

**TRI-VALLEY – SAN JOAQUIN VALLEY REGIONAL RAIL AUTHORITY**

**Martinelli Event Center  
3585 Greenville Road  
Livermore, CA 94550**

**AGENDA  
OF BOARD OF DIRECTORS**

**May 15, 2019 2:00 p.m.**

1. Call to Order and Pledge of Allegiance
2. Roll Call of Members
3. Public Comments: Members of the public may address the Board on any issues not listed on the agenda that are within the purview of the Authority. Comments on matters that are listed on the agenda may be made at the time the Board is considering each item. Time limits on public comments may be established by the Chair.
4. Approve Minutes of April 10, 2019 Board of Directors Meeting – **ACTION**
5. Executive Director Report – **INFORMATION**
6. Treasurer's Report – **ACTION**
7. Budget Amendment – **ACTION**
8. Valley Link Funding Plan – **ACTION**
9. Valley Link Project Schedule– **ACTION**
10. Update on State and Regional Planning and Coordination - **INFORMATION**
11. Directors' Discussion: Comments, Questions and Agenda Requests
12. Next Meeting Date: June 12, 2019 at Tracy City Hall, 333 Civic Center Plaza, Tracy
13. Adjourn

*Upon request, the Tri-Valley-San Joaquin Valley Regional Rail Authority will provide written agenda materials in appropriate alternative formats, or disability-related modification or accommodation, including auxiliary aids or services, to enable individuals with disabilities to participate in public meetings. Please send a written request, including your name, mailing address, phone number and brief description of the requested materials and the preferred alternative format or auxiliary aid or service at least 2 days before the meeting. Requests should be sent to: [mtree@lavta.org](mailto:mtree@lavta.org).*

# **AGENDA**

## **ITEM 4**

1. Call to Order and Pledge of Allegiance

Meeting was called to order by Board Chair Scott Haggerty at 2:00pm.

2. Roll Call of Members

**Members Present**

Supervisor Scott Haggerty (Chair), Alameda County  
Supervisor Bob Elliott, San Joaquin County  
Councilmember Veronica Vargas (Vice Chair), City of Tracy  
Mayor John Marchand, City of Livermore  
Director Bernice King Tingle, Mountain House (arrived at 2:05pm)  
Councilmember Philip O'Loane, City of San Ramon  
Councilmember Debby Moorhead, City of Manteca  
Vice Mayor Karen Stepper, Town of Danville  
Vice Mayor Melissa Hernandez, City of Dublin  
Councilmember Paul Akinjo, City of Lathrop (arrived at 2:03pm)  
Councilmember Sol Jobrack, City of Stockton  
Board Member Bob Woerner (Livermore), LAVTA  
Board Member John McPartland (District 5), BART  
Board Member Leo Zuber (Ripon), ACE

**Members Absent**

Mayor Jerry Thorne, City of Pleasanton

3. Public Comments: Members of the public may address the Board on any issues not listed on the agenda that are within the purview of the Authority. Comments on matters that are listed on the agenda may be made at the time the Board is considering each item. Time limits on public comments may be established by the Chair.

[Paul Akinjo, Councilmember from City of Lathrop and Bernice King Tingle, Director from Mountain House, arrived during Public Comments.]

Robert S. Allen, Livermore resident, spoke regarding the Rail Authority opposing Senate Bill (SB) 50 and obtaining land that is owned by BART at Isabel and I-580.

4. Approve Minutes of March 13, 2019 Board of Directors Meeting – **ACTION**

Approved: Vargas/Stepper

Aye: Elliott, Marchand, Vargas, Woerner, Akinjo, Stepper, Zuber, O'Loane, McPartland, Hernandez, Tingle, Haggerty, Jobrack, Moorhead

No: None

Abstain: None

Absent: Thorne

5. Executive Director Report – **INFORMATION**

Executive Director Michael Tree provided a PowerPoint presentation to the Board of Directors providing an overview of briefings, key meetings, and community presentations that were conducted. Executive Director Michael Tree noted a couple of important considerations: 1) This is a regional

priority project with a One Voice trip to Washington, D.C. from May 5-9, 2019 to advocate for the project and discuss a BUILD grant application; 2) Transit Oriented Development. Executive Director Michael Tree also noted two key (TIRCP and Congested Corridors Program) Valley Link funding sources and the Operations and Maintenance funding. Executive Director Michael Tree informed that the draft Environmental Impact Report (EIR) is on target for release in the summer 2019, the project adoption and certifying the EIR will likely take place in August, and the 30% Valley Link design will finish in September/October timeframe in 2019, which will be timely for the call for projects from the State.

The item was discussed by the Board of Directors and staff.

This was informational only.

6. Treasurer's Report – **ACTION**

The Board of Directors approved the financial statements comparing the budgeted amounts approved at the December Board meeting to the expenses through the end of February 2019.

Approved: Vargas/Hernandez

Aye: Elliott, Marchand, Vargas, Woerner, Akinjo, Stepper, Zuber, O'Loane, McPartland, Hernandez, Tingle, Haggerty, Jobrack, Moorhead

No: None

Abstain: None

Absent: Thorne

7. Cooperative Agreement with Caltrans – **ACTION**

Executive Director Michael Tree provided the Cooperative Agreement with Caltrans to the Board of Directors. Caltrans is requiring a Cooperative Agreement for the work they will do in guiding staff and in review of submittals staff makes to Caltrans. This agreement is for \$200,000 for reimbursing Caltrans work on an as needed basis and is in the Rail budget.

The item was discussed by the Board of Directors and staff. Concerns about the critical work path to stay on schedule were discussed.

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

Roland Lebrun requested the 15% design to be shared with the public for comment.

The Board of Directors approved Resolution R01-2019 authorizing the Board Chair, Legal Counsel, and Executive Director to execute a Cooperative Agreement with the California Department of Transportation for development of a project initiation document.

Approved: Akinjo/Vargas

Aye: Elliott, Marchand, Vargas, Woerner, Akinjo, Stepper, Zuber, O'Loane, McPartland, Hernandez, Tingle, Haggerty, Jobrack, Moorhead

No: None

Abstain: None

Absent: Thorne

8. Valley Link Project Delivery – **ACTION**

Richard Wolsfeld from AECOM provided a PowerPoint presentation on Project Delivery to the Board of Directors. AECOM Richard Wolsfeld discussed the characteristics of the Design Build Maintain (DBM), a conventional lifecycle profile, and performance-based lifecycle approach.

