



Tri-Valley ▲ San Joaquin Valley
REGIONAL RAIL AUTHORITY

Board of Directors Meeting Packet

June 10, 2026 at 2 p.m.

Mountain House City Council Chambers

251 E. Main Street Mountain House, CA 95391



AGENDA FOR REGULAR BOARD MEETING
Wednesday, June 10, 2026 at 2:00 p.m.
City of Mountain House Council Chambers
251 E Main St, Mountain House, CA 95391

TELECONFERENCE LOCATIONS

Heritage House
4501 Pleasanton Ave.
Pleasanton CA

City of Pleasanton
City Council Conference Room
200 Old Bernal Ave.
Pleasanton, CA 94566

City of Stockton
City Hall
425 N. El Dorado Street
Stockton, CA 95202

MEETING PROCEDURE

This Board of Directors meeting will be conducted in person.

Public comments will be accepted via email and in person. Emailed public comments will be accepted until 5:00 p.m. on the day before the meeting at comments@valleylinkrail.com. Please include "Public Comment", the meeting date and the agenda item to which your comment applies in the subject line. In the body of the email please include your name. A list of the public comments submitted by the deadline will be read during public comment and copies of correspondence will be posted on the Authority's website along with other meeting material.

In-person public comment speakers must submit a "Speaker/Comment Card" to the secretary prior to the Public Comment portion of the agenda. No speaker cards will be accepted after the close of Public Comment.

Public comments will be subject to the regular two-minute time restriction.

There will be zero tolerance for any person addressing the Board making profane, offensive, and disruptive remarks, or engaging in loud, boisterous, or other disorderly conduct, that disrupts the orderly conduct of the public meeting.

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. A speech-to-text option (live transcription) is now available on all Zoom meetings. Live transcription currently only supports English, and the accuracy of the feature depends on many variables, such as but not limited to background noise, volume and clarity of the speaker's voice, lexicons and dialects. Requests for any other reasonable accommodation should be submitted in writing, and must include 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 working days before the meeting. Requests should be sent to: comments@valleylinkrail.com.

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Listen and view meeting online:

- Live on Zoom from a PC, Mac, iPad, iPhone or Android device click the link below:
<https://zoom.us/j/93548110883>
Password: **ValleyLink**

Please note there is no option to make public comment by video conference. Please see instructions below on making public comments.

Listen via telephone to the meeting:

- For audio access to the meeting by telephone, use the dial-in information below:
Dial: 1 (669) 900-6833
Webinar ID: 935-4811-0883
Password: **898381**

Please note there is no option to make public comment by telephone access. Please see instructions below on making public comments.

Written comments:

- Send public comments prior to the meeting by email, to comments@valleylinkrail.com

If you are submitting public comment via email, please do so by 5:00 p.m. the day before the meeting to comments@valleylinkrail.com.

Please include "Public Comment" and the agenda item to which your comment applies in the subject line. In the body of the email please include your full name. A list of the public comments received by the deadline will be read during public comment, and letters will be posted on the Authority's website along with other meeting material.

In-Person Comments:

Speakers must submit a "Speaker/Comment Card" to the secretary prior to the Public Comment portion of the agenda. No speaker cards will be accepted after the close of Public Comment. Speakers are limited to 2 minutes at the discretion of the board chair.

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Wednesday, June 10, 2026 at 2:00 p.m.

**City of Mountain House Council Chambers
251 E Main St, Mountain House, CA 95391**

1. Call to Order and Pledge of Allegiance
2. Roll Call of Members and Confirmation of Quorum
 - a. Employee Recognition – William “Bill” O’Hair
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. **CONSENT AGENDA – ACTION**

Recommend approval of all items on Consent Agenda as follows:

 - a. Minutes of May 13, 2026 Board of Directors Meeting
 - b. Treasurer’s Report for April 2026
 - c. Resolution R22-2026 for Executive Director/CEO to execute and submit an Allocation Request to the Metropolitan Transportation Commission
 - d. Resolution R23-2026 to adopt the Fiscal Year 2027 Budget
 - e. Resolution R24-2026 for Executive Director to extend terms of employee agreements with the Authority’s Director of Policy, Planning and Environmental; and Executive Management Assistant to June 30, 2027
 - f. Resolution R25-2026 for Executive Director/CEO to negotiate contract agreement Addendum 3 with Gray-Bowen-Scott for Program Management Support Services
 - g. Resolution R26-2026 to approve and adopt a Statement of Investment Policy
5. **ACTION ITEMS**
 - a. Approve Resolution R27-2026 authorizing the Executive Director/CEO to execute a contract for Construction Manager/General Contractor Pre-Construction Services
 - b. Approve Resolution R28-2026 authorizing the Executive Director/CEO to negotiate contract agreement Addendum 4 with AECOM for Alternative Delivery Support Services
6. **DISCUSSION ITEMS**
 - a. None
7. **INFORMATION ITEMS**
 - a. Update on Community Outreach

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8. Executive Director's Report
9. Directors' Discussion – Comments, Questions and Agenda Requests
10. Upcoming Meeting Details – The next regular meeting will take on September 9, 2026 at 2:00 p.m. at the Dublin City Council Chambers, 100 Civic Plaza Dublin, CA 94568
11. Adjourn

AGENDA

ITEM 4 A



Tri-Valley San Joaquin Valley Regional Rail Authority
Minutes of Board Meeting on
Wednesday, May 13, 2026 at 2:00 p.m.
Dublin City Council Chambers
100 Civic Plaza Dublin, CA 94568

1. Call to Order and Pledge of Allegiance

The meeting of the Board of Directors was called to order by Chair Robert Rickman at 2:01 p.m. Director McCorriston led the Pledge of Allegiance.

2. Roll Call of Members and Confirmation of Quorum

Members Present - In-Person

Director Paul Akinjo, City of Lathrop
Director Mark Armstrong, City of San Ramon
Director Christina Fugazi, City of Stockton (*joined during Item 5*)
Director David Haubert, Alameda County
Director Melissa Hernandez, BART
Director Bernice King-Tingle, City of Mountain House
Director Michael McCorriston, City of Dublin
Director Jeff Nibert, City of Pleasanton
Director Dotty Nygard, City of Tracy
Director Karen Stepper, City of Danville
Vice Chair, John Marchand, City of Livermore
Chair Robert Rickman, San Joaquin County

Members Present – Remote

Director Julie Testa, LAVTA
Director Leo Zuber, ACE/SJRRRC

Members Absent

Director Regina Lackey, City of Manteca

3. Public Comments

There was no public comment.

4. Consent Agenda – ACTION

Recommend approval of all items on Consent Agenda as follows:

- a. Minutes of February 11, 2026 Board of Directors Meeting
- b. Treasurer’s Report for January, February and March 2026
- c. Authorize Executive Director to Exercise Option 1 with AP Advisors, LLC for Regional Advocacy Services

Motion: Marchand, Haubert

Aye: Akinjo, Armstrong, Fugazi, Haubert, Hernandez, King-Tingle, Marchand, McCorriston, Nibert, Nygard, Stepper, Testa, Rickman, Zuber

Nay: None

Abstain: None

Absent: Lackey

Motion Passed

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Wednesday, May 13, 2026 at 2:00 p.m.
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5. ACTION ITEMS

a. Approve Resolution R21-2026 Accepting \$4 Million in I-580 Net Toll Revenue Funds from the Alameda County Transportation Commission

Deputy Executive Director, Wil Ridder presented the staff's request that the Board of Directors (Board) approve Resolution R21-2026 to accept the \$4 million in I-580 net toll revenue funds awarded by the Alameda County Transportation Committee (Alameda CTC) to the Valley Link Rail Project. The acceptance will allow the Authority to enter a funding agreement with Alameda CTC to expend the funds on the final design phase of the Valley Link Phase 1A Rail Project beginning in Fiscal Year 2027. These funds are identified in the Draft Fiscal Year 2027 Budget for final design activities.

Motion: Marchand, Haubert

Aye : Akinjo, Armstrong, Fugazi, Haubert, Hernandez, King-Tingle, Marchand, McCorriston, Nibert, Nygard, Stepper, Testa, Rickman, Zuber

Nay: None

Abstain: None

Absent: Lackey

Motion Passed

b. Public Hearing Regarding Staff Vacancies (AB 2561)

Executive Director/CEO, Kevin Sheridan presented the staff's request that the Board of Directors hold a public hearing to receive any comments on the Authority's current vacancies and retention and hiring policies as required by Assembly Bill 2561 (2024). This law requires public agencies to present the status of their vacancies in a public hearing before their governing body at least once per fiscal year. The presentation must be made prior to the adoption of a final budget for the fiscal year. This law is primarily aimed at allowing employee bargaining units (for agencies that have them) to provide comments on hiring policies.

Motion: Haubert, Hernandez

Aye : Akinjo, Armstrong, Fugazi, Haubert, Hernandez, King-Tingle, Marchand, McCorriston, Nibert, Nygard, Stepper, Testa, Rickman, Zuber

Nay: None

Abstain: None

Absent: Lackey

Motion Passed

6. DISCUSSION ITEMS

a. 2026 State Transit and Intercity Rail Capital Program (TIRCP) Cycle 8 Application

Wil Ridder, Deputy Executive Director, reported that Authority staff are partnering with the San Joaquin Regional Rail Commission on its 2026 TIRCP Cycle 8 PULSE application to advance ACE rail improvements and integrate service with the Valley Link Phase 1A project at Vasco Station. The proposal aims to reduce greenhouse gas emissions, improve safety and transit connectivity, expand rail ridership, and enhance passenger experience while benefiting disadvantaged communities through improved transportation access and workforce opportunities. San Joaquin Regional Rail Commission's Chief Executive Officer Chris Orlando presented the projects included in the TIRCP application. The projects included are the Newark-Albrae Siding project, the Stockton Cabral Track Extension, and the Altamont Interregional Mobility Hub Network Integration Study, which will evaluate

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expanded ACE service and customer improvements such as fare integration and station access. Applications are due to CalSTA in May 2026, with awards anticipated in September 2026.

b. Environmental Status Update

Michael Kay, Senior Environmental Planner & Project Manager, reported that the Valley Link Phase 1 project completed major environmental approvals under both CEQA and NEPA, including a federal Finding of No Significant Impact issued in May 2025. In June 2025, the Board approved a phased construction strategy focused on the initial 11-mile Phase 1A segment connecting Dublin/Pleasanton BART to the Vasco Road ACE Station in Livermore, creating a direct ACE-BART rail connection with links to LAVTA transit services. The Phase 1A project will support multimodal transportation access and regional growth while expanding future ridership opportunities for ACE and BART. Staff expects to complete the environmental update for the remaining 1.5-mile connection segment by Fall 2026, with Phase 1A construction anticipated in FY 2028–29.

c. State Legislative Update

Gus Khouri, State Legislative Consultant, reported that California’s ongoing budget negotiations face major uncertainty due to projected state deficits and potential reductions in transit funding under the new Cap and Invest program. The program replaces guaranteed percentage-based funding with capped appropriations, which could significantly reduce support for transit programs such as TIRCP and LCTOP and threaten funding tied to Valley Link, BART, and ACE service improvements at the planned Vasco Road shared platform station. Khouri also discussed SB 1087 by Senator Christopher Cabaldon, which would modernize regional planning requirements by giving metropolitan planning organizations greater flexibility in meeting greenhouse gas reduction mandates. While Valley Link and regional agencies generally support the bill’s reforms, concerns remain about CARB oversight and requirements related to statewide roadway activity, particularly for smaller planning organizations such as SJCOG.

7. INFORMATION ITEMS

a. Draft Fiscal Year 2027 Budget

The FY 2027 Valley Link budget supports advancing the Phase 1A segment between the Dublin/Pleasanton BART Station and the Vasco Road ACE Station from preliminary engineering into final design and federal engineering activities. Funding includes MTC bridge toll funds, state budget allocations, TIRCP grants, and \$4 million in ACTC I-580 toll revenues. The project will use the CMGC delivery method, allowing the contractor to provide preconstruction services such as constructability reviews, scheduling input, and cost estimating to help control costs and guide design decisions. The budget also funds engineering, environmental clearance, program management, outreach, legal, and financial advisory services, along with coordination with agencies including BART, SJRRC, ACTC, and Union Pacific Railroad. Major consultant support will continue through firms such as WSP/PGH Wong, AECOM, and Gray Bowen Scott. The final FY 2027 budget is expected to be presented to the Board for approval in June 2026.

