

TRI-VALLEY – SAN JOAQUIN VALLEY REGIONAL RAIL AUTHORITY

**Item 3**

**ACTION**

**Minutes of May 9, 2018 Meeting in Livermore**

1. Call to Order and Pledge of Allegiance

Meeting was called to order by Board Chair Scott Haggerty at 2:08pm.

2. Roll Call of Members

**Members Present**

Supervisor Scott Haggerty (Chair), Alameda County  
Mayor Pro Tem Veronica Vargas (Vice Chair), City of Tracy  
Supervisor Bob Elliott, San Joaquin County  
Mayor John Marchand, City of Livermore  
Mayor Jerry Thorne, City of Pleasanton  
Vice Mayor Philip O'Loane, City of San Ramon  
Director Bernice King Tingle, Mountain House  
Councilmember Karen Stepper, Town of Danville  
Councilmember Paul Akinjo, City of Lathrop  
Councilmember Susan Lofthus, City of Stockton  
Board Member Steven Spedowski (Livermore), LAVTA  
Board Member Leo Zuber (Ripon), ACE  
Board Member John McPartland (District 5), BART

**Members Absent**

Vice Mayor Debby Moorhead, City of Manteca  
Mayor David Haubert, City of Dublin

3. Approve Minutes of March 14, 2018 Board of Directors Meeting

Board Chair Scott Haggerty informed that the minutes will not be approved, due to an incorrect date. The minutes will be placed on the next meeting agenda on June 13, 2018 for approval.

After the Approve Minutes of March 14, 2018 Board of Directors Meeting, Agenda Items 9 was moved up on the agenda for the convenience of the group in managing the balance of the meeting.

8. Public Comments

Anthony Docto provided the Board of Directors a letter regarding Mountain House Support for Grant Line Road/I-580 Train Station in Alameda County from the Mountain House Board of Directors. This letter will be approved tonight, May 9, 2018 at 7pm. For record purposes Mr. Docto read the support letter in its entirety to the Board of Directors. The Letter stated the following:

Dear Chairperson Scott Haggerty:

On behalf of the Mountain House Community Services District (MHCS D or District) Board of Directors, I want to thank you for your service to the Tri-Valley / San Joaquin Valley Regional Rail Authority and the benefit the Rail Authority can bring to our communities. We believe the mission of the Rail Authority as identified in AB 758 (Baker/Eggman), which was signed into law October 2017 by Governor Brown, will alleviate traffic congestion for the busiest Bay Area entryway known as the Altamont Pass/I-580 corridor by providing transit connectivity between the Tri-Valley and the San Joaquin Valley resulting in a safer, higher quality of life for our communities.

As you know, the Rail Authority is responsible for producing a Project Feasibility Report (PFR) to the California State Legislature by July 1, 2019. As part of this effort, MHCS D staff has identified and presented to the Rail Authority a potential (and strategically located) train station

location at the intersection of Grant Line Road and I-580 in Alameda County that could serve as a multi-modal transportation hub connecting Rail Authority and ACEForward future efforts to better serve multiple communities in the larger regional area of northern San Joaquin Valley and Bay Area.

Residents of the Mountain House community have expressed strong support for the inclusion of this proposed Grant Line Road/I-580 train station. Since both the Rail Authority system and the ACEForward trains' service lines are physically located in the vicinity, we believe this proposed train station is strategically beneficial to both entities and the larger regional area of northern San Joaquin Valley and the Bay Area. We respectfully request inclusion of the proposed Grant Line Road/I-580 train station for your consideration in the Rail Authority's PFR.

Thank you for your time and consideration. Please contact Mr. Anthony Docto, P.E., Mountain House Community Services District (MHCS D), by telephone at (209) 831-5666, or E-mail at [adocto@sjgov.org](mailto:adocto@sjgov.org)

This letter will be signed by the President of the Mountain House Board of Directors Mr. Manual Moreno.

Board Chair asked if Board Member Bernice King Tingle would like to comment. Board Member Bernice King Tingle stated that she sits on the Board of Directors for Mountain House and that they had a community meeting recently where people within the community expressed a strong desire to have this location studied and were excited about the Rail Authority project. Mountain House presented some of the items the Rail Authority has been discussing and they are in support of this project. One of the future items Mountain House will do is study data to see what location the community will frequent if individuals move into this area.

Robert S. Allen stated that this Authority was created under a state law to provide a connection between BART and ACE. Mr. Allen is more concerned that there be a direct connection between BART and ACE. BART has a project Environmental Impact Report (EIR) decision to reach this month to extend to Isabel, but the program Draft EIR is for extending to Greenville. Mr. Allen would like to see BART extended to Greenville to connect BART directly with ACE. The connection between BART and ACE is mainly for commuters from lower cost housing in the Central Valley to the job-rich Bay Area, but DMU over the hill with mid-day service is still a noble cause.

Roland Lebrun read the agenda item on discussion of vehicle technology from the last meeting in Tracy and he is reasonably happy, but has some comments. Mr. Lebrun observed that there was discussion about running electrified overhead catenaries above freight and he informed that there is absolutely no reason this cannot be done. This is done in Europe and the north-east US corridor. Roland Lebrun also noted that there was discussion on Electrical Multiple Unit (EMU) or DMU and he informed the Board of Directors that the answer is utilizing both. The technology has been around France for twenty-five years known as Electrical Diesel Multiple Units (EDMU). Mr. Lebrun gave a brief description on how an EDMU works. Roland Lebrun discussed the hybrid technology in Europe and informed how that technology works. Mr. Lebrun informed the Board that it is an important decision on technology, because the rolling stock will last for thirty years. Mr. Lebrun also briefed the Board on the United Kingdom (UK) EMU power packs on cost, maintenance, wattage, etc. Mr. Lebrun suggested an electrified track east bound going uphill (the one Union Pacific (UP) is currently using) and to use diesel on the west bound track, since it is downhill.