The item was discussed by the Board of Directors and staff.

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

Roland Lebrun spoke regarding support of the maintenance infrastructure, issues with electrified tracks, and availability payments.

The Board of Directors approved the inclusion of a 30-40 year civil maintenance responsibility for the Design-Build Concessionaire, with the requirement that the project's civil infrastructure is turned back to the Authority at the end of the concession period in a "state of good repair".

Approved: Vargas/Akinjo

Aye: Elliott, Marchand, Vargas, Woerner, Akinjo, Stepper, Zuber, O'Loane, McPartland, Hernandez, Tingle, Haggerty, Moorhead

No: Jobrack

Abstain: None

Absent: Thorne

9. Valley Link Funding Plan – **INFORMATIONAL**

Diane Cowan from AECOM provided a PowerPoint presentation on the Valley Link Funding Plan to the Board of Directors. Diane Cowan discussed the status of the funding and finance plan. Diane Cowan also informed of potential funding sources that are being explored for capital and operations and maintenance costs. AECOM Economist Feliz Ventura also discussed local and state based funding sources that are being considered. Diane Cowin informed that the next steps are to continue discussions with MTC and SJCOG, complete analysis on other funding sources, continue discussions with cities and developers on funding mechanisms, and focus on the process for re-allocation of BART to Livermore funds.

The item was discussed by the Board of Directors and staff.

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

Roland Lebrun spoke regarding granularity on farebox recovery and suggested contacting BART for their farebox recovery and parking revenue generated at the Antioch extension.

Board Chair Scott Haggerty acknowledged Mayor Rickman in the audience. Board Chair Scott Haggerty also requested a comprehensive discussion on farebox recovery for the next meeting.

This was informational only.

10. Valley Link Schedule – **INFORMATIONAL**

Diane Cowan from AECOM provided a PowerPoint presentation on Valley Link Schedule to the Board of Directors. The detailed schedule showed the Feasibility Study, Design and Environmental,

funding commitments, procurement process, and design and construction. Diane Cowan informed that the Feasibility Study will be provided for action at the June Board meeting with submittal by July 1, 2019. By Fall 2019 the 30% Design and Environmental is expected to be completed. A procurement Request for Qualifications (RFQ) for Concessioners is expected to be complete by Summer 2020. Design and Construction start in 2021 with opening hopefully by 2023-2026. The critical path in red on the schedule is driving the schedule and should be focused on to shorten the schedule. One key item driving the schedule is the commitment of funds. Diane Cowin stated that you should not put out a RFQ without funding, because that is a risk for the agency. A refined version of the schedule will be brought to the May Board meeting.

The item was discussed by the Board of Directors and staff.

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

Roland Lebrun spoke regarding procurement alternative advantages, availability payments, and caveats when things go wrong.

This was informational only.

11. Update on Outreach for Station Area Planning – **INFORMATIONAL**

CEO Daniel Iacofano of MIG provided a PowerPoint presentation titled Update on Outreach for Station Area Planning to the Board of Directors. Outreach has been provided to disadvantaged communities, low-income communities / households and various methods are being used like bilingual surveys and pop-up events. So far the outreach activities have connected with 2,115 people. Valley link briefing books and bilingual fact sheets have been distributed throughout the corridor. Many briefings, pop-up events, and commuter outreach have been completed with positive feedback and support for the project. Workshops provided feedback on design priorities, access issues, and other major themes. The survey received 946 responses to date and Daniel Iacofano provided key findings from these surveys. Daniel Iacofano noted the next steps is station area planning and key considerations.

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

The item was discussed by the Board of Directors and staff.

[Veronica Vargas, Councilmember from City of Tracy, departed during Update on Outreach for Station Area Planning.]

Roland Lebrun spoke regarding local jurisdictions being responsible for the stations being built.

This was informational only.

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

Board Chair Scott Haggerty made an agenda request for discussion on layout criteria at the stations.

13. Next Meeting Date: May 8, 2019 at Martinelli Center, 3585 Greenville Road, Livermore

The meeting on May 8, 2019 will be rescheduled, due to Board Members being in Washington, D.C.

14. Adjourn

Meeting adjourned at 4:42pm.

## **AGENDA**

### **ITEM 5**





Tri-Valley ▲ San Joaquin Valley  
**REGIONAL RAIL AUTHORITY**

**STAFF REPORT**

SUBJECT: Executive Director's Report  
FROM: Michael Tree, Executive Director  
DATE: May 15, 2019

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**Action Requested**

Informational item only.

**Background/Discussion**

An oral report will be provided at the Board meeting.

# **AGENDA**

## **ITEM 6**



Tri-Valley ▲ San Joaquin Valley  
**REGIONAL RAIL AUTHORITY**  
STAFF REPORT

SUBJECT: Treasurer's Report  
FROM: Tamara Edwards, Director of Finance  
DATE: May 15, 2019

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**Action Requested**

Staff recommends the Tri-Valley – San Joaquin Valley Regional Rail Authority Board accept the financial statements comparing the budgeted amounts approved at the December Board meeting to the expenses through the end of March 2019.

**Background/Discussion**

Attached is the budget approved by the Board in December (for the period of December 2018 through November 2019) along with the revenues received and expenses expended through March 2019. Staff has billed MTC against the RM1 grant for expenses through the end of March. The report will reflect these revenues once they are received.

**Attachments:**

- A. Budget vs Actual: Through March 2019

**Tri-Valley-San Joaquin Valley Regional Rail Authority**  
**Budget December 2018-November 2019**  
**Revenues and Expenses through March 31,2019**