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8. Executive Director’s Report – INFORMATION

Executive Director/CEO, Kevin Sheridan gave a report highlighting several recent community outreach and engagement activities focused on innovation, sustainability, and public awareness. Featured events included the Innovation Fair, Tracy Earth Day on April 25, 2026, and ITV’s “Energy Unleashed” program, which promoted discussions around clean energy and technology initiatives. The report also notes media outreach efforts, including a KTVU Channel 2 interview conducted on April 14, 2026, helping expand public visibility and community engagement. Overall, the report showcased continued efforts to connect with residents, organizations, and regional partners through educational events and public communication initiatives.

9. Directors’ Discussion – Comments, Questions and Agenda Requests

There was no directors’ discussion or public comment.

10. Upcoming Meeting Details

The next regular meeting is scheduled for June 10, 2026 at the City of Mountain House Council Chambers, 251 E Main St, Mountain House, CA 95391

11. Adjourn

The meeting adjourned at 2:59 p.m. without objection.

AGENDA

ITEM 4 B





Tri-Valley ▲ San Joaquin Valley
REGIONAL RAIL AUTHORITY

STAFF REPORT

SUBJECT: Treasurer's Reports for April 2026
FROM: Tamara Edwards, Chief Financial Officer
DATE: June 10, 2026

Action Requested

Staff requests that the Tri-Valley – San Joaquin Valley Regional Rail Authority Board accept the Treasurer's Reports for April 2026.

Background/Discussion

The Treasurer's Report shows all expenses and revenues for the month(s) stated above, as well as the year-to-date totals.

The fund balance reflected on both the balance sheet and the expense report is the difference between the revenue received and the expenses. As the Rail Authority's funding is all on a reimbursement basis this will be reflected as a negative amount (expenses higher than revenues) until year end when accruals are done, at which time the fund balance will be zero. Additionally, as all the Rail Authority's funding is on a reimbursement basis LAVTA continues to provide the cash flow for the Rail Authority which is reflected in the funds due to LAVTA line item.

Attachments:

1. Treasurer's Report April 2026

ATTACHMENT 1



Tri-Valley San Joaquin Regional Rail Authority
BALANCE SHEET
FOR THE PERIOD ENDING:
April 30, 2026

ASSETS:

| | | |
|---------------------------|-----------|------------------|
| 106 MONEY MARKET ACCOUNT | 1,104,371 | |
| 107 CD | 1,000,000 | |
| 108 CASH-GENERAL CHECKING | 517,116 | |
| 120 ACCOUNTS RECEIVABLE | (214,328) | |
| 150 PREPAID EXPENSES | 0 | |
| 111 NET PROPERTY COSTS | 1,652 | |
| TOTAL ASSETS | | 2,408,811 |

LIABILITIES:

| | | |
|--------------------------|-----------|------------------|
| 205 ACCOUNTS PAYABLE | (48) | |
| 20501 DUE TO LAVTA | 2,930,525 | |
| 22110 PAYROLL CLEARING | 720 | |
| 211 PRE-PAID REVENUE | 2,850,128 | |
| 22000 FIT | 3,559 | |
| 22010 SIT | (1,921) | |
| 22020 FICA | (11,644) | |
| 22030 SDI | 0 | |
| 22090 Worker's Comp | 38,744 | |
| 22100 457 | 204 | |
| TOTAL LIABILITIES | | 5,810,266 |

FUND BALANCE:

| | | |
|--|-------------|-------------------|
| 301 FUND RESERVE | 3,887 | |
| 304 GRANTS, DONATIONS, PAID-IN CAPITAL | 0 | |
| 30401 SALE OF BUSES & EQUIPMENT | 0 | |
| FUND BALANCE | (3,405,342) | |
| TOTAL FUND BALANCE | | -3,401,455 |

| | | |
|---|--|------------------|
| TOTAL LIABILITIES & FUND BALANCE | | 2,408,811 |
|---|--|------------------|

| | | |
|------------|--|-----|
| Difference | | \$0 |
|------------|--|-----|

**Tri-Valley San Joaquin Regional Rail Authority
REVENUE REPORT
FOR THE PERIOD ENDING:
April 30, 2026**

| ACCOUNT | DESCRIPTION | BUDGET | CURRENT MONTH | YEAR TO DATE | BALANCE AVAILABLE | PERCENT BUDGET EXPENDED |
|----------------|--------------------------|-------------------|----------------------|---------------------|--------------------------|--------------------------------|
| | MTC-Bridge Tolls | 9,731,000 | 0 | 3,416,650 | 6,314,350 | 35.1% |
| | State Budget Act of 2022 | 1,389,000 | 0 | 0 | 1,389,000 | 0.0% |
| | TIRCP | 12,565,420 | 0 | 304,878 | 12,260,542 | 2.4% |
| | Interest | 0 | 21,996 | 37,559 | (37,559) | 0.0% |
| | TOTAL REVENUE | 23,685,420 | 21,996 | 3,759,087 | 19,926,333 | 15.9% |

Tri-Valley San Joaquin Regional Rail Authority
EXPENDITURE REPORT
April 30, 2026

| ACCOUNT | DESCRIPTION | BUDGET | CURRENT MONTH | YEAR TO DATE | BALANCE AVAILABLE | PERCENT BUDGET EXPENDED |
|-----------------------------------|--|---------------------|------------------|--------------------|-------------------|-------------------------|
| Direct Labor and Benefits | | | | | | |
| | Executive Director | 353,200 | 28,531 | 297,193 | 56,007 | 84.14% |
| | Deputy Executive Director | 293,550 | 22,481 | 238,249 | 55,301 | 81.16% |
| | Executive Assistant | 130,800 | 10,402 | 108,171 | 22,629 | 82.70% |
| | Finance Director | 42,600 | 0 | 24,500 | 18,100 | 57.51% |
| | Director of Policy, Planning, and Environmental | 268,000 | 19,827 | 206,992 | 61,008 | 77.24% |
| | Director Rail Engineering, and Construction and Operation: | 288,000 | 5,437 | 140,491 | 147,509 | 48.78% |
| | Employee Benefits | 61,450 | 3,737 | 44,756 | 16,694 | 72.83% |
| | Other LAVTA Administrative Support Activities | 10,400 | 0 | 0 | 10,400 | 0.00% |
| | TOTAL - Direct Labor | 1,448,000 | 90,415 | 1,060,351 | 387,649 | 73.23% |
| Consultants/seconded staff | | | | | | |
| | General Engineering Consultants | 13,800,000 | 434,519 | 3,481,501 | 10,318,499 | 25.23% |
| | Environmental Clearance | 3,500,000 | 0 | 1,382,204 | 2,117,796 | 39.49% |
| | Administrative Support | 50,000 | 7,569 | 23,750 | 26,250 | 47.50% |
| | Program Management Support Services | 1,440,000 | 125,153 | 650,616 | 789,384 | 45.18% |
| | Government Relations/Marketing | 240,000 | 746 | 150,057 | 89,943 | 62.52% |
| | Equity/Community Engagement | 50,000 | 0 | 423 | 49,578 | 0.85% |
| | Real Estate Consultant Project Manager | 460,000 | 0 | 109,866 | 350,134 | 23.88% |
| | Alternative Delivery Support Services | 1,560,000 | 0 | 0 | 1,560,000 | 0.00% |
| | Financial Advisory Services | 40,000 | 0 | 0 | 40,000 | 0.00% |
| | TOTAL - Consultants | 21,140,000 | 567,987 | 5,798,417 | 15,341,583 | 27.43% |
| Other Direct Costs | | | | | | |
| | Legal | 290,000 | 11,286 | 168,200 | 121,800 | 58.00% |
| | Insurance | 42,000 | 0 | 13,883 | 28,117 | 33.06% |
| | Audits and Accounting Software | 35,800 | 0 | 14,890 | 20,910 | 41.59% |
| | Line of Credit | 125,000 | 0 | 0 | 125,000 | 0.00% |
| | Office Space/Furnishings/Office Supplies/Utilities | 127,120 | 3,895 | 69,757 | 57,363 | 54.88% |
| | Travel/Mileage/Meetings | 2,500 | 0 | 68 | 2,432 | 2.71% |
| | Professional Development | 500 | 0 | 0 | 500 | 0.00% |
| | Memberships | 8,500 | 0 | 0 | 8,500 | 0.00% |
| | Information Technology/Software | 30,000 | 1,585 | 24,038 | 5,962 | 80.13% |
| | BART | 94,000 | 0 | 9,621 | 84,379 | 10.23% |
| | SJRRC | 50,000 | 0 | 0 | 50,000 | 0.00% |
| | ACTC | 192,000 | 0 | 0 | 192,000 | 0.00% |
| | UPRR | 100,000 | 5,204 | 5,204 | 94,796 | 5.20% |
| | TOTAL OTHER DIRECT COSTS | 1,097,420.00 | 21,970.43 | 305,660.95 | 791,759 | 27.85% |
| | TOTAL OPERATING EXPENDITURES | 23,685,420 | 680,372 | 7,164,429 | 16,520,991 | 30.25% |
| | FUND BALANCE (OPERATING) | | (658,376) | (3,405,342) | | |

AGENDA

ITEM 4 C





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

STAFF REPORT

SUBJECT: Approve Resolution R22-2026 Authorizing the Executive Director/CEO to Execute and Submit an Allocation Request to the Metropolitan Transportation Commission for Bridge Toll Funding to Support Ongoing Project Development Activities

FROM: Wil Ridder, Deputy Executive Director

DATE: June 10, 2026

Action Requested

Staff requests that the Board of Directors approve Resolution R22-2026 authorizing the Executive Director/CEO to execute and submit an allocation request to the Metropolitan Transportation Commission (MTC) for Bridge Toll funding to support ongoing project development activities.

Background/Discussion

Prior to this current allocation request, the Authority has received \$63,572,000 from five Bridge Toll funds allocations from MTC.

1. The first allocation of \$660,000 allowed the Authority to conduct a detailed Feasibility Report, which verified that the Valley Link Project was a financially feasible project to construct and operate. The Authority Board adopted the Feasibility Report in October 2019.
2. The second allocation of \$10.2 million allowed the Authority to complete California environmental review (CEQA), prepare 15% design plans and prepare and submit a Project Initiation Document (PID) to Caltrans for review and approval.
3. The third allocation of \$3 million allowed the Authority to update the 15% design plans and revise the CEQA environmental document, which enabled the Authority to complete the Final Environmental Impact Report (EIR) in May 2021.
4. A combined fourth allocation of \$46,791,000 and fifth allocation of \$3,000,000 is allowing the Authority to complete 30% design plans, a Subsequent CEQA EIR for project scope changes since the 2021 CEQA, the federal environmental review document (NEPA), Caltrans Project Approval and Environmental Document (PA&ED) technical reports for the rail segment within the I-580 median, and various operations and technical reports and studies.

In addition to MTC regional funds, the Authority has secured \$44 million in local and State funds, including \$4 million in Alameda County Transportation Commission (ACTC) I-580 Net Toll Revenues, \$10 million in San Joaquin Council of Governments (SJCOG) SB 125 funds, \$5 million in AB 179 State

Budget funds and \$25 million in Transit and Intercity Rail Capital Program (TIRCP) funds, to support the Valley Link project development and 30%-60% final design activities. The \$5 million in AB 179 funds have been specifically targeted to FTA Project Development requirements under the Capital Investment Grants (CIG) New Starts Program beyond the NEPA and 30% design activities funded under the fourth MTC Bridge Toll funds allocation. These activities include the development of a Project Management Plan and subplans that address the policy, procedures, and resources needed to implement the project through construction and operations. \$10.7 million of the TIRCP funds are concurrently being used to advance community engagement, third-party agreements, procurements, and 30% design plans.

The current allocation request for \$4,000,000, as described in this allocation request form, is a funding augmentation to the existing phase of work that will allow the Authority to complete the 30% design and Supplemental Project Report for the Valley Link Phase 1A project, as required by Caltrans for PA&ED. The Caltrans approved Supplemental Project Report will allow the Authority to satisfy of the Caltrans requirements to move into final design on the I-580 portion of the Project in parallel to the targeted entry into the Engineering phase of the FTA Capital Investment Grants (CIG) New Starts Program.