#### 4. Follow-Up Strategic Discussion – Vehicle Technology

AECOM Program Manager Diane Cowin provided the Board of Directors DMU/EMU information that was previously presented to the Alameda San Joaquin Regional Rail Working Group in their packet for review. AECOM Program Manager Diane Cowin updated the information and provided a PowerPoint presentation to the Board of Directors. Currently, the Board of Directors are making policy and system design decisions. The next steps will be to define the rolling stock criteria, evaluate manufacturer bids, and to make a final decision. The

goal is to select the right rolling stock by analysis and evaluation and defining the rolling stock criteria. The three types of multiple units to be evaluated are DMU, EMU, or Hybrid. AECOM Program Manager Diane Cowin noted that currently there are no hybrid multiple units functioning in the United States, so there is not a conceptual evaluation available. There was a comparison overview of the vertical clearance, maximum weekday capacity, and environmental benefits for DMUs and EMUs. AECOM Program Manager Diane Cowin informed the Board of Directors that they can have DMU and EMU as options going into the state environmental process. The Rail Authority can also start with a DMU and then transition to an EMU or hybrid, if needed. AECOM Program Manager Diane Cowin pointed out that the Board of Directors will need to think about overarching policy goals going forward. The Board of Directors discussed the vehicle technology at length and had various questions that were then answered by AECOM Program Manager Diane Cowin. AECOM Program Manager Diane Cowin informed that they are looking at alternative routes and will present that at a later meeting for comments. Board Chair Scott Haggerty requested an update on some of the newer vehicle technologies at the next meeting.

Board Chair Scott Haggerty acknowledged Tim Sbranti from Congressman Swalwell's office and Cindy Chin from Assemblywoman Catharine Baker's office are in attendance today.

Board Chair Scott Haggerty asked for public comment on this agenda item.

Roland Lebrun stated that hybrids in English you say "have your cake and eat it too". There is a great video on YouTube of Elon Musk and why Fuel Cells are a silly idea. Hybrids allow you to go in on phases and it makes you more likely to secure funding. Mr. Lebrun stated that you start off running diesel and then when the ridership goes up you have a business case for electrification. As a train approaches a station it recharges and regenerates the batteries which now makes it possible for the train to sit at the station with the diesel generators off with no sound. The train will take off with the same speed as if it was electrified and when the train reaches 20-30 mph the diesel generators will start. The first train that did this was an AGC BiBi Bombardier in France. This train can do both diesel and electric with two different types of electricity. Mr. Lebrun sent Board Chair Scott Haggerty a video on Virgin Azuma and it is ran on batteries with the pantographs down. He also suggested to look at the UK Class 800 and various other types of trains.

This was informational only.

## 5. Strategic Discussion – Project Delivery

AECOM Program Manager Diane Cowin introduced the keynote guest speaker Mr. Richard P. Wolsfeld, Vice Chairman of AECOM's North American Transportation Business. AECOM Vice Chairman Richard Wolsfeld provided the Board of Directors a presentation on various implementation methods for the delivery of the project concept. These various methods included the traditional model of Design Bid Build and Construction Manager at Risk, as well as alternative methods like Design Build, Design Build Operate and Maintain, and Public Private Partnership. Each method has different degrees of private and public involvement and associated risks that were discussed in the presentation. AECOM Vice Chairman Richard Wolsfeld informed the Rail Authority that there is no right or wrong project delivery solution and that every example is being used in some part of the US. The Board of Directors discussed project delivery at length with questions regarding the delivery methods.

Board Chair Scott Haggerty asked for public comment on this agenda item.

Roland Lebrun discussed alignment strategies and explained that there are always two solutions to every problem there's a strategic and a tactical solution. Mr. Lebrun informed the Board of Directors that they need to figure out where the people coming from the East Valley are going. Are they going to San Francisco or Silicon Valley? The tactical solution is a connection to BART in Fremont at Shinn (no stations, buses, parking, or anything else). If you have hybrid trains the option of having a Dumbarton Tunnel is to be electrified. In Europe they call Design Build Bid (DBB), NEC. The current contract is NEC3. Mr. Lebrun stated that with respect to the guest speaker there is no such thing as DBOMF and it is actually called DBFOM. Mr. Lebrun informed that if you look up Peking-Hankow Railway on YouTube you

will see his Great Grandfather Jean Jadot who built an 800 mile line in seven years with 300 percent operating revenue. Mr. Lebrun said they need to split the rail and EMUs. The only project in the entire Bay Area that could work for DBFOM is the Transbay Tunnel.

This was informational only.

6. Executive Director's Report

Executive Director Michael Tree provided the Board of Directors the Executive Director's Report. Executive Director Michael Tree informed that the FPPC approved the Conflict of Interest Code, but since there are multiple counties involved the FPPC requires the Board Members to file the Form 700 electronically. Executive Director Michael Tree will send an email in the next few days regarding the steps to file electronically. Executive Director Michael Tree noted that there was a workshop in Tracy that was well attended and a TAC meeting was at the end of April and they had a good discussion on ridership modeling. Executive Director Michael Tree stated that the ACE to BART website now has pictures and bios for all members available.

7. Directors' Discussion: Comments, Questions and Agenda Requests

None.

9. Adjourn

Meeting adjourned at 4:00pm