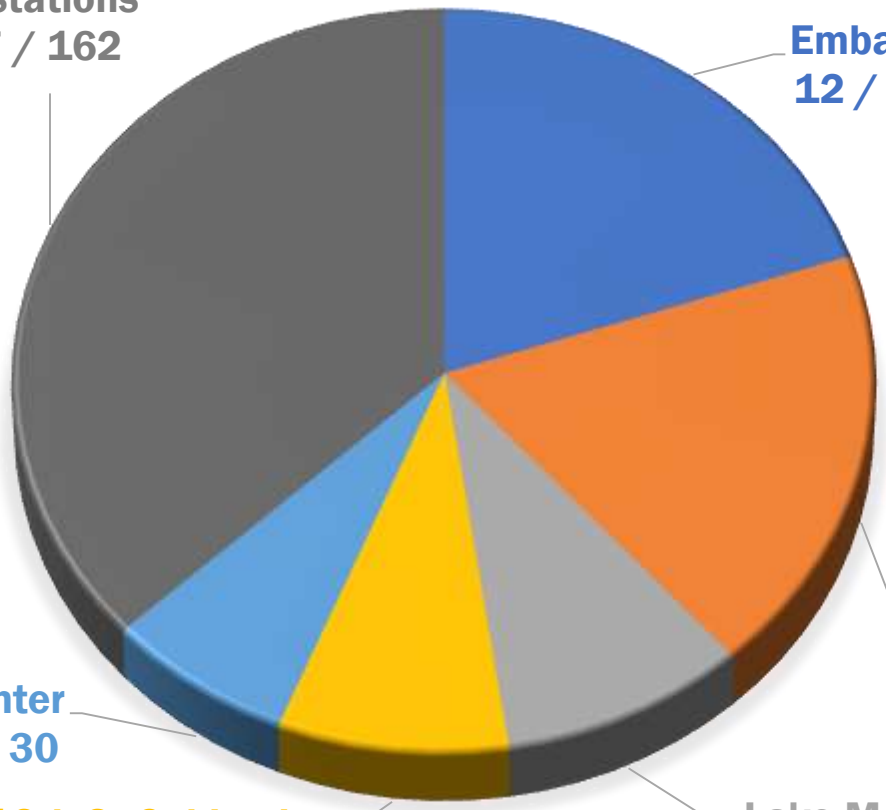
TRAINSET CAPACITY UTILIZATION SUMMARY

	2025		2040
	Mountain House IOS*	Full Route*	Full Route*
Total Daily Ridership	11,100	13,400	33,000
One-way Trips (Inbound SJ Co→ Tri Valley)	5,550	6,700	16,500
Alightings at D/P in the Peak Period	3,800	4,600	11,500
Riders per Peak-Period "Mountain House" Train	260 40% of 6-car VL Train	140 22% of 6-car VL Train	–
Riders per Peak-Period "Full Route" Train	–	450 71% of 6-car VL Train	770 80% of 9-car VL Train
Peak-Period VL to BART Transfers	3,400	4,100	10,700
New BART riders per Peak-Period "Mountain House" Train	60 5% of 10-car BART Train	90 8% of 10-car BART Train	–
New BART riders per Peak-Period "Full Route" Train	–	300 25% of 10-car BART Train	410 34% of 10-car BART Train

*each scenario includes Southfront rather than Greenville Station

INCREMENTAL NEW RIDERS BY BART STATION



All other stations
23 / 117 / 162

Embarcadero
12 / 63 / 78

Montgomery
11 / 59 / 74

Lake Merritt
5 / 29 / 39

12th St Oakland
5 / 27 / 32

Civic Center
5 / 22 / 30

Incremental new riders per peak-period train, by station
Approx. 60 new riders per "IOS" train /
2025 300 new riders per "full route" train /
2040 410 new riders per "full route" train /

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QUESTIONS

CONCEPTUAL COST ESTIMATE

(2018 DOLLARS – FULL BUILDOUT TO NORTH LATHROP WITH 2040 RIDERSHIP)