The Authority is actively updating the project funding plan for final design and construction of the Valley Link Phase 1A project as part of the 20-year Financial Plan required by the Federal Transit Administration (FTA) to pursue federal funding from the Capital Investment Grants (CIG) New Starts Program. As part of the FTA requirements for the Project Development phase under CIG, the Authority is also working to secure the commitment of 30% of non-CIG capital funding, including local agency funding agreements. The current project funding plan identifies over \$460 million from city and county funds that will be subject to the local agency funding agreements. This includes \$400 million of Alameda County Transportation Commission (ACTC) Measure BB funds, \$40 million of corridor city funding, \$25 million of Tri-Valley Transportation Council (TVTC) funds, \$10 million of ACTC I-580 Net Toll Revenues, and \$10 million of SJCOG SB125 funds.

Additional MTC Allocation Requirements

In September 2022, MTC adopted Resolution No. 4530 that established MTC's regional Transit-Oriented Communities (TOC) Policy to support the region's transit investments by creating communities around transit stations and along transit corridors. MTC TOC Policy compliance is required for all fixed-guideway transit extension projects, including Valley Link, seeking allocations of regional discretionary capital funding or endorsements for federal or state discretionary capital funding. Allocations for project development and environmental review activities can proceed so long as project sponsors, and local jurisdictions as applicable, provide a letter acknowledging that future allocation requests to MTC will be subject to the TOC policy pursuant to later phases. Valley Link staff previously coordinated with staff from the Cities of Dublin, Livermore, and Pleasanton to meet the letter of acknowledgement requirement for the \$3 million Bridge Toll funding allocation request approved by MTC in October 2024. As the current \$4 million allocation request to MTC is a funding augmentation to the existing phase of work, there are no additional TOC Policy requirements at this time. The allocation request to MTC for final design funding targeted for Fall 2026 will be subject to the MTC requirement for a workplan in which jurisdictions with project station areas must document the planning actions to be taken to achieve the minimum 85-point TOC compliance target prior to project construction or within five years of the allocation, whichever is later.

In addition to the MTC TOC Policy requirements the Authority is subject to MTC's Complete Streets Policy and Transit Priority Policy to ensure that the design of the Valley Link project is consistent with local and regional Active Transportation Plans for pedestrians and bicyclists as well as is coordinated with local bus operators to ensure overall transit efficiency, reliability, and use. Valley Link staff is actively

coordinating with the respective partner agencies to meet these MTC policy requirements including the ACTC Bicycle Pedestrian Advisory Committee (BPAC) and the Livermore Amador Valley Transit Authority (LAVTA).

Fiscal Impact

The \$4 million in Bridge Toll funds is sufficient to complete the ongoing project development activities required to advance the project to final design.

Recommendation

To access the requested \$4 million in MTC funding, it is requested that the Board of Directors approve the attached Resolution R22-2026, Initial Project Report, and Allocation Request. Upon approval of the resolution, Initial Project Report and the Allocation request, the package will be transmitted to MTC for approval at its upcoming Commission meetings in August 2026.

Attachments

1. Resolution R22-2026
2. Initial Project Report
3. Allocation Request

ATTACHMENT 1





RESOLUTION NO. R22-2026

* * *

**AB 1171 SPONSOR AGENCY RESOLUTION OF
PROJECT COMPLIANCE ALLOCATION REQUEST**

SPONSOR AGENCY: TRI-VALLEY – SAN JOAQUIN VALLEY REGIONAL RAIL AUTHORITY

PROJECT TITLE: VALLEY LINK RAIL PROJECT

WHEREAS, AB 1171 (Chapter 907, Statutes 2001), commonly referred to as AB 1171, provides that funds generated pursuant to Streets and Highways Code Section 31010(a) that are in excess of those needed to meet the toll commitment as specified by Streets and Highways Code Section 188.5(b)(4) shall be available to Bay Area Toll Authority (BATA) for funding, consistent with Streets and Highways Code Sections 30913 and 30914, the projects and purposes described in those sections; and

WHEREAS, the Metropolitan Transportation Commission (MTC) is responsible for funding projects eligible for AB 1171 funds; and

WHEREAS, MTC has established a process whereby eligible transportation project sponsors may submit allocation requests for AB 1171 funding; and

WHEREAS, allocation requests to MTC must be submitted consistent with MTC procedures and conditions for AB 1171 bridge toll funds; and

WHEREAS, Tri-Valley – San Joaquin Valley Regional Rail Authority is an eligible sponsor of transportation project(s) under AB 1171 pursuant to California Streets and Highways Code Section 30914; and

WHEREAS, the updated AB 1171 Initial Project Report (IPR) and AB 1171 Allocation Request, attached hereto and incorporated herein as though set forth at length, lists the project, purpose, schedule, budget, expenditure and cash flow plan for which the Tri-Valley – San Joaquin Valley Regional Rail Authority is requesting that MTC allocate AB 1171 funds; now, therefore, be it

RESOLVED, that Tri-Valley – San Joaquin Valley Regional Rail Authority and its agents shall comply with the provisions of the Metropolitan Transportation Commission's AB 1171 policies and procedures; and be it further

RESOLVED, that Tri-Valley – San Joaquin Valley Regional Rail Authority certifies that Valley Link Rail Project is consistent with the Regional Transportation Plan (RTP); and be it further

RESOLVED, that the year of funding for any design, right-of-way and/or construction phases has taken into consideration the time necessary to obtain environmental clearance and permitting approval for the project; and be it further

RESOLVED, that the AB 1171 phase or segment is fully funded; and be it further

RESOLVED, that Tri-Valley – San Joaquin Valley Regional Rail Authority approves the allocation request and updated IPR, attached to this resolution; and be it further

RESOLVED, that Tri-Valley – San Joaquin Valley Regional Rail Authority approves the cash flow plan, attached to this resolution; and be it further

RESOLVED, that Tri-Valley – San Joaquin Valley Regional Rail Authority has reviewed the project needs and has adequate staffing resources to deliver and complete the project within the schedule set forth in the allocation request and updated IPR, attached to this resolution; and be it further

RESOLVED, that Tri-Valley – San Joaquin Valley Regional Rail Authority is authorized to submit an allocation request for AB 1171 funds for Valley Link Rail Project in accordance with California Streets and Highways Code 30914; and be it further

RESOLVED, that Tri-Valley – San Joaquin Valley Regional Rail Authority certifies that the projects and purposes for which AB 1171 funds are being requested is in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.) and, if relevant, the National Environmental Policy Act (NEPA), 42 USC Section 4321 et seq. and the applicable regulations thereunder; and be it further

RESOLVED, that there is no legal impediment to Tri-Valley – San Joaquin Valley Regional Rail Authority making allocation requests for AB 1171 funds; and be it further

RESOLVED, that except for the pending action, Alameda County Taxpayers Association et. v. Tri-valley—San Joaquin Valley Regional Rail Authority et al., (Alameda Superior Court Case No, RG21110126), there is no pending or threatened litigation which might in any way adversely affect the

proposed project, or the ability of the Tri-Valley – San Joaquin Valley Regional Rail Authority to deliver such project; and be it further

RESOLVED, that Tri-Valley – San Joaquin Valley Regional Rail Authority agrees to comply with the requirements of MTC’s Transit Coordination Implementation Plan as set forth in MTC Resolution 3866; and be it further

RESOLVED, that Tri-Valley – San Joaquin Valley Regional Rail Authority indemnifies and holds harmless MTC, BATA, and their Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of Tri-Valley – San Joaquin Valley Regional Rail Authority, its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under this allocation of AB 1171 funds. Tri-Valley – San Joaquin Valley Regional Rail Authority agrees at its own cost, expense, and risk, to defend any and all claims, actions, suits, or other legal proceedings brought or instituted against MTC, BATA, and their Commissioners, officers, agents, and employees, or any of them, arising out of such act or omission, and to pay and satisfy any resulting judgments. In addition to any other remedy authorized by law, so much of the funding due under this allocation of AB 1171 funds as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages, and be it further

RESOLVED, that Tri-Valley – San Joaquin Valley Regional Rail Authority shall, if any revenues or profits from any non-governmental use of property (or project) that those revenues or profits shall be used exclusively for the public transportation services for which the project was initially approved, either for capital improvements or maintenance and operational costs, otherwise the Metropolitan Transportation Commission is entitled to a proportionate share equal to MTC’s percentage participation in the projects(s); and be it further

RESOLVED, that assets purchased with AB 1171 funds including facilities and equipment shall be used for the public transportation uses intended, and should said facilities and equipment cease to be operated or maintained for their intended public transportation purposes for its useful life, that the Metropolitan Transportation Commission (MTC) shall be entitled to a present day value refund or credit (at MTC’s option) based on MTC’s share of the Fair Market Value of the said facilities and equipment at the time the public transportation uses ceased, which shall be paid back to MTC in the same proportion that AB 1171 funds were originally used; and be it further

RESOLVED, that Tri-Valley – San Joaquin Valley Regional Rail Authority shall post on both ends of the construction site(s) at least two signs visible to the public stating that the Project is funded with AB 1171 Toll Revenues; and be it further

RESOLVED, that Tri-Valley – San Joaquin Valley Regional Rail Authority authorizes its Executive Director to execute and submit an allocation request for the project with MTC for AB 1171 funds in the amount of \$4,000,000 for the purposes and amounts included in the allocation request attached to this resolution; and be it further

RESOLVED, that the Executive Director is hereby delegated the authority to make non-substantive changes or minor amendments to the allocation request or IPR as he/she deems appropriate; and be it further

RESOLVED, that a copy of this resolution shall be transmitted to MTC in conjunction with the filing of the Tri-Valley – San Joaquin Valley Regional Rail Authority allocation request referenced herein.

APPROVED AND PASSED, this 10th day of June 2026.

Robert Rickman, Chair

ATTEST:

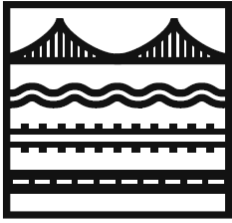
Kevin Sheridan, Executive Director/CEO

APPROVED AS TO FORM:

Michael Conneran, Legal Counsel

ATTACHMENT 2





AB 1171

Initial Project Report

Project/Subproject Details

Basic Project Information

| | |
|---------------------------|--------------------------|
| RM3 Project Number | 14 |
| Project Title | Valley Link Rail Project |
| RM3 Funding Amount | \$100,000,000 |
| RM1 Funding Amount | \$15,000,000 |
| AB 1171 Funding Amount | \$83,772,000 |
| Total Bridge Tolls Amount | \$198,772,000 |

Subproject Information

| | |
|--------------------|--|
| Subproject Number | |
| Subproject Title | |
| RM3 Funding Amount | |

I. Overall Subproject Information

a. Project Sponsor / Co-sponsor(s) / Implementing Agency

Tri-Valley – San Joaquin Valley Regional Rail Authority

b. Detailed Project Description *(include definition of deliverable segment if different from overall project/subproject)*

The Tri-Valley – San Joaquin Valley Regional Rail Authority completed its Final Project Feasibility Report in October 2019. In May 2021, the Authority Board approved a staff-recommended CEQA Certified Alternative, as published in the Valley Link Rail Project Final Environmental Impact Report (EIR) for a 42-mile rail service from the existing Dublin/Pleasanton BART Station to the proposed ACE North Lathrop Station. The CEQA Certified Alternative included an initial operating segment (IOS) that would establish initial service from the Dublin/Pleasanton BART Station to a Mountain House Alternative station shown in Figure 1 below.