		Budget	Actual	Amount remaining	% budget remaining
<b>Revenues</b>					
	Caltrans	\$ 750,000		\$ 750,000	100%
	MTC	\$ 10,121,000		\$ 10,121,000	100%
	Government Relations/Community Engagement	\$ 500,000		\$ 500,000	100%
		<u>\$ 11,371,000</u>	<u>\$ -</u>	<u>\$ 11,371,000</u>	<u>100%</u>
<b>Expenses</b>					
Stipends	Executive Director	\$ 125,000	\$ 37,621	\$ 87,379	70%
	Finance Director	\$ 25,000	\$ 2,536	\$ 22,464	90%
	Planning Director	\$ 25,000	\$ 2,536	\$ 22,464	90%
	Total Stipends	<u>\$ 175,000</u>	<u>\$ 42,694</u>	<u>\$ 132,306</u>	<u>76%</u>
Consultants	Environmental/30% Design	\$ 8,500,000	\$ 352,800	\$ 8,147,200	96%
	Feasability Report	\$ 750,000	\$ -	\$ 750,000	100%
	Senior Project Manager	\$ 425,000	\$ -	\$ 425,000	100%
	Senior Lead Engineer	\$ 376,000	\$ -	\$ 376,000	100%
	Strategic Development Dir	\$ 100,000	\$ -	\$ 100,000	100%
	Administrative Assistant	\$ 55,000	\$ 6,859	\$ 48,141	88%
	Lobbying	\$ 500,000	\$ -	\$ 500,000	100%
	Total Consultants	<u>\$ 10,706,000</u>	<u>\$ 359,659</u>	<u>\$ 9,846,341</u>	<u>97%</u>
Other Direct costs	Legal	\$ 90,000	\$ 25,074	\$ 64,926	72%
	Meeting Materials	\$ 15,000	\$ 3,242	\$ 11,758	78%
	Insurance	\$ 25,000	\$ 6,844	\$ 18,156	73%
	Travel/Mileage/Mis	\$ 20,000	\$ 10,984	\$ 9,016	45%
	Office Remodel	\$ 40,000	\$ 25,391	\$ 14,609	37%
	Caltrans Reimbursement	\$ 200,000	\$ -	\$ 200,000	100%
	Union Pacific Reimbursement	\$ 100,000	\$ -	\$ 100,000	100%
	Total Other Direct Costs	<u>\$ 490,000</u>	<u>\$ 71,536</u>	<u>\$ 418,464</u>	<u>85%</u>
Total Budget		\$ 11,371,000	\$ 473,888	\$ 10,397,112	96%

## **AGENDA**

### **ITEM 7**



Tri-Valley San Joaquin Valley  
**REGIONAL RAIL AUTHORITY**  
STAFF REPORT

SUBJECT: Budget Amendment  
FROM: Tamara Edwards, Director of Finance  
DATE: May 15, 2019

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**Action Requested**

Staff requests that the Tri-Valley – San Joaquin Valley Regional Rail Authority Board approve two amendments to the budget approved in December 2018. The proposed amendment would add a total of \$95,000 to both revenue and expenses.

**Background/Discussion**

Staff is requesting to add revenue and expenses in the consulting budget for strategic planning services for \$50,000. The need for this amendment stems from the increase coordination between regions and various planning and funding agencies. The revenues are being provided by Alameda County. The county has provided \$50,000 for this year and another \$50,000 for next year and the additional \$50,000 will be reflected as pre-paid revenue. The second request is for \$45,000 for the production of the Valley Link Promotional Video. The revenues for this project were provided by the City of Tracy and the River Islands Development.

**Recommendation**

Staff recommends approving an amendment to the budget to add a revenue line item of \$50,000 and a corresponding expense line item for \$50,000, and another expense line item of \$45,000 with a corresponding revenue line item.

# **AGENDA**

## **ITEM 8**



# Tri-Valley San Joaquin Valley **REGIONAL RAIL AUTHORITY**

## STAFF REPORT

SUBJECT: Valley Link Proposed Draft Funding Plan

FROM: Michael Tree, Executive Director

DATE: May 15, 2019

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### **Action Requested**

It is recommended that the Tri-Valley San Joaquin Valley Regional Rail Authority authorize the proposed draft funding plan to move forward into the Feasibility Study Report. It is also recommended that the proposed draft funding plan be updated, as necessary, as funding sources are secured, awarded, denied, or otherwise change to guide the project funding and financing implementation after completion of the Feasibility Study.

### **Background**

At the January 17, 2018 inaugural meeting, the Tri-Valley - San Joaquin Regional Rail Authority adopted the advancement of a work program concept for purposes of expediting the development of cost-effective and responsive transit connectivity between the BART system and ACE rail service in the Tri-Valley region. Assembly Bill 758 that established the Authority, also requires that the Authority develop a plan for how to fund the proposed project concept. Diane Cowin from AECOM discussed the status of the funding and finance plan, as well as, the potential funding sources that are being explored for capital and operations and maintenance costs at the March and April 2019 Board of Directors meetings. While funding and finance plans are updated throughout project development and implementation, the Feasibility phase funding plan will be presented for consideration of the Board of Directors.

### **Discussion**

#### ***Potential Capital Funding Sources***

It is estimated that the capital costs for Valley Link to provide service from Dublin/Pleasanton BART to North Lathrop will be approximately \$1.8 billion (fiscal year [FY] 2018 dollars).

Capital funding sources were assigned a likelihood rating from low to high. See the table below for a summary of the potential capital funding sources along with their funding potential.

High likelihood capital funding sources are previously identified funding from the original BART to Livermore capital allocation (Table 1). The process for re-allocating the BART to Livermore funds will require working with Alameda County Transportation Commission (Alameda CTC), Metropolitan Transportation Commission (MTC), and City of Livermore City Council. Funding sources with a high likelihood are Alameda CTC Measure BB, MTC AB1171, MTC RM3, MTC RM1 and City of Livermore development impact fees. The total capital funds from these sources are \$628 million.



**Table 1: Capital Funding Sources to be Re-allocated from BART to Livermore**

<b>Capital Funding Source</b>	<b>Funding Potential</b>	<b>Likelihood (Of securing the full amount of funding potential)</b>
ACTC - Measure BB	\$400 million	High
MTC - RM1	\$15 million	High
MTC - RM3	\$100 million	High
MTC - AB1171	\$73 million	High
Alameda County Development Impact Fee	\$40 million	High

Medium likelihood capital funding sources are funding sources where Valley Link has a reasonable chance of receiving funding, but the source is part of a competitive process at the State or local level (Table 2). Funding sources with a medium likelihood are Transit and Intercity Rail Capital Program (TIRCP) and Air Quality Management District funds.

Low-medium likelihood capital funding sources are funding sources where Valley Link has an uncertain chance of receiving funding, and the funding amount is more speculative (Table 2). Funding sources with low-medium likelihood are Solutions for Congested Corridors Program (SCCP), San Joaquin County Development Impact Fees, and San Joaquin County Tax Increment Financing (TIF). The SCCP is a competitive State grant that also requires the project be sponsored and submitted by the Metropolitan Planning Organization (MPO). Currently, the Valley Link project is not included in the fiscally constrained Regional Transportation Plan (RTP) for either MPO. Therefore, submittal for the SCCP is unlikely for the 2020 grant cycle. For San Joaquin County Development Impact Fees Valley Link needs to be added to the fiscally constrained RTP and the Regional Transportation Impact Fee (RTIF) project list. For the San Joaquin County TIF requires commitment from jurisdictions to dedicate their property tax increment to the project, as well as, the build out of developments in the proximity of the Valley Link stations.