-7 MINUTES

1. Sidings
2. Vehicles
3. OMF

CAPITAL COST ESTIMATES

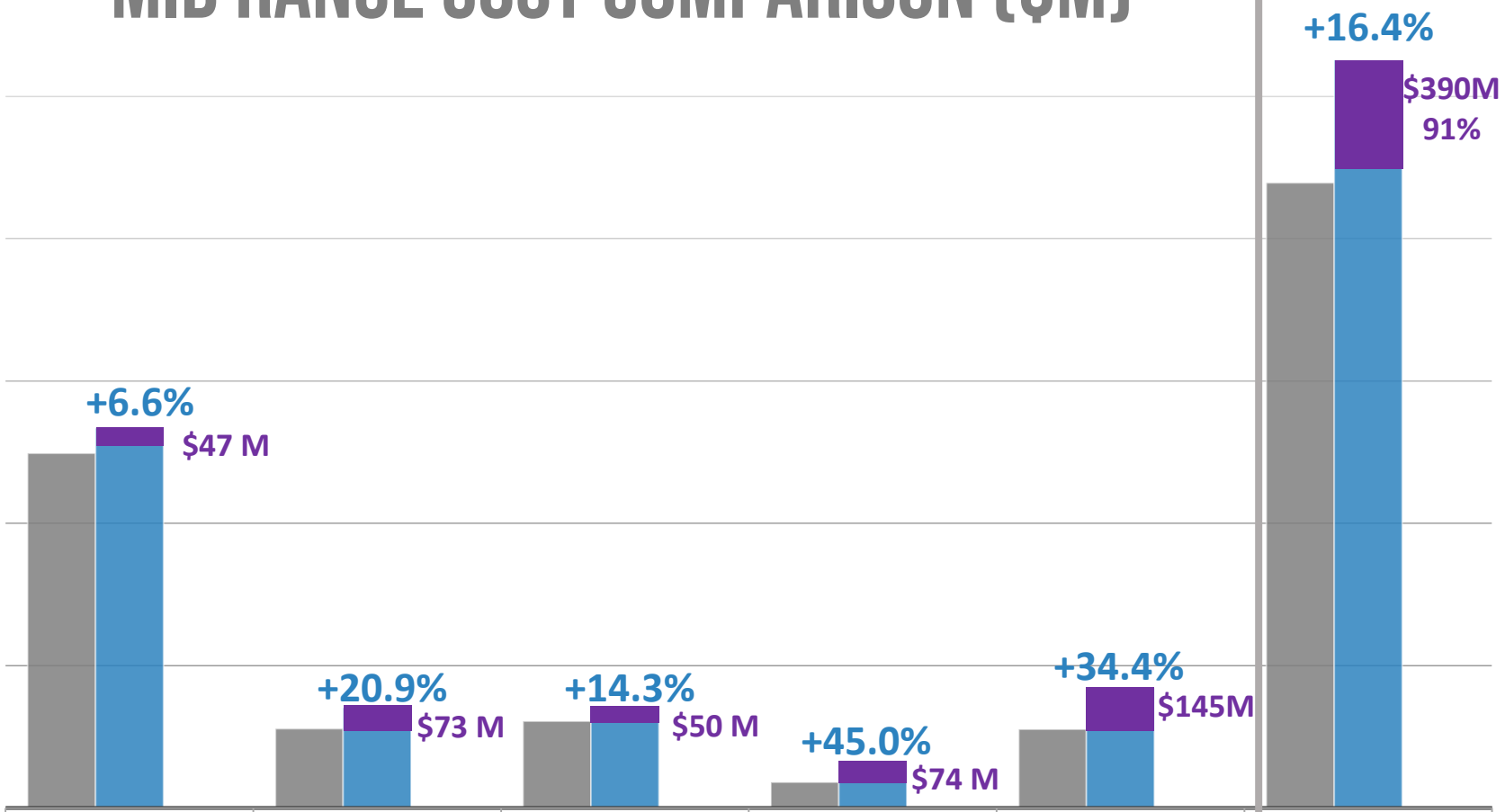
2019 Capital Cost Estimate

Project	Low Range Cost (FY18)	Mid Range Cost (FY18)	High Range Cost (FY18)
Phase 1: D/P to North Lathrop	$1.88 B	$2.20 B	$2.51 B

2020 Capital Cost Estimate

Project	Low Range Cost (FY18)	Mid Range Cost (FY18)	High Range Cost (FY18)
Phase 1: D/P to North Lathrop	$2.33 B	$2.63 B	$2.92 B

MID RANGE COST COMPARISON ($M)



	Segment 1	Segment 2	Segment 3	OMF	Vehicles (21-32)	Total
2019 Mid Range	$1,246.61	$278.20	$304.49	$90.37	$276.42	$2,196.08
2020 Mid Range	$1,333.99	$351.79	$355.35	$164.45	$421.20	$2,626.79
Pct Delta	6.6%	20.9%	14.3%	45.0%	34.4%	16.4%

2019 Mid Range 2020 Mid Range Pct Delta

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COST VARIANTS

- Costs Variants (Mid Range)
  - EMU (Added Cost $281 M)
    - Added cost for each vehicle $2.25 M
    - $72 M for 32 Vehicles
    - Added cost of OCS $209 M
  - Full double track
    - Total - $3.9 B
    - Incremental Increase $1.3 B

PLAN BAY AREA COST SUBMITTAL

Alameda County Portion (FY18) - $1.93 B

- Alignment from D/P BART to County Line - $1,581 M
- Vehicles (64% based on portion of length in Alameda County) - $270 M
- OMF (50% of the total facility cost) - $82 M

Alameda County Portion (FY24) - $2.34 B

QUESTIONS