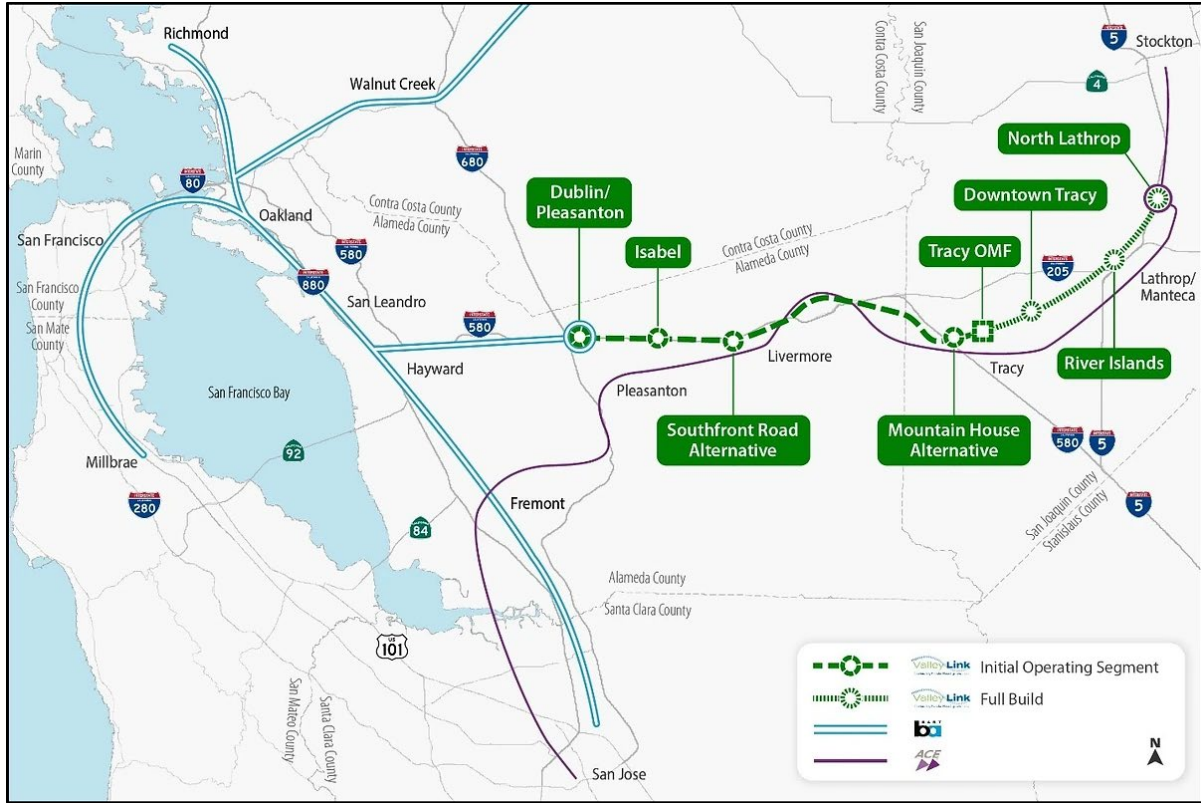


Figure 1 – Valley Link 2021 CEQA Alignment

Subsequent to the approval of the Final EIR in 2021, the Authority advanced design and analysis of the Mountain House Station Alternative IOS from the existing Dublin/Pleasanton BART Station to include a new 22-mile Valley Link Phase 1 alignment that responded to requests by the City of Mountain House for a Valley Link station that better serves their community. This new alignment reduced construction cost, improved travel time through a straightened alignment, enabled improved station access, and facilitated the advancement of transit-oriented development.

The changes to the 2021 CEQA Certified Alternative IOS included locating the Dublin/Pleasanton Station platform to the south side of I-580 (rather than in the freeway median), realignment of the trackway in the Altamont Pass, a new Mountain House Community Station and Layover Facility (LF), and construction of an Operations and Maintenance/Operations Support Site (OMF/OSS) in the City of Tracy. The Mountain House Community Station and LF would be constructed north of I-205 on a site west of Mountain House Parkway near the I-205/Mountain House Parkway interchange. The new OMF/OSS would be constructed on a site east of Mountain House Parkway and north of I-205.

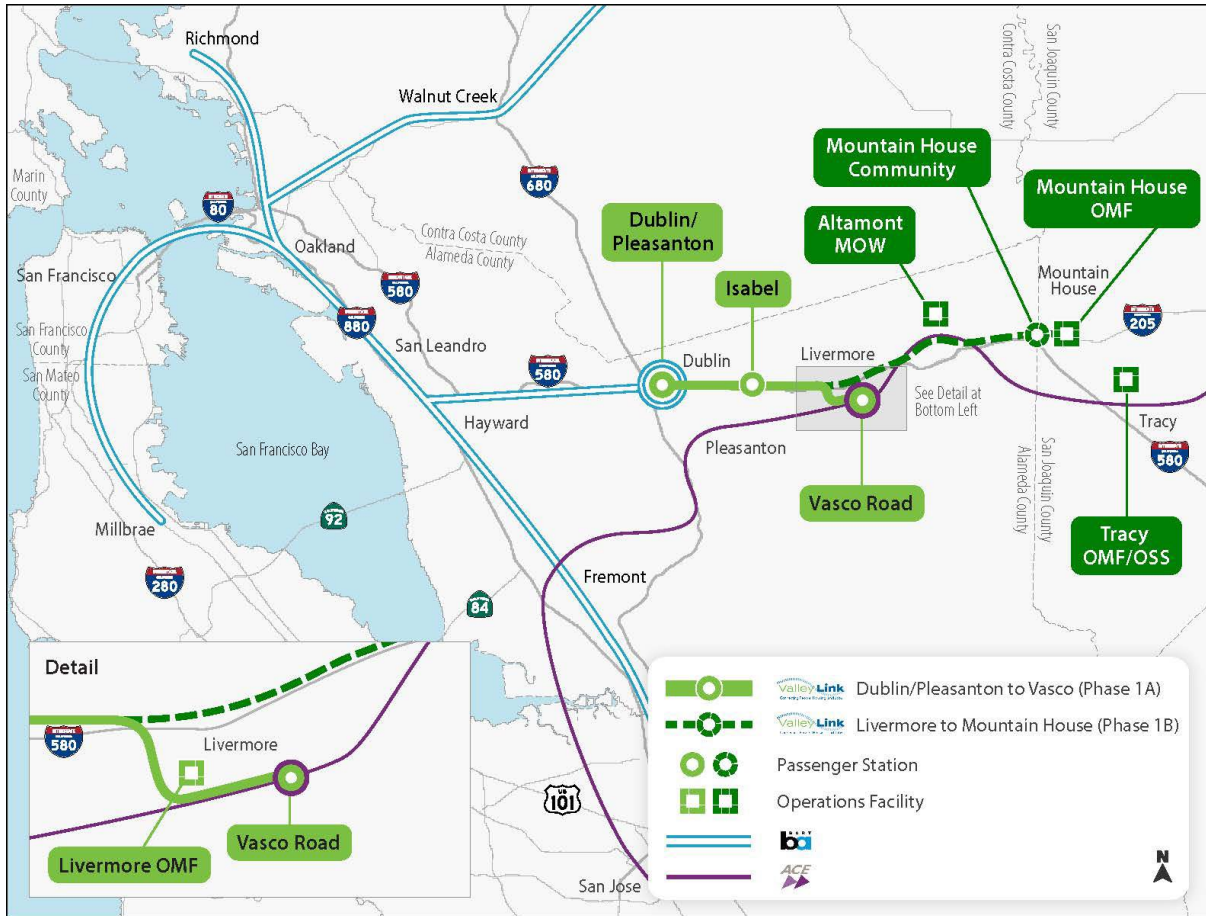


Figure 3 – Valley Link Phase 1A and Phase 1B Alignments

The following is a Project Description of Valley Link Phase 1A:

Valley Link Phase 1A would establish approximately 11 miles of new passenger rail along I-580 to connect the existing BART rail system at Dublin/Pleasanton to the existing ACE rail system at Vasco Road in Livermore and includes a third station at Isabel Avenue in Livermore. The Project will provide weekday service on 15-minute headways operating six (6) battery electric multiple unit (BEMU) rail vehicles that will be charged at the end-of-line stations in Dublin/Pleasanton and Vasco Road and maintained at a new Operations and Maintenance Facility (OMF) in Livermore.

Similar to the previously approved Phase 1 project, Phase 1A would be constructed within the I-580 median from the Dublin/Pleasanton BART Station to just east of the First Street overcrossing in Livermore. However, unlike the Phase 1 project, just east of the First Street overcrossing, Phase 1A would branch south from the median of I-580 via a flyover crossing eastbound I-580 as shown in Figure 4. The alignment then continues on a viaduct, passing over Las Positas Boulevard, the Union Pacific Railroad (UPRR) spur, and the proposed Livermore OMF, before returning to grade south of the proposed Livermore OMF parallel to the existing UPRR tracks. From there, the Phase 1A alignment would extend approximately one mile before terminating with a tail track east of the Vasco Road



Station. The Phase 1A project would include a cross-platform transfer with ACE at the Vasco Road Station platform.

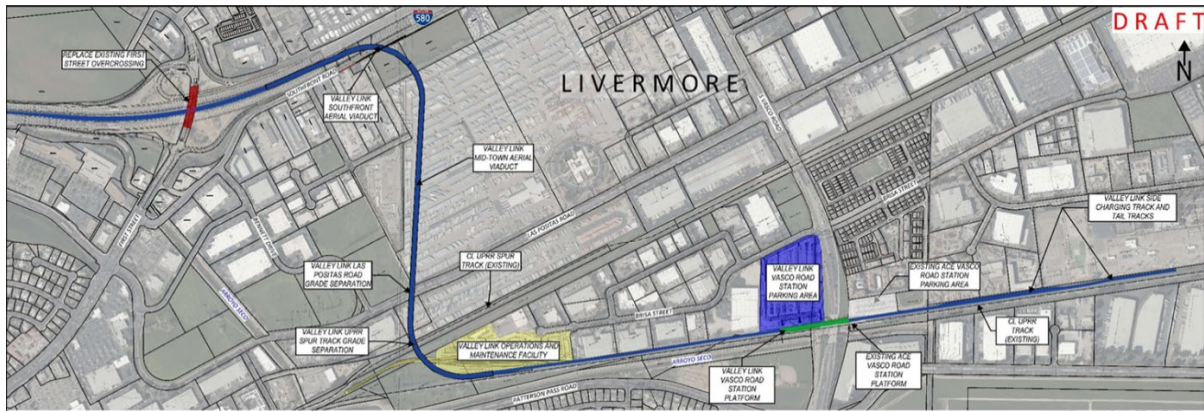


Figure 4 – Valley Link Phase 1A Connection From I-580 to Vasco Road Station

Phase 1A Stations

Valley Link stations would offer the latest in passenger amenities (level-boarding platforms, ADA-compliant digital messages signs with real-time train status and safety messages), provide safe and secure access between the platforms and station facilities and include an easy-to-use, convenient connection to the Dublin/Pleasanton BART station. These stations are intended to facilitate transit-oriented, pedestrian-friendly station areas; enhance seamless connections between rail, shuttle buses, and fixed bus service; and promote active transportation (bicycling and walking), use of zero emission vehicles, and shared rides.

Valley Link includes the construction and operation of three stations, further described below (listed from west to east).

Dublin/Pleasanton Station

The Dublin/Pleasanton Station would be constructed south of the eastbound I-580 freeway lanes in proximity to the existing Dublin/Pleasanton BART Station and would be designed to provide seamless intermodal passenger service between Valley Link, BART and local bus transit services. Improvements that would be constructed include:

- A double-track Valley Link aerial station platform
- Stairs, escalators, and elevators for vertical circulation within the station

The Project does not include the construction of additional parking at the Dublin/Pleasanton BART Station.



Isabel Station

The Isabel Station would be constructed within the I-580 median with adjacent parking on a 24-acre site along East Airway Boulevard south of I-580 and east of the Isabel Avenue I-580 overcrossing in Livermore. The station site is within the City of Livermore's Isabel Neighborhood Specific Plan, which envisions more than 4,000 new housing units, parks, offices, and retail all within walking distance to the station. Vehicular access to the station would be provided from East Airway Boulevard and would include restriping for left-turn lanes and a traffic signal at the East Airway Boulevard/Rutan Drive intersection. Improvements that would be constructed as part of the Isabel Station include:

- A double-track, at-grade Valley Link station platform in the median of a widened I-580
- A surface parking lot providing parking spaces (including accessible spaces), kiss and ride, and bus bays
- A pedestrian overcrossing from the parking lot over Arroyo Las Positas and eastbound I-580 to the median station platform, as well as a pedestrian overcrossing of westbound I-580 (construction depending on available funding), including elevators and stairs to the station platform and at both ends of the bridge

Vasco Road Station

The Vasco Road Station would be constructed on an approximately 13-acre site immediately west of Vasco Road and the existing Vasco Road ACE Station. Access to the station would be provided from new driveways along Brisa Street and Vasco Road. Improvements that would be constructed as part of the Valley Link Vasco Road Station include:

- A 680-foot-long by 15-ft North Platform and 680-foot-long by 18-ft South Platform constructed at-grade and parallel to the existing Vasco ACE Platform. The 18-ft South Platform would be constructed staggered and adjacent to the existing Vasco ACE Platform enabling cross-platform transfers with existing ACE service.
- Ticket vending machines and ticket validators, canopies, shelters, benches and trash receptacles at the Valley Link platform.
- A surface lot north of the North Platform would be constructed to provide approximately 907 parking spaces (including accessible spaces), "kiss and ride," and bus bays.
- To meet future parking demands depending on ridership, a parking structure up to four levels over the surface parking lot could add an additional 3,320 spaces for a total of up to 4,227 parking spaces at this location.
- Two pedestrian overcrossings for ACE platform access, including stairs, and elevators.
- A paved walkway under the Vasco Road Overpass for non-vehicular access between the Valley Link parking lot and existing eastern Vasco Road ACE Station parking lot.