Low likelihood capital funding sources are funding sources where Valley Link has a low probability of receiving funding, and the funding amount is speculative (Table 2). Funding sources with low likelihood are additional State funds and Federal grants, including Better Utilizing Investments to Leverage Development (BUILD) grants, Infrastructure for Rebuilding America (INFRA) grants, Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE) grants, or other federal programs. Federal grants are highly competitive in nature, require projects to be part of the RTPs and State Transportation Improvement Program (STIP), and also would require completion of the NEPA process. Additional State funds depend on future grant cycle funding allocations and requests.

**Table 2: Potential Capital Funding Sources with Low to Medium Likelihood**

Capital Funding Source	Funding Potential	Likelihood (Of securing the full amount of funding potential)
Air Quality Management District	\$20 million	Medium
TIRCP Grant	\$100 million	Medium
San Joaquin County Development Impact Fee	\$46 million	Low to Medium
San Joaquin County TIF	\$40 million	Low to Medium
Congested Corridors Grant	\$100 million	Low to Medium
Additional State Funds	\$250 million	Low
Federal Funds	\$20 million	Low

***Potential Operating Funding Sources***

It is estimated that the annual operations and maintenance cost to provide rail service from Dublin/Pleasanton BART to North Lathrop will be approximately \$26.8 million in 2025 (year of expenditure dollars).

Operating funding sources were assigned a likelihood rating from low to high. See the tables below for a summary of the potential operating funding sources along with their revenue potential.

High likelihood operating funding sources are revenue sources that have a high potential of being committed and the revenue stream is expected to be consistent (Table 3). Funding sources with a high likelihood are farebox revenue, parking revenue, FTA Section 5307 and 5337 formula funds designated to San Joaquin region, and Congestion Mitigation and Air Quality Improvement (CMAQ).

**Table 3: O&M Funding Sources with High Likelihood**

Operating Revenue Source	Annual Revenue Potential	Likelihood (Of securing the full amount of revenue potential)
Fare Revenue 50% Farebox Recovery	\$13-15 million	High
Parking Revenue	\$2-3 million	High
FTA Section 5307 and 5337 UZA in San Joaquin Region	\$5-\$7 million	High
CMAQ	\$5 million	High

Medium likelihood operating funding sources are revenue sources that have a reasonable chance of being committed (Table 4). The I-580 managed lanes unrestricted revenue surplus is dependent upon receipts and transit operations funding is a second priority for the surplus funds under managed lanes expansion and maintenance. FTA Section 5307 and 5337 formula funds designated to MTC region could be constrained due to the needs of existing transit systems in the region.

Low-medium likelihood operating funding sources are revenue sources that have an uncertain chance of being committed, since they require voter approval and pending

future agreements with the MPOs and member agencies.

Low likelihood operating funding sources are revenue sources that have a low chance of being committed (Table 4). The I-205/I-5 toll revenue has a low likelihood, since the project is currently in the planning stage only. The assumption is that any funds associated with this revenue stream would not be available until after 2040.

**Table 4: Potential O&M Funding Sources with Low to Medium Likelihood**

Operating Revenue Source	Annual Revenue Potential	Likelihood (Of securing the full amount of revenue potential)
FTA Section 5307 and 5337 – UZA in MTC Region	\$5-7 million	Medium
I-580 Express Lanes	\$2-3 million	Medium
SJ County Measure L	\$3-4 million	Low to Medium
Bay Area Measure	TBD	Low to Medium
I-205/I-5 Toll Revenue	TBD	Low

#### ***Potential Financing Approach***

The summation of all the potential capital funding sources identified are not sufficient to fund the capital costs. Financing could be explored if no additional capital funds are identified or if any of the funding amounts are less than the identified potential amount. Financing requires annual revenue streams to pay back principal and interest over time. Potential revenue streams to pay back the debt service include: FTA 5307/5337 formula funds, sales tax measures and San Joaquin County tax increment financing (TIF). By using the revenue streams to pay back the debt service, the operating revenue source will be reduced. Depending on financing needs, additional revenue streams will need to be identified to secure financing. An example of the debt service for \$600 million in capital financing would result in annual principal and interest payments of approximately \$28 million under the federal TIFIA program. This program would also require completion of the NEPA process.

It is proposed that more detail be added as necessary to monitor and guide the project funding and financing (if needed) plan implementation after completion of the Feasibility Study.

#### **Fiscal Impact**

The approach to funding and financing will have a fiscal impact to the Authority. Board approval will also result in direction to the Executive Director to pursue the capital and operating funds identified as well as any additional funding sources.

## **AGENDA**

### **ITEM 9**



# Tri-Valley San Joaquin Valley **REGIONAL RAIL AUTHORITY**

## STAFF REPORT

SUBJECT: Valley Link Draft Project Implementation Schedule

FROM: Michael Tree, Executive Director

DATE: May 15, 2019

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### **Action Requested**

It is recommended that the Tri-Valley San Joaquin Valley Regional Rail Authority authorize the proposed draft project implementation schedule to move forward into the Feasibility Study Report. It is also recommended that the proposed draft project implementation schedule be updated with more detail as necessary to monitor and guide the project implementation after completion of the Feasibility Study.

### **Background**

The Phase II Feasibility Report for the Valley Link rail project, due July 1, 2019 as mandated by AB 758, must identify a project schedule. At the March 13, 2019 meeting, the Board approved the following recommendations with respect to the selection of a preferred project delivery method of Design Build. At the April 2019 meeting, Diane Cowin from AECOM presented the preliminary draft project implementation schedule. Comments received from the Board of Directors included providing more detail on the timing for each of the major funding sources and present a version that overlaps the commitment of funds and procurement of the Design Build contractor.

At this meeting, a draft project schedule for environmental, funding commitments, procurement of Design Build contractor, and completion of construction will be reviewed by Diane Cowin from AECOM.

### **Discussion**

A project schedule for implementation of the Valley Link project has been drafted. This schedule is in draft form and could adjust if certain tasks are accelerated or delayed. The schedule is broken into 5 main tasks:

1. Feasibility Study
2. Design / Environmental
3. Funding
4. Procurement
5. Design / Construction

The draft schedule shows completion of the Feasibility Study in June with submittal to Assembly Members and the State by July 1, 2019. The Design / Environmental is anticipated to be complete in Fall 2019. Funding commitments secured by Summer / Fall

2020, and Procurement starting with preparation of documents in 2019 followed by RFQ in 2020. Design and Construction could begin in 2021 with completion sometime prior to 2027 depending on the Design Build contractors proposed approach. The schedule outlined is aggressive and is based on several assumptions including receipt of funding commitments in 2020, identification and commitment of additional funding, CEQA and NEPA documentation is approved and certified in a timely manner, and Design Build procurement result in an acceptable number of bidders.

It is proposed that more detail be added as necessary to monitor and guide the project implementation after completion of the Feasibility Study.

**Fiscal Impact**

None.

## **AGENDA**

### **ITEM 10**



Tri-Valley ▲ San Joaquin Valley  
**REGIONAL RAIL AUTHORITY**

**STAFF REPORT**

SUBJECT: Update on State and Regional Rail Planning

FROM: Michael Tree, Executive Director

DATE: May 15, 2019

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**Action Requested**

There is no action requested at this time. This is an item for discussion only.

**Background/Discussion**

A number of significant rail planning activities are occurring on both the state and regional level that present important opportunities for collaboration and important documentation was released to the public last week:

- California High Speed Rail Authority (CHSRA) 2019 Project Update Report to the State Legislature (May 1, 2019)
- Altamont Corridor Vision (May 3, 2019)

At the upcoming Board meeting, staff will provide an overview of some of the key findings from the CHSRA report relative to early service connectivity in the Altamont Corridor. An overview of the longer range vision for the corridor will also be reviewed with a focus on opportunities for coordination and next steps.

**Fiscal Impact**

There are no fiscal impacts associated with the approval of this action.

**Report Links:**

California High Speed Rail Authority's Project Update Report to the State Legislature  
[http://www.hsr.ca.gov/docs/about/legislative\\_affairs/SB1029\\_Project\\_Update\\_Report\\_050119.pdf](http://www.hsr.ca.gov/docs/about/legislative_affairs/SB1029_Project_Update_Report_050119.pdf)

**Attachments:**

- A. Altamont Corridor Vision



# Altamont Corridor Vision



SAN JOAQUIN  
REGIONAL  
RAIL COMMISSION



Tri-Valley & San Joaquin Valley  
**REGIONAL RAIL AUTHORITY**



**San Joaquin**  
**Joint Powers Authority**

Planning Update: April 2019





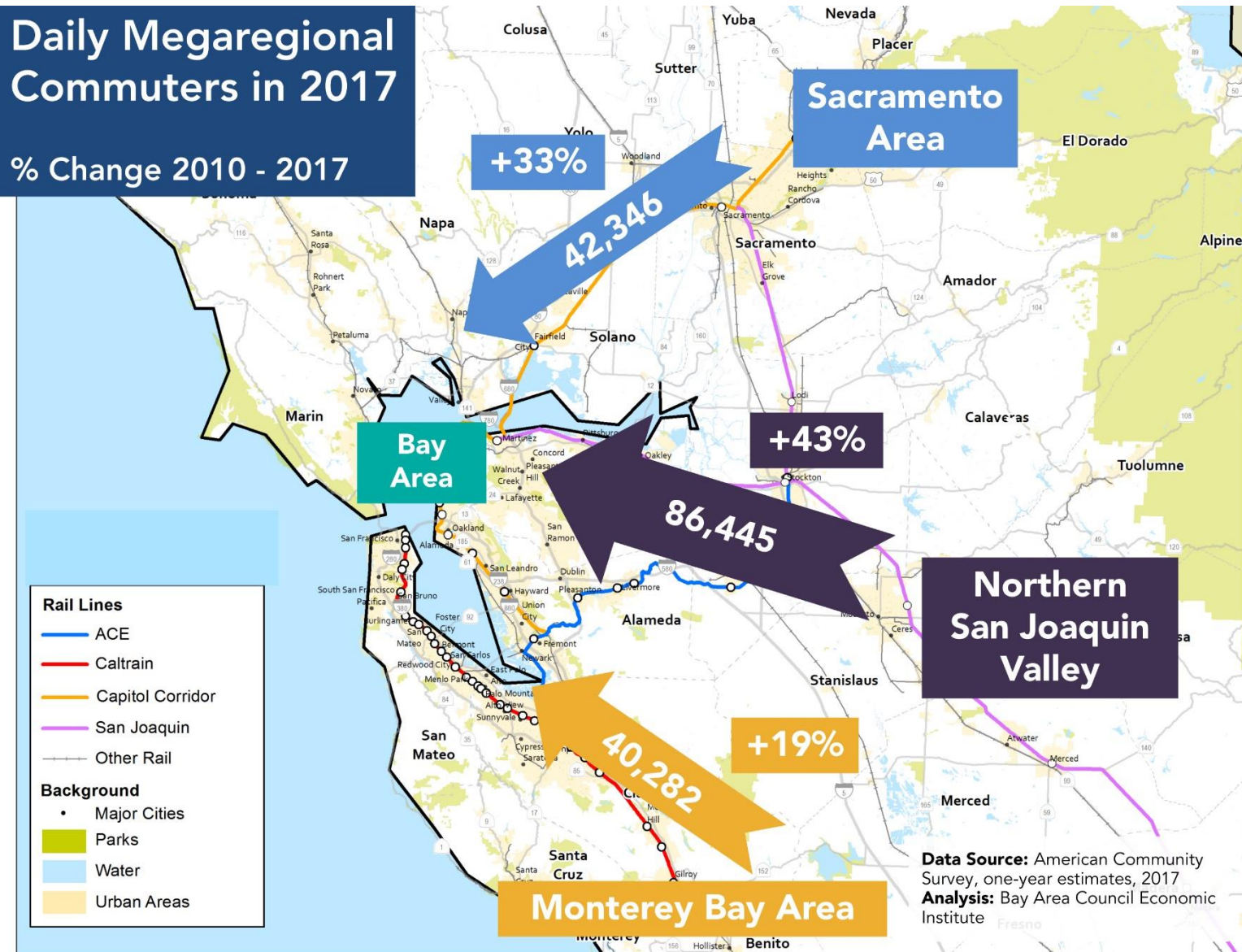




# More Commuters Making Megaregional Trips

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 (25 daily round trips week days).
- **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 (30 daily round trips week days)
- **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



# Evolution of the Altamont Corridor Vision



## 2007 MTC Regional Rail Plan



## 2011 Altamont Corridor Rail Project

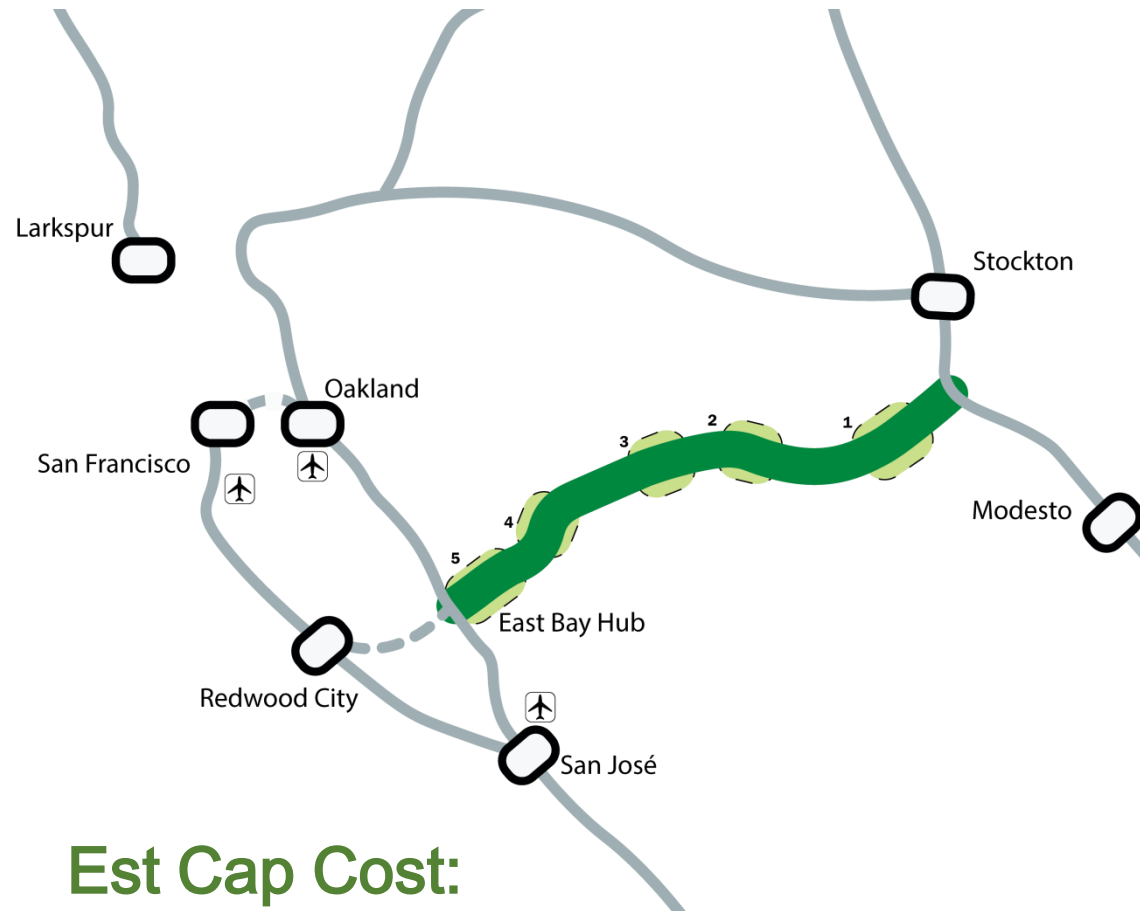


## 2018 California State Rail Plan

# 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:

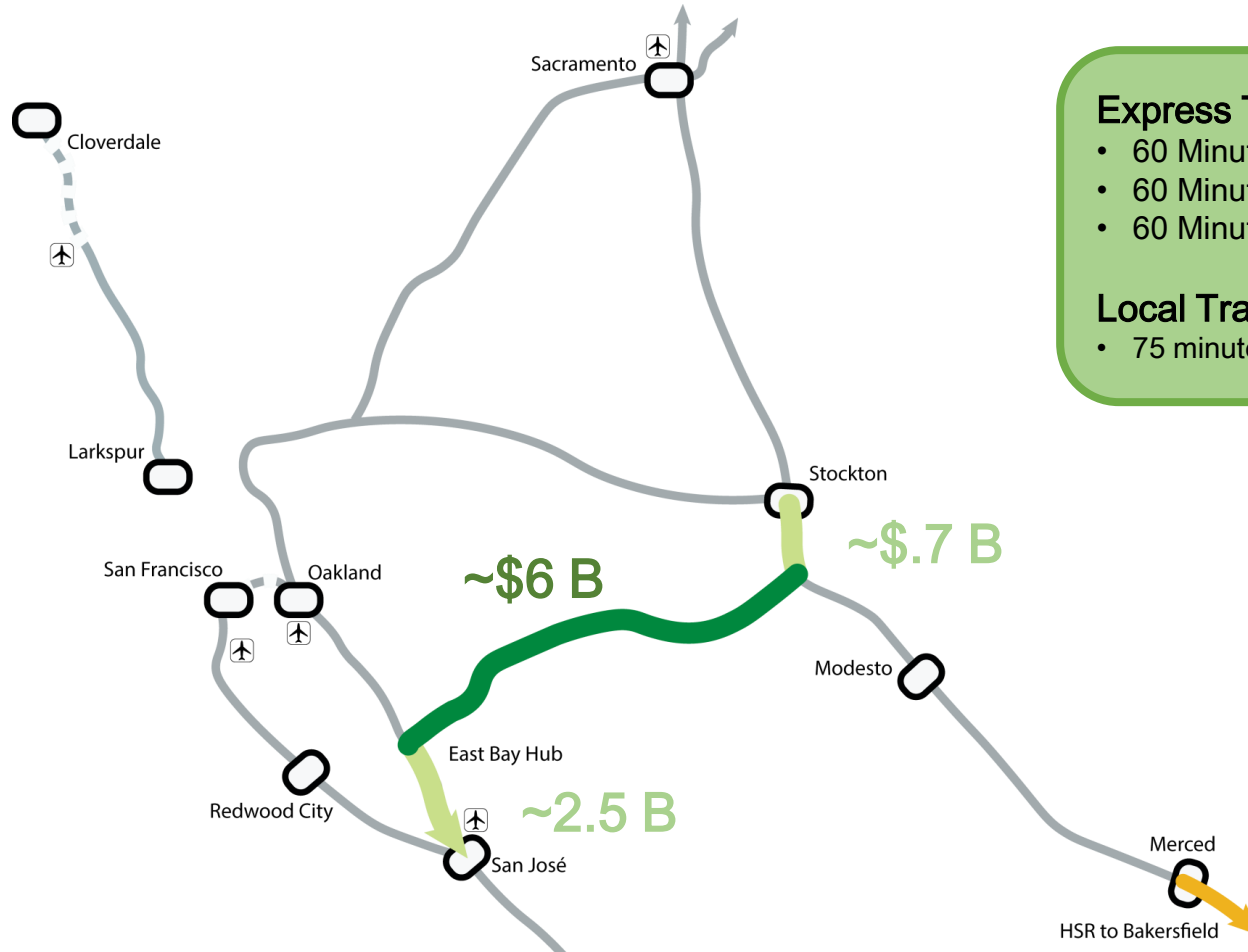
- 1- Tracy alignment improvements
- 2- Altamont Pass Tunnel
- 3- Livermore alignment improvements
- 4- Pleasanton alignment improvements
- 5- Niles Canyon Tunnel/Fremont Improvements