Livermore OMF

The Project includes an Operations and Maintenance Facility (OMF) located in the City of Livermore to be constructed on the southeastern portion of a 13.75-acre site at the end of Brisa Street. The Livermore OMF would support train layovers, storage, and regular maintenance. Access to the site



would be provided from Brisa Street. The Livermore OMF would include a layover/maintenance building with administrative, management, operations and security offices. The Livermore OMF would also include yard tracks with enough capacity for service and inspections tracks, storage tracks and one train wash rack on a separate track. The administrative and operations offices on the second floor of the layover/maintenance building would include management, administrative, and security offices; operations control center and dispatch center; conference rooms, day rooms and restrooms.

The Livermore OMF would also include a separate approximately 15,000 square foot maintenance of way building that would house various operational shops and supervisory offices, day rooms and restrooms, as well as lockers and changing rooms. The Livermore OMF would be access controlled with eight-foot-high perimeter fencing with automatic entrance gates for Valley Link employee vehicles and visitors. There would be an access road and employee parking. The facility would be capable of operations 24 hours a day, with site and facility lighting.

Rail Vehicles

Consistent with implementing strategies identified in the Authority Board-adopted Sustainability Policy, the Valley Link Phase 1A project includes the use of battery electric multiple unit vehicles (BEMUs). The vehicle charging system would supply power to the BEMU vehicles at key project locations to maintain vehicle service. The vehicle charging system would consist of utility entrance substations, alternating current (AC) switchgear, direct current (DC) switchgear, transformer rectifier units, disconnect switches, vehicle charging equipment, DC feeder cables and metering and control equipment. Fast charging infrastructure would be in place at the Dublin/Pleasanton Station and the Vasco Road Station tail track to allow for 10-minute charges during train turnback operations. In addition, charging infrastructure would be placed above each of the BEMU trainset positions within the Livermore OMF tracks to allow for standard rate charging outside of revenue service. The vehicle charging system would interface with PG&E at two locations: the Livermore OMF and the Dublin/Pleasanton Station. At the Livermore OMF, PG&E would provide two redundant 21 kilovolt (kV) feeds to 3-megawatt (MW) substation. At the Dublin/Pleasanton Station a single 21 kV feed would be provided to a 1.5-MW substation.

The vehicle charging substations would consist of pre-fabricated modular substation buildings, one for incoming AC entry and associated equipment, and one for DC equipment. The DC switchgear located within the DC equipment house would then feed a series of disconnect switches that supply the charging equipment located above the tracks at designated charging locations. The Livermore OMF substation would include DC feeder cables routed to the Vasco Station tail track disconnect switch lineup. These feeders would be routed within the proposed track alignment.

Example configurations of the multiple unit vehicle are shown Figure 6 below.



Figure 5 – 2-Car BEMU Rail Vehicle Developed for Chicago Metra

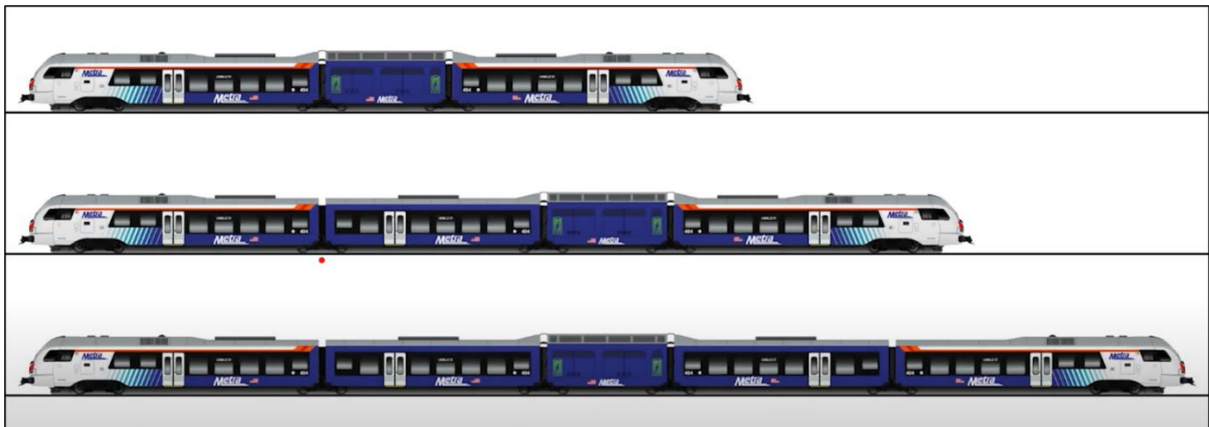


Figure 6 – Modular BEMU Vehicle Configuration

The Valley Link Phase 1A project’s proposed service schedule will provide service seven days a week including holidays with frequency matching the BART frequency at the Dublin/Pleasanton Station with timed meets on weekdays. On weekends and holidays, service will continue with 30 to 45-minute frequencies during operating hours.



| Weekdays | Saturdays | Sundays and Holidays |
|------------------------------|------------------------|------------------------|
| 4:25 a.m. to 8:30 p.m. | 8 a.m. to 8 p.m. | 8 a.m. to 8 p.m. |

Figure 7 – Valley Link Conceptual Operating Plan Hours of Service

Valley Link is estimated to have a 2050 ridership of approximately 16,000 per weekday as shown in Figure 8.

| Station | Boardings | Productions | Attractions |
|-------------------|---------------|---------------|---------------|
| Dublin/Pleasanton | 6,877 | 685 | 13,069 |
| Isabel Avenue | 2,645 | 2,591 | 2,698 |
| Vasco Road | 6,424 | 12,670 | 178 |
| Total | 15,946 | 15,946 | 15,945 |

Figure 8 – Valley Link Average Weekday Ridership in 2050

Additional information on Valley Link and the recommendations approved by the Tri-Valley – San Joaquin Valley Regional Rail Authority can be found at www.valleylinkrail.com.

The current request for an allocation of AB 1171 funds will provide funding for the ongoing phase of work including:

- Consultant activities:
 - Program Management services to oversee the completion of the Caltrans-required Supplemental Project Report to address Phase 1A project changes as part of the Caltrans required Project Approval & Environmental Document (PA&ED) process for the inclusion of Valley Link track system within the I-580 median between the BART Dublin/Pleasanton Station and the I-580/First Street interchange in Livermore as well as the FTA required process for the Project Development phase of the Capital Investment Grants (CIG) Program.
 - General Engineering Consultant (GEC) final design services to prepare the Phase 1A 30% Plans and Supplemental Project Report.
 - Construction Manager/General Contractor (CMGC) Contractor preconstruction services to provide constructability and cost optimization input into the project design and prepare a contractor cost estimate for the 30% design milestone.
 - Independent Cost Estimating Services to prepare an independent cost estimate for the 30% design milestone and reconcile cost differences with the CMGC Contractor estimate.
- Partner Coordination Activities



- 3rd Party Agreements to facilitate coordination and involvement from project partners
- Authority:
 - Continued oversight and management of consultant activities
 - Legal reviews
 - Government relations and community outreach
 - Coordination with project partners
 - Other project management and cost controls

c. Impediments to Project Completion

As identified in the CEQA Subsequent EIR approved by the Authority Board in October 2024 and the NEPA EA FONSI, no significant environmental impacts will occur throughout the project area. With mitigation, all impacts will be reduced to a less than significant level and thus will not be an impediment. The project also continues to receive widespread community support. Potential impediments to project completion, however, are tied to available funds to advance final design and construction of the Project.

The Authority is currently updating the project funding plan for final design and construction of the Valley Link Project as part of the 20-year Financial Plan required by the Federal Transit Administration (FTA) to pursue federal funding from the Capital Investment Grants (CIG) New Starts Program. That funding plan is focused on significant capital funding from both State sources, including the Transit Intercity Rail Capital Program (TIRCP) and Senate Bill 1 Solutions to Congested Corridors Program (SCCP), as well as CIG New Starts Program funds. All of these are competitive funding programs subject to availability of state and federal resources. These funding programs have also been significantly impacted by demands of cost increases on other transit capital projects as well as transit operating deficits due to the slower recovery of transit ridership following the Covid-19 pandemic. If supplemental funding is not secured, then the project schedule will likely be delayed.

d. Risk Management *(describe risk management process for project budget and schedule, levels of contingency and how they were determined, and risk assessment tools used)*

The Authority is actively preparing a Risk and Contingency Management Plan (RCMP) consistent with FTA requirements for Project Development under the Capital Investment Grants (CIG) New Starts Program. The RCMP describes the activities, governance, compliance, roles, responsibilities, process, and reporting which are needed to confirm that the Project manages its risks effectively. As part of this process, all identified risks are documented in a Risk Register. The Risk Register has been developed and is being reviewed and updated on a recurring basis by the project delivery functional teams. Evaluations of the risks and the project information, including project schedules and cost estimates, are being used for the inputs for the Quantitative Risk Analysis (QRA) and associated contingency development. The RCMP will identify mitigation measures including maintenance of contingency amounts for cost and schedule.



e. Operability *(describe entities responsible for operating and maintaining project once completed/implemented)*

The Subsequent EIR adopted by the Authority in October 2024 indicated an operating budget of \$26 million and a ridership of approximately 30,000 per weekday in 2040 for the Phase 1 project between Dublin/Pleasanton and Mountain House. Those numbers are being refined as part of the current phase of work for the Phase 1A project between Dublin/Pleasanton and Vasco Road, including a revised operations funding plan required to pursue federal funding from the FTA Capital Investment Grants (CIG) New Starts Program. It is anticipated that funds will come from a variety of sources, including local and regional funding from the metropolitan planning organizations, the counties of Alameda and San Joaquin and state and federal sources, including the Congestion Mitigation and Air Quality (CMAQ) program for start-up operations.

In December 2020 the Authority Board authorized the Executive Director to execute an initial Memorandum of Understanding (MOU) with the San Joaquin Regional Rail Commission (SJRRC) to bring on the SJRRC as an early operations manager for the future Valley Link service and to provide guidance and support during the development and construction phases of the Project. Staff from the SJRRC has since been supporting the Authority in the development of the Project including all FTA Project Development requirements from design to the Project Management Plan and subplans including the Rail Fleet Management Plan (RFMP), Risk and Contingency Management Plan (RCMP) and Safety and Security Management Plan (SSMP).

f. Project Graphic(s) *(include below or attach)*



Figure 9 – Vasco Station Cross-Platform Transfer with ACE

II. Project Phase Description and Status

a. Environmental/Planning

Does NEPA apply? Yes No

Certify Final SEIR (Phase 1)

October 2024

Certify Final NEPA Document/FONSI (Phase 1)

May 2025



Certify Joint NEPA Re-evaluation and CEQA Addendum (Phase 1A) September 2026

b. Design

| | |
|---------------------|---------------|
| Complete 30% Design | December 2026 |
| 30% to 60% Design | August 2027 |
| 60% to 100% Design | October 2028 |

The Tri-Valley – San Joaquin Valley Regional Rail Authority secured legislative authority to utilize Construction Manager/General Contractor (CMGC) delivery methods in the final design and construction of the Phase 1A project. The CMGC delivery methodology for the project will inform the final design process and schedule as the CMGC Contractor is engaged in pre-construction services.

c. Right-of-Way Activities / Acquisition

N/A

d. Construction / Vehicle Acquisition / Operating

N/A

III. Project Schedule

| Phase-Milestone | Planned | |
|---|---------------|-----------------|
| | Start Date | Completion Date |
| Environmental Document – Feasibility Report | January 2018 | November 2019 |
| State Environmental Studies (CEQA), Preliminary Eng. (ENV / PE / PID) | November 2019 | May 2021 |
| 30% Design Plans + Federal Environmental Review (NEPA) + Caltrans PA&ED + FTA CIG Project Development | August 2020 | December 2026 |
| 30%-60% Final Design - Plans, Specs. & Estimates (PS&E) | December 2026 | August 2027 |
| 60%-100% Final Design - Plans, Specs. & Estimates (PS&E) | Summer 2027 | Fall 2028 |
| Right-of-Way Activities /Acquisition (R/W) | Summer 2027 | Summer 2029 |
| Construction (Begin – Open for Use) / Rolling Stock Acquisition (CON) | Summer 2029 | Summer 2033 |

IV. Project Budget

Capital

| | |
|-----------------------|--|
| Project Budget | Total Amount - Escalated to |
|-----------------------|--|



AB 1171 Initial Project Report

| | Year of Expenditure (YOE)- (Thousands) |
|--|--|
| Environmental Document – Feasibility Report | +\$1,710 (prior allocation - 9/2016) |
| State Environmental Studies (CEQA) & Preliminary Eng (ENV / PE / PID) | \$9,194 = \$10,121 (prior allocation - 10/2018) +\$3,000 (prior allocation - 3/2020) -\$3,927 (prior allocation - 10/2018) |
| 30% Design + Federal Environmental (NEPA) + Caltrans PA&ED + FTA CIG Project Development | \$72,018 = \$4,000 (current allocation request) \$3,000 (prior allocation – 10/2024) +\$3,927 (prior allocation - 10/2018) +\$46,791 (prior allocation - 6/2020) +\$3,600 (prior allocation – 5/2023) +\$10,700 (prior allocation – 12/2023) |
| 30%-60% Final Design - Plans, Specifications and Estimates (PS&E) | \$64,700 |
| 60%-100% Final Design - Plans, Specifications and Estimates (PS&E) | \$49,000 |
| Right-of-Way Activities /Acquisition (R/W) | \$172,700 |
| Construction / Rolling Stock Acquisition (CON) | \$1,676,400 |
| Total Project Budget (in thousands) | \$2,045,700 |

| Deliverable Segment Budget (if different from Project budget) | Total Amount - Escalated to Year of Expenditure (YOE)- (Thousands) |
|--|---|
| | |

| Operating | Total Amount - Escalated to Year of Expenditure (YOE) (Thousands) |
|-------------------------|--|
| Annual Operating Budget | |



V. Project Funding

Please provide a detailed funding plan in the Excel portion of the IPR. Use this section for additional detail or narrative as needed and to describe plans for any “To Be Determined” funding sources, including phase and year needed.

Prior to this current allocation request, the Tri-Valley – San Joaquin Valley Regional Rail Authority (Authority) has received \$63,572,000 from five Bridge Toll funds allocations from MTC. The first allocation of \$660,000 allowed the Authority to conduct a detailed Project Feasibility Report, which verified that the Valley Link Project was a financially feasible project to construct and operate. The Authority Board adopted the Final Project Feasibility Report in October 2019. The second allocation of \$10.1 million allowed the Authority to complete California environmental review, prepare 15% design plans and prepare and submit a Project Initiation Document (PID) to Caltrans for review and approval. The third allocation of \$3 million allowed the Authority to update the 15% design plans and revise the CEQA/EIR environmental document, which enabled the Authority to complete the Final EIR in May 2021. The combined fourth allocation of \$46.8 million and fifth allocation of \$3 million is allowing the Authority to complete 30% design plans, a Subsequent EIR for project scope changes since the 2021 CEQA, the federal environmental review document (NEPA), Caltrans Project Approval and Environmental Document (PA&ED) technical reports for the rail segment within the I-580 median, and various operations and technical reports and studies.

In addition to MTC regional funds, the Authority has secured \$44 million in local and State funds, including \$4 million in Alameda County Transportation Commission (ACTC) I-580 Net Toll Revenues, \$10 million in San Joaquin Council of Governments (SJCOG) SB 125 funds, \$5 million in AB 179 State Budget funds and \$25 million in Transit and Intercity Rail Capital Program (TIRCP) funds, to support the Valley Link project development and 30%-60% final design activities. The \$5 million in AB 179 funds have been specifically targeted to FTA Project Development requirements under the Capital Investment Grants (CIG) New Starts Program beyond the NEPA and 30% design activities funded under the fourth MTC Bridge Toll funds allocation. These activities include the development of a Project Management Plan and subplans that address the policy, procedures, and resources needed to implement the project through construction and operations. \$10.7 million of the TIRCP funds are concurrently being used to advance equity community engagement, third-party agreements, procurements, and 30% design plans.

The current allocation request for \$4,000,000 as described in this allocation request form, is a funding augmentation to the existing phase of work that will allow the Authority to complete the 30% design and Supplemental Project Report for the Valley Link Phase 1A project as required by Caltrans for PA&ED. The Caltrans approved Supplemental Project Report will allow the Authority to meet all of the Caltrans requirements to move into final design on the I-580 portion of the Project in parallel to the targeted entry into the Engineering phase of the FTA Capital Investment Grants (CIG) New Starts Program.

The Authority is actively updating the project funding plan for final design and construction of the Valley Link Phase 1A project as part of the 20-year Financial Plan required by the Federal Transit Administration (FTA) to pursue federal funding from the Capital Investment Grants (CIG) New Starts Program. As part of the FTA requirements for the Project Development phase under CIG, the Authority is also working to secure the commitment of 30% of non-CIG capital funding, including local agency



funding agreements. The current project funding plan identifies over \$460 million from city and county funds that will be subject to the local agency funding agreements. This includes \$400 million of Alameda County Transportation Commission (ACTC) Measure BB funds, \$40 million of corridor city funding, \$25 million of Tri-Valley Transportation Council (TVTC) funds, \$10 million of ACTC I-580 Net Toll Revenues, and \$10 million of SJCOG SB125 funds.

VI. Contact/Preparation Information

Contact for Project Sponsor

Name: Kevin Sheridan

Phone: 925-605-8442

Title: Executive Director/CEO

E-mail: ksheridan@valleylinkrail.com

Address: 2600 Kitty Hawk Road, Suite 101, Livermore, CA 94551

Person Preparing Initial Project Report (if different from above)

Name: Wil Ridder

Phone: 209-518-2365

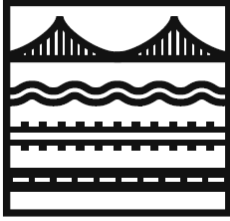
Title: Deputy Director

E-mail: wridder@valleylinkrail.com

Address: 2600 Kitty Hawk Road, Suite 101, Livermore, CA 94551

ATTACHMENT 3





AB 1171 Allocation Request

Project Information

| | |
|---------------------------|--------------------------|
| RM3 Project Number | 14 |
| Project Title | Valley Link Rail Project |
| RM3 Funding Amount | \$100,000,000 |
| RM1 Funding Amount | \$15,000,000 |
| AB 1171 Funding Amount | \$83,772,000 |
| Total Bridge Tolls Amount | \$198,772,000 |

Subproject Information (if different from overall RM3 project)

| | |
|---------------------------|--|
| Subproject Number | |
| Subproject Title | |
| Subproject Funding Amount | |

Allocation History (Add lines as necessary)

| | MTC Approval Date | Amount | Phase |
|------------|-------------------|--------------|---|
| #1: RM1 | 09/28/2016 | \$660,000 | Feasibility Report |
| #2: AB1171 | 10/25/2018 | \$10,121,000 | ENV/PE/PID |
| #3: AB1171 | 03/25/2020 | \$3,000,000 | UPDATED 15% DESIGN-ENV/ PROJECT MGMT/ COOP AGMTS |
| #4: AB1171 | 06/24/2020 | \$46,791,000 | CALTRANS PA&ED/ OPERATIONS&TECHNICAL STUDIES/ PROGRAM MGMT/ COOPERATIVE AGMTS/ PE/NEPA |
| #5: AB1171 | 07/19/2024 | \$3,000,000 | CALTRANS PROJECT REPORT/ FTA CIG PROJECT DEVELOPMENT |

Total: \$63,572,000

Current Allocation Request:

| Request submittal date | Amount | Phase |
|------------------------|-------------|--|
| May 26, 2026 | \$4,000,000 | CALTRANS PROJECT REPORT/ FTA CIG ENTRY INTO ENGINEERING |

I. AB 1171 Allocation Request Information

- a. **Describe the current status of the project, including any progress since the last allocation request or IPR update, if applicable.**

Subsequent to the approval of the Final CEQA EIR in 2021, the Authority advanced design and analysis of the Mountain House Station Alternative IOS from the existing Dublin/Pleasanton BART Station to include a new 22-mile alignment that responds to requests by the City of Mountain House for a Valley Link station that better serves their community. This new Valley Link Phase 1 alignment between the existing Dublin/Pleasanton BART Station in Alameda County and the proposed Mountain House Community Station in San Joaquin County, including four new stations as well as a Layover Facility (LF) and an Operations and Maintenance Facility /Operations Support Site (OMF/OSS) in areas at the east end of the alignment was cleared for CEQA through a Subsequent EIR approved by the Authority Board in October 2024 and for NEPA through an Environmental Assessment Finding of No Significant Impact (FONSI) approved by the Federal Transit Administration (FTA) in May 2025.

Responding to cost increases identified as part of the Valley Link Phase 1 project's 30% design and cost estimate update, the Authority Board took action in June 2025 to further phase the delivery of the 22-mile project with an initial Phase 1A operating segment that will construct approximately 11 miles of new passenger rail along I-580 to connect the existing BART rail system at Dublin/Pleasanton to the existing ACE rail system at Vasco Road in Livermore and includes a third station at Isabel Avenue in Livermore. The Valley Link Phase 1A project will provide weekday service on 15-minute headways operating six (6) battery electric multiple unit (BEMU) rail vehicles that will be charged at the end-of-line stations in Dublin/Pleasanton and Vasco Road and maintained at a new Operations and Maintenance Facility (OMF) in Livermore. The Phase 1A project would include a cross-platform transfer with ACE at the Vasco Road Station platform.

Following Authority Board action in June 2025 to advance the Phase 1A initial operating segment, the 2024 CEQA Subsequent EIR and 2025 NEPA FONSI are also being updated through a joint CEQA Addendum and NEPA re-evaluation to environmentally clear the Phase 1A project scope changes to the Phase 1 project. Additionally, the Authority is currently finalizing the Phase 1A Project Approval and Environmental Document (PA&ED) phase of the Caltrans project delivery process for the 9-mile portion of the Project alignment within Interstate 580 along with completing the Project Development phase requirements of the Federal Transit Administration's (FTA) Capital Investment Grants (CIG) New Starts Program for request to FTA for entry into the Engineering phase of the CIG Program.

- April 2023: The Authority Board adopted the 22-mile Valley Link Phase 1 project alignment along with its four stations, a layover facility and an operations and maintenance facility as the Locally Preferred Alternative (LPA).
- May 2023: The Metropolitan Transportation Commission (MTC) formally amended the Valley Link LPA into the region's 2023 federal Transportation Improvement Program (TIP) to update the project previously included in the region's fiscally constrained Regional Transportation Plan (Plan Bay Area 2050) in October 2021.
- May 2023: FTA approved the Authority as an FTA Direct Recipient
- September 2023: FTA approved the NEPA Class of Action (COA) as an Environmental Assessment (EA).
- October 2024: The Authority Board approved the Subsequent EIR for the 22-mile Valley Link Phase 1 project.
- May 2024: FTA approved NEPA EA Finding of No Significant Impact (FONSI) for the 22-mile Valley Link Phase 1 project.
- June 2025: The Authority Board approved the 11-mile Phase 1A initial operating segment to connect the existing BART rail system at Dublin/Pleasanton to the existing ACE rail system at Vasco Road in Livermore with a third station at Isabel Avenue in Livermore.
- Concurrent actions 2025-2026: The Authority has been making progress with regard to all Caltrans PA&ED and FTA Project Development phase requirements for the Phase 1A project, including 30 percent design, state/federal environmental clearance, the Project Management Plan (PMP) and sub-plans, and information for FTA to develop a project rating. In September 2025 the Authority Board also approved the use of Construction Manager/General Contractor (CMGC) alternative delivery for the Phase 1A project and initiated the procurement of CMGC preconstruction services.