# 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

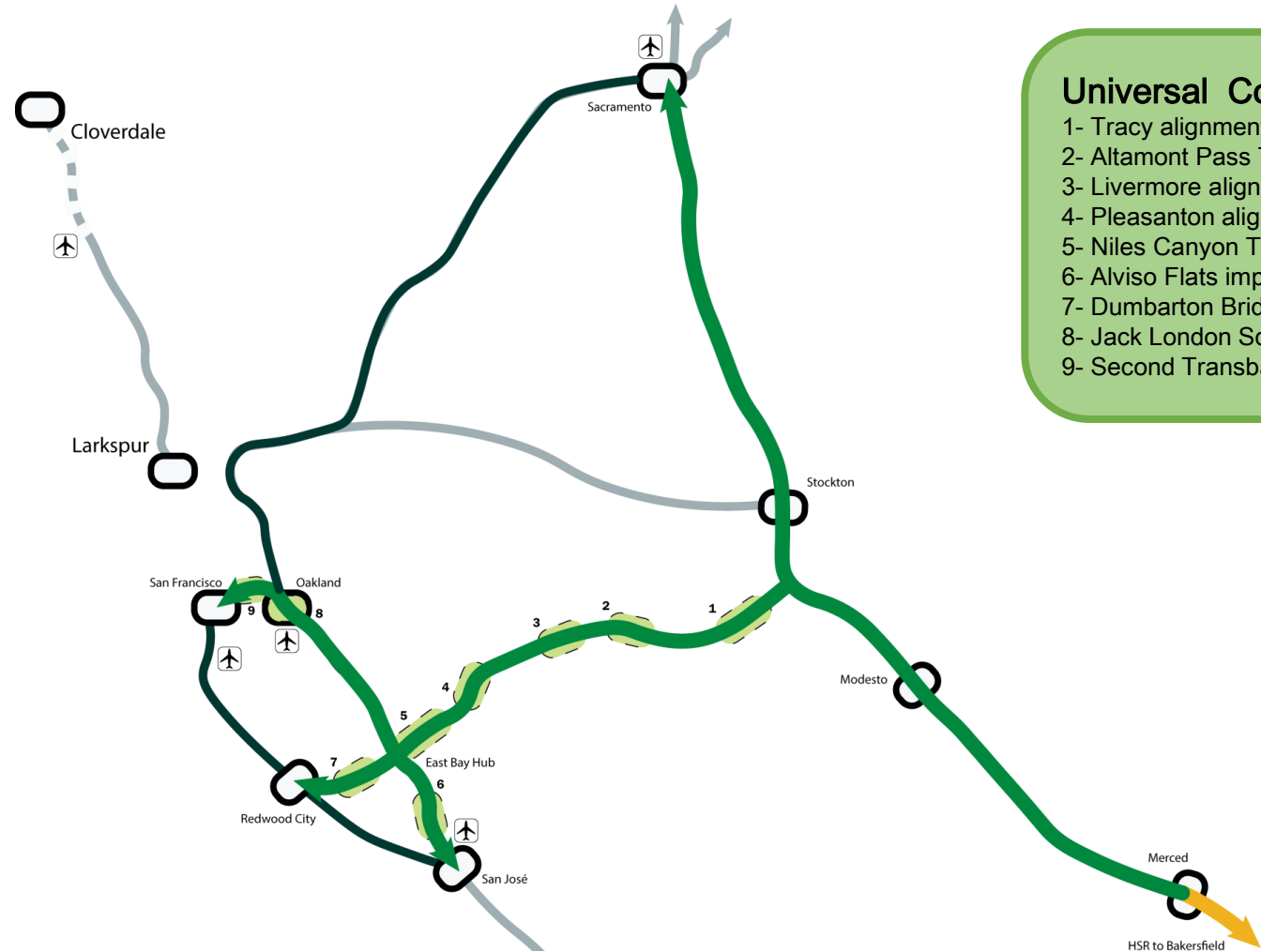
## Local Travel Times

- 75 minutes Stockton to San Jose

# Altamont Corridor Vision



# Universal corridors, shared facilities



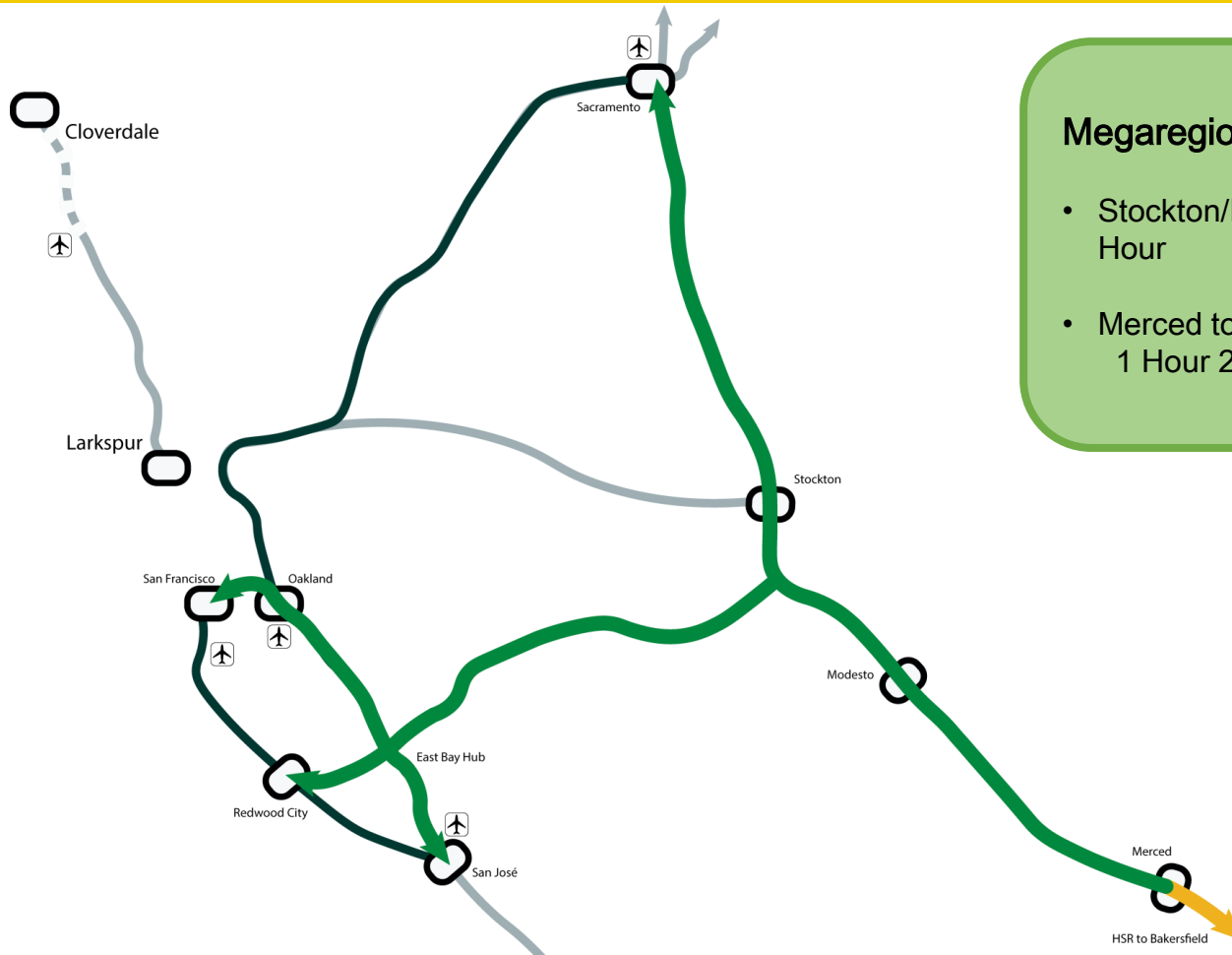