- b. Describe the scope of the allocation request. Provide background and other details as necessary. The scope must be consistent with the AB 1171 statute. If the scope differs from the most recent IPR for this project, please describe the reason for any changes here; a revised IPR may be necessary.**

The current allocation request for \$4,000,000 is a funding augmentation to allow the Authority to complete the updated 30% design and Supplemental Project Report for the Valley Link Phase 1A project as required by Caltrans for PA&ED for the inclusion of Valley Link track system within the I-580 median between the BART Dublin/Pleasanton Station and the I-580/First Street interchange in Livermore. Caltrans' approval of the Supplemental Project Report will allow the Authority to meet all of the Caltrans requirements to move into final design on the I-580 portion of the Project in parallel with the targeted entry of the Project into the Engineering phase of the FTA Capital Investment Grants (CIG) New Starts Program. In addition to the technical activities and deliverables associated with PA&ED in coordination with Caltrans, this allocation request will support those activities associated with CMGC preconstruction services provided by the CMGC Contractor, including constructability reviews and cost optimization input into the project design and the preparation of a contractor estimate for the 30% design milestone. Additionally, as part of the CMGC delivery process,

the allocation will support the development of an Independent Cost Estimate for the 30% design milestone and reconciliation of cost differences between the Independent Cost Estimate and the CMGC Contractor estimate.

c. Deliverable segment budget – please fill out attached Excel file. If the budget differs from the most recent IPR for this project, please describe the reason for any changes here; a revised IPR may be necessary.

d. Schedule – what is the expected completion date of the phase for this allocation? Describe any significant milestones.

This allocation request will support those activities associated with Caltrans’ review and approval of the Supplemental Project Report for the Valley Link Phase 1A project that will occur over the period from September 2026 through December 2026. All of the technical activities and deliverables associated with PA&ED are scheduled to be completed by September 2026 including the updated environmental (CEQA and NEPA) and 30% design.

e. If the project received an RM3 Letter of No Prejudice, how much has been spent against the approved RM3 LONP amount? (Note: the scope and RM3 amount for this allocation request should match the approved LONP)

Request Details

| | |
|--|---|
| Amount being requested | \$4,000,000 |
| Project phase being requested | ENV |
| Are there other fund sources involved in this phase? | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No |
| Date of anticipated Implementing Agency Board approval of RM3 Allocation Request resolution for the allocation being requested | June 10, 2026 |
| Month/year being requested for MTC commission approval of allocation | August 2026 |

Note: Allocation requests are recommended to be submitted to MTC staff for review sixty (60) days prior to action by the Implementing Agency Board

f. List any other planned bridge toll allocation requests in the next 12 months

The Authority is targeting a bridge toll allocation request for 30%-60% final design in November 2026.

AGENDA

ITEM 4D





STAFF REPORT

SUBJECT: Approval of Resolution R23-2026 to Adopt the Fiscal Year 2027 Budget
FROM: Wil Ridder, Deputy Executive Director
DATE: June 10, 2026

Action Requested

Staff requests that the Board of Directors approve Resolution R23-2026 to adopt the Fiscal Year (FY) 2027 Budget.

Background/Discussion

The Tri-Valley – San Joaquin Valley Regional Rail Authority continues to receive funding from the allocations of bridge toll funds approved by the Metropolitan Transportation Commission (MTC) to advance the preliminary engineering and environmental clearance of the Valley Link Project. In FY 2027 these funds are anticipated to be augmented by an additional allocation of \$39 million in bridge toll funds targeted to final design activities (30%-60% plans) of the Phase 1A project between the Dublin/Pleasanton BART station and the Vasco Road ACE station. In FY 2027 these MTC funds will continue to be augmented by the balance of the \$5 million in State budget funds approved by the legislature in 2023 and the balance of the \$25 million in State Transit and Intercity Rail Capital Program (TIRCP) funds allocated by the California Transportation Commission (CTC) in December 2023. Additionally, the budget for FY27 includes \$4 million in I-580 net toll revenues approved by the Alameda County Transportation Commission (ACTC) in February 2026.

The budget for FY 2027 will support the transition from the Caltrans Project Approval and Environmental Documentation (PA&ED) work in the I-580 corridor and Federal Transit Administration (FTA) Project Development phase requirements under the Capital Investment Grants (CIG) Program, including federal environmental clearance and 30% design, to final design activities (30%-60% plans) including the Caltrans Plans, Specifications and Estimates (PSE) work and FTA Engineering phase activities. Under the Board approved Construction Manager/General Contractor (CMGC) project delivery methodology for the Phase 1A project, these activities will include CMGC preconstruction services to be provided by the CMGC Contractor pursuant to the CMGC preconstruction services contract targeted for Board action at the June 2026 Board meeting. These preconstruction services by the CMGC Contractor involve the support of the project design through constructability reviews for input on construction methodology and schedule along with the development of cost estimates at the 30%, 60% and 100% design milestones to be compared with those same design milestones by the Independent Cost Estimator. The comparison of these separate cost estimates supports the progression of the project design to stay on budget and the need to identify value engineering design considerations to reconcile variances.

Authority staff recognize that the FY 2027 Budget includes funds for consultant services previously awarded, planned for award in June 2026 and planned for award within FY 2027. As additional consultant awards are recommended for Board approval, staff will inform the Board how these expenses are supported by specific revenues that the Authority has received through actual funding allocations.

Attached are the anticipated revenues and expenses that make up the FY 2027 Budget. The direct labor and benefits expenses for Authority staff include a 2.5% cost-of-living adjustment based on the February 2026 San Francisco Bay Area Consumer Price Index (CPI-U 12-month). This adjustment will not apply to the Executive Director/CEO or the Deputy Executive Director. The direct labor and benefits expenses for Authority staff also include an \$8,000 increase to the Authority's current \$22,000 annual Health and Welfare Benefits that was established in the Authority's "cafeteria" plan contribution. This benefit has never been increased to reflect the actual cost of healthcare insurance. This increase will apply to all Authority employees, including the Executive Director/CEO and the Deputy Executive Director. Below is a brief description of the revenues and expenses:

Revenues

MTC Bridge Toll Funding

MTC provided a multi-year allocation of bridge toll funds in June of 2020 in the amount of \$46.8 million to perform the project development work as noted above in the staff report. These bridge toll funds were augmented in October 2024 with the MTC allocation of an additional \$3 million. Authority staff is actively coordinating with MTC on the allocation of an additional \$39 million of bridge toll funds for the 30%-60% design activities scheduled to begin in December 2026.

State Budget Funding

The State legislature approved \$5 million to the Authority for the Valley Link rail project as part of the FY 2023 State Budget (Assembly Bill 179) for environmental and preliminary engineering activities.

State Transit and Intercity Rail Capital Program (TIRCP) Funding

The California Transportation Commission (CTC) allocated \$25 million to the Authority for the Valley Link rail project for environmental and preliminary engineering activities.

ACTC I-580 Net Toll Revenue Funding

The Alameda County Transportation Commission (ACTC) allocated \$4 million to the Authority for the Valley Link rail project for final design activities.

Expenses

Authority Staff:

Executive Director/CEO

Executive Director and Chief Executive Officer for the Authority

Deputy Executive Director

Oversees or a wide variety of critical roles within the agency.

Chief Financial Officer

The Chief Financial Officer for the Authority is also the Finance Director for the Livermore Amador Valley Transit Authority (LAVTA) and is paid a stipend for duties performed as Chief Financial Officer of the Authority.

Director, Policy Planning and Environmental

Provides policy planning and environmental analysis, key role in the Authority for all policy and environmental reviews and related consultant contract management.

Director, Rail Engineering, Construction, and Operations

Provides program management contract oversight over rail engineering and construction, key role in the Authority for all engineering reviews and related consultant contract management.

Executive Assistant

The Executive Assistant provides a wide variety of support and administrative activities for the agency.

Consultants:

General Engineering Consultant

WSP/PGH Wong is under contract to complete the preliminary engineering necessary for Caltrans Project Approval and Environmental Document (PA&ED) within the State's right of way (I-580) and off highway system rail engineering (30% design). This effort includes the work to support the environmental document for the initial operating phase and meet the Project Development phase requirements under the FTA Capital Investment Grants (CIG) Program. In September 2026 Authority staff is targeting the procurement of final design services with the contract award targeted for Authority Board action in December 2026. The Authority is budgeting \$36.7 million dollars to complete the 30% design effort and advance the 30%-60% design effort in FY 2027.

Environmental Clearance

AECOM is under contract to complete the National Environmental Policy Act (NEPA) process to meet the requirements under both the Caltrans Project Approval and Environmental Document (PA&ED) process and the FTA Capital Investment Grants (CIG) Program. The Authority has budgeted \$800,000 to complete this effort in FY 2027.

Program Management Support Services

Gray Bowen Scott is under contract to provide Program Management Support Services. The Authority is budgeting \$2.7 million for these services in FY 2027.

Government Relations/Marketing

Support for regional advocacy is provided by ap advisors. Support for State advocacy and State funding opportunities is provided by Khouri Consulting.

Community Outreach

MIG is under contract to provide community outreach services. The Authority is budgeting \$50,000 for these services in FY 2027.

Real Estate Consultant Project Manager

Monument Right of Way is under contract to serve as the Authority's Real Estate Consultant Project Manager. The Authority is budgeting \$147,000 for these services in FY 2027.

Alternative Delivery Support Services

AECOM is under contract to provide Alternative Delivery Support Services. The Authority is budgeting \$2.1 million for these services in FY 2027.

Financial Advisory Services

Support for financial advisory and planning services is provided by PFM Financial Advisors on an on-call basis.

Independent Cost Estimating Services

Krebs Corporation is under contract to provide Independent Cost Estimating Services. The Authority is budgeting \$1.5 million for these services in FY 2027.

CMGC Contractor Preconstruction Services

Authority staff is targeting Board action on the CMGC Contractor Preconstruction Services at the June 2026 Board meeting. The Authority is budgeting \$4.3 million for these services in FY 2027.

Caltrans CMGC Support Services

Authority staff is targeting Board action on a cooperative agreement with Caltrans for PSE, including reimbursable CMGC Support Services, in Fall 2026. The Authority is budgeting \$1.7 million for these services in FY 2027.

Insurance

The Authority carries liability insurance for the agency.

Financial Audits

Each year the Authority financial statements are audited to ensure the Board that the financial documents are accurately prepared and represented.

Legal and Legal Supplemental

General Counsel is provided by Mr. Michael Conneran of Hanson Bridgett LLP. Legal services have been used extensively to review the environmental work ongoing by the agency and to prepare and review contracts and Authority policies and procedures.

Line of Credit

Thus far, cash flow management has been provided through the Livermore Amador Valley Transit Authority (LAVTA). Staff anticipate the need for a line of credit as more significant work is performed by consultants.

Office Space/Furnishings/Office Supplies/Utilities

The Authority leases an office suite as provided within the MTC allocation of funds for the project. This line item covers costs associated with effective day-to-day operations.

Travel/Mileage/Meetings

This budget item is set up for meetings that require staff travel. Included in this line item are the costs associated with meetings, including Authority Board meetings.

Professional Development

This budget item is set up for staff development, training and related activities.

Memberships

This budget item is set up for corporate memberships.

Information Technology/Software

This budget item is set up for computer software and information technology support.

BART/SJRRC/ACTC/UPRR

Included in the June 2020 MTC allocation and 2023 State Budget earmark are funds to reimburse key partner agencies that are critical in the planning and delivery of Valley Link. For FY 2027 these agencies are anticipated to include Bay Area Rapid Transit (BART), San Joaquin Regional Rail Commission (SJRRC), Alameda County Transportation Commission (ACTC) and the Union Pacific Railroad (UPRR).

Fiscal Impact

Adoption of the FY 2027 Budget will authorize the expenditure of up to \$53.3 million in funding provided by MTC, the State and ACTC for Valley Link project development and final design activities.

Recommendation

Approve Resolution R23-2026 to adopt the FY 2027 Budget.