## Universal Corridor Improvements:

- 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

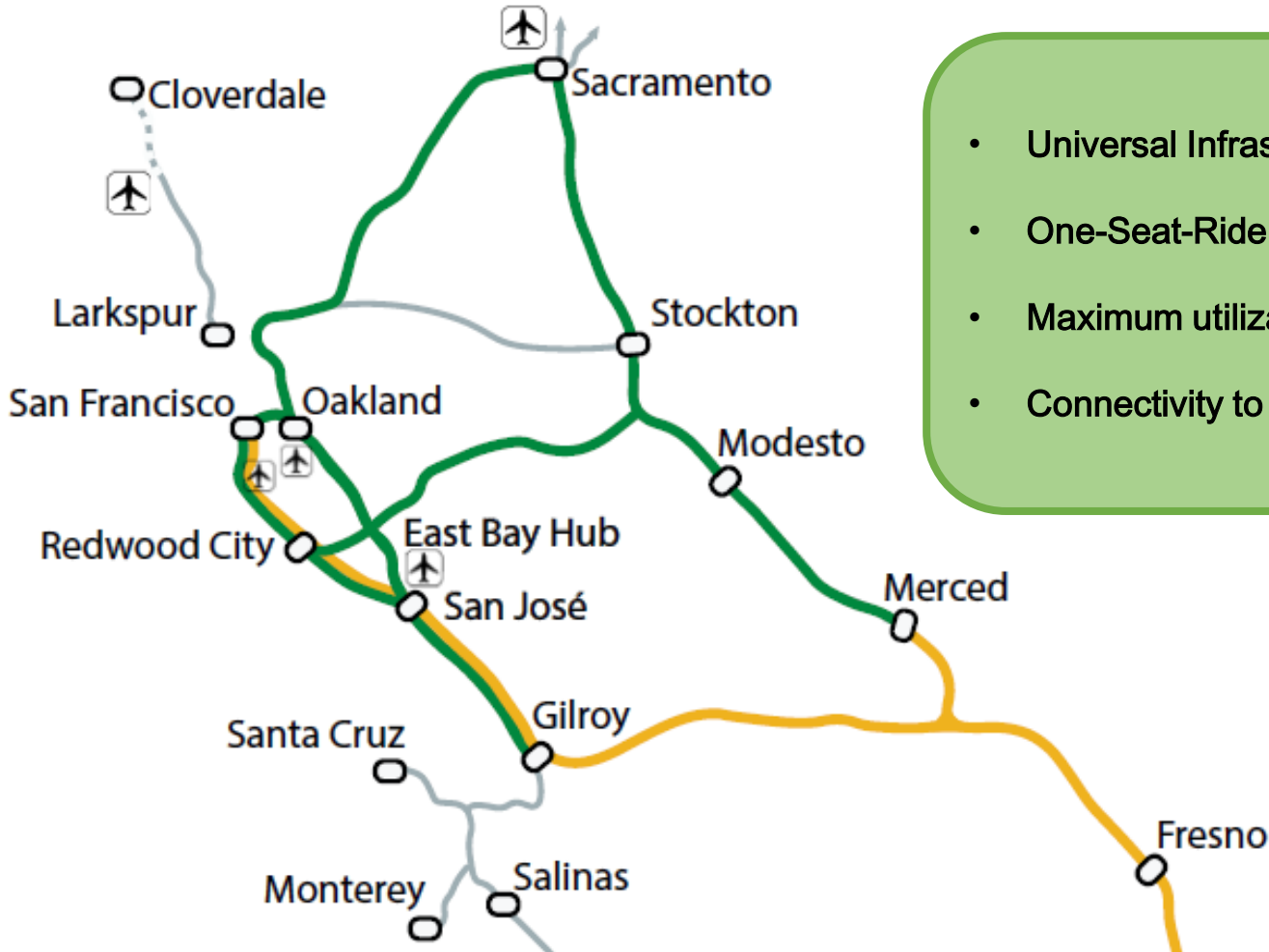


## Megaregional Travel Times

- 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.