Attachments:

1. Resolution R23-2026
2. FY 2027 Revenues and Expenses

ATTACHMENT 1





Tri-Valley San Joaquin Valley
REGIONAL RAIL AUTHORITY

RESOLUTION NO. R23-2026

* * *

**RESOLUTION OF THE BOARD OF DIRECTORS OF THE
TRI-VALLEY-SAN JOAQUIN VALLEY REGIONAL RAIL AUTHORITY
ADOPTING THE FISCAL YEAR 2027 BUDGET**

WHEREAS, the Legislature adopted AB 758, establishing the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) under California Public Utilities Code Section 132651 *et seq.*, to plan, develop and deliver cost-effective and responsive transit connectivity between the Bay Area Rapid Transit District's rapid transit system in the Tri-Valley and the Altamont Corridor Express commuter rail service;

WHEREAS, as required by AB 758, the Authority prepared and delivered an initial Project Feasibility Report to the Legislature on June 30, 2019 to explore the improvement of transit connectivity between the Tri-Valley and San Joaquin Valley;

WHEREAS, pursuant to the final Project Feasibility Report, the Authority has been engaged in the design and environmental activities to advance the Valley Link Project (Project) towards construction and eventual operation;

WHEREAS, on June 24, 2020 the Authority secured \$46.8 million in Assembly Bill 1171 funds from the Metropolitan Transportation Commission (MTC) for project development activities;

WHEREAS, on June 23, 2023 the Authority entered into a \$5 million Funds Transfer Agreement in Assembly Bill 179 State Budget funds from the California Department of Transportation (Caltrans) for project development activities;

WHEREAS, on December 7, 2023 the Authority secured \$25 million in Transit and Intercity Rail Capital Program (TIRCP) funds from the California Transportation Commission (CTC) for project development activities;

WHEREAS, on October 23, 2024 the Authority secured an additional \$3 million in Assembly Bill 1171 funds from the Metropolitan Transportation Commission (MTC) for project development activities;

WHEREAS, on February 23, 2024 the Authority secured an additional \$4 million in I-580 net toll revenues from the Alameda County Transportation Commission (ACTC) for final design

activities of the Phase 1A project between the Dublin/Pleasanton BART station and the Vasco Road ACE station;

WHEREAS, the Authority is actively coordinating with the Metropolitan Transportation Commission (MTC) to secure an additional \$39 million in bridge toll funds for final design activities of the Phase 1A project between the Dublin/Pleasanton BART station and the Vasco Road ACE station;

WHEREAS, the budget for FY 2027 funds the transition from the Caltrans Project Approval and Environmental Documentation (PA&ED) work in the I-580 corridor and Federal Transit Administration (FTA) Project Development phase requirements under the Capital Investment Grants (CIG) Program, including federal environmental clearance and 30% design, to final design activities (30%-60% plans) including the Caltrans Plans, Specifications and Estimates (PSE) work and FTA Engineering phase activities;

WHEREAS, the direct labor and benefits expenses for specified Authority staff include a 2.5% increase in salaries and benefits as a cost-of-living adjustment based on the February 2026 San Francisco Bay Area Consumer Price Index (CPI-U 12-month); and

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the Tri-Valley-San Joaquin Valley Regional Rail Authority hereby adopts the FY 2027 Budget authorizing the expenditure of up to \$53,282,500 in funding provided by MTC, the State, and ACTC for Valley Link project development and final design activities.

APPROVED AND PASSED, this 10th day of June 2026.

Robert Rickman, Chair

ATTEST:

Kevin Sheridan, Executive Director/CEO

APPROVED AS TO FORM:

Michael Conneran, Legal Counsel

ATTACHMENT 2



**TRI-VALLEY — SAN JOAQUIN VALLEY REGIONAL RAIL AUTHORITY
FISCAL YEAR 2027 BUDGET**

REVENUES

| | |
|-----------------------------|-------------------------|
| MTC Allocation | \$ 34,482,500.00 |
| State Budget Funding | \$ 2,400,000.00 |
| State TIRCP Funding | \$ 12,400,000.00 |
| ACTC Funding | \$ 4,000,000.00 |
| Grand Total Revenues | \$ 53,282,500.00 |

EXPENSES

Direct Labor and Benefits

| | |
|---|------------------------|
| Executive Director/CEO | \$ 395,000.00 |
| Deputy Executive Director | \$ 348,000.00 |
| Director, Rail Engineering, Construction and Operations | \$ 298,000.00 |
| Director, Policy Planning and Environmental | \$ 278,000.00 |
| Chief Financial Officer | \$ 42,600.00 |
| Executive Assistant | \$ 148,000.00 |
| Other LAVTA Administrative Support Activities | \$ 10,400.00 |
| Total | \$ 1,520,000.00 |

Consultants

| | |
|--|-------------------------|
| General Engineering Consultant | \$ 36,729,000.00 |
| Environmental Clearance | \$ 800,000.00 |
| Administrative Support | \$ 50,000.00 |
| Program Management Support Services | \$ 2,700,000.00 |
| Government Relations/Marketing | \$ 235,000.00 |
| Community Outreach | \$ 50,000.00 |
| Real Estate Consultant Project Manager | \$ 147,000.00 |
| Alternative Delivery Support Services | \$ 2,143,000.00 |
| Financial Advisory Services | \$ 50,000.00 |
| Independent Cost Estimating Services | \$ 1,548,000.00 |
| CMGC Contractor Preconstruction Services | \$ 4,286,000.00 |
| Caltrans CMGC Support Services | \$ 1,742,000.00 |
| Total | \$ 50,480,000.00 |

Other Direct Costs

| | |
|--|------------------------|
| Insurance | \$ 45,000.00 |
| Financial Audits (incl software) | \$ 38,000.00 |
| Legal / Legal Supplemental | \$ 336,000.00 |
| Line-of-Credit | \$ 125,000.00 |
| Office Space/Furnishings/Office Supplies/Utilities | \$ 132,000.00 |
| Travel/Mileage/Meetings | \$ 3,000.00 |
| Professional Development | \$ 1,000.00 |
| Memberships | \$ 9,000.00 |
| Information Technology/Software | \$ 21,000.00 |
| BART | \$ 150,000.00 |
| SJRRRC | \$ 50,000.00 |
| ACTC | \$ 160,000.00 |
| UPRR | \$ 212,500.00 |
| Total | \$ 1,282,500.00 |

| | |
|-----------------------------|-------------------------|
| Grand Total Expenses | \$ 53,282,500.00 |
|-----------------------------|-------------------------|

AGENDA

ITEM 4E





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

STAFF REPORT

SUBJECT: Approve Resolution R24-2026 Authorizing the Executive Director to Extend Terms of Employee Agreements with the Authority's Director of Policy, Planning and Environmental and Executive Management Assistant to June 30, 2027.

FROM: Kevin Sheridan, Executive Director/CEO

DATE: June 10, 2026

Action Requested

Staff requests that the Board of Directors (Board) authorize the Executive Director to extend the terms of the employment agreements with two employees to June 30, 2027, in a form approved by legal counsel. The two employee agreement extensions apply to Marianne Payne (Director of Policy, Planning, and Environmental) and Candice Kendall (Executive Management Assistant).

Background/Discussion

The Authority previously authorized the Executive Director to enter into employment agreements with these employees. Each agreement had an initial 24-month term, with an option to extend annually by mutual agreement. Because the current terms expire on June 30, 2026, staff recommends extending the agreements through June 30, 2027. The Executive Director discussed the proposed extension with each employee, and both agreed. The employees' names, positions, and current salaries are listed below:

- Marianne Payne, Director—Policy, Planning, and Environmental, \$203,403.20.
- Candice Kendall—Executive Management Assistant, \$96,865.60.

Marianne and Candice have continued to serve the Authority in their respective roles, providing highly qualified professional expertise, achieving key project milestones, and overseeing multiple consultant contracts critical to project delivery and administration. As noted in the staff report presented to the Board of Directors in May 2026, the Draft FY 2027 Budget includes a 2.5% cost-of-living adjustment (COLA) for specified staff. The proposed salary adjustments (MP \$208,488.28, CK \$99,287.24) are incorporated into the FY 2027 Budget and would become effective July 1, 2026.

The Executive Director/CEO and Deputy Executive Director are under on-going contracts. The Chief Financial Officer is paid via a stipend to her employer, the Livermore Amador Valley Transit Authority.

Fiscal Impact

None. The cost to extend the Employment Agreement term limits is identified in the FY 2027 Budget presented this month for Board approval.

Recommended Action

Authorize the Executive Director to extend the terms of the employee agreements for the Authority's Director of Policy, Planning and Environmental, and Executive Management Assistant to June 30, 2027, in a form approved by legal counsel.

Attachments

1. Resolution R24-2026

ATTACHMENT 1





Tri-Valley San Joaquin Valley
REGIONAL RAIL AUTHORITY

RESOLUTION NO. R24-2026

* * *

RESOLUTION OF THE BOARD OF DIRECTORS OF THE TRI-VALLEY-SAN JOAQUIN VALLEY REGIONAL RAIL AUTHORITY AUTHORIZING THE EXECUTIVE DIRECTOR TO EXTEND, UNTIL JUNE 30, 2027, THE TERM OF THE EMPLOYMENT CONTRACTS OF THE AUTHORITY'S DIRECTOR OF POLICY, PLANNING AND ENVIRONMENTAL AND EXECUTIVE MANAGEMENT ASSISTANT

WHEREAS, the Legislature adopted AB 758, establishing the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) under California Public Utilities Code Section 132651 *et seq.*, to plan, develop and deliver cost-effective and responsive transit connectivity between the Bay Area Rapid Transit District's rapid transit system in the Tri-Valley and the Altamont Corridor Express commuter rail service;

WHEREAS, as required by AB 758, the Authority prepared and delivered an initial Project Feasibility Report to the Legislature on June 30, 2019 to explore the improvement of transit connectivity between the Tri-Valley and San Joaquin Valley; and

WHEREAS, pursuant to the final Project Feasibility Report, the Authority has been engaged in the design and environmental activities to advance the Valley Link Rail Project (Project) towards construction and eventual operation; and

WHEREAS, the Authority has executed employment agreements with its Director of Policy, Planning and Environmental, and Executive Management Assistant, both of which it desires to extend until June 30, 2027.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the Tri-Valley-San Joaquin Valley Regional Rail Authority hereby authorizes the Executive Director to extend, until June 30, 2027, the Employment Agreements with Authority's Director of Policy, Planning and Environmental, and Executive Management Assistant, for the amounts stated in the staff report, all in a form approved by legal counsel.

BE IT FURTHER RESOLVED that the Executive Director is authorized to take such additional actions necessary to continue the employment of these individuals.

APPROVED AND PASSED, this 10th day of June 2026.

Robert Rickman, Chair

ATTEST:

Kevin Sheridan, Executive Director

AGENDA

ITEM 4 F





Tri-Valley San Joaquin Valley REGIONAL RAIL AUTHORITY

STAFF REPORT

SUBJECT: Approve Resolution R25-2026 Authorizing the Executive Director/CEO to Negotiate Contract Agreement Addendum 3 with Gray-Bowen-Scott (GBS) for Program Management Support Services (PMSS)

FROM: Wil Ridder, Deputy Executive Director

DATE: June 10, 2026

Action Requested

Staff requests that the Board of Directors authorize the Executive Director/CEO to negotiate and enter into Addendum 3 to the Contract Agreement with Gray-Bowen-Scott (GBS) for Program Management Support Services (PMSS) to increase the not-to-exceed amount by \$2,697,885 to a new total of \$6,514,293, for additional on-call services.

Background/Discussion

In June 2023 the Board approved the contract with GBS to serve as the Authority's PMSS consultant. As an experienced consulting team that specializes in delivering large Caltrans highway infrastructure projects, GBS is assisting staff with program management support services for the Valley Link Project environmental and design phases, including the assurance of the successful completion of the Caltrans Project Approval and Environmental Document (PAED), Plans, Specifications, and Estimates (PS&E) and Right of Way (R/W) Support phases and associated internal cost control and review of consultant invoices for auditing purposes. GBS is also assisting with significant Caltrans coordination including the establishment of a Construction Manager/General Contractor (CMGC) partnership process with Caltrans to support Caltrans' administration of the CMGC highway construction package at such point in time that the Authority awards the CMGC construction contract.

The June 2023 Board action approved \$1,794,895 for the PMSS contract with an initial three-year period with two (2) one-year options. Over the progression of the work, the GBS team has expended additional effort on procurements, contract management oversight, and third-party agreements than originally contemplated and budgeted. To date, GBS has prepared procurements for the real estate program manager, alternative delivery support services, equity community outreach, marketing and community outreach, regional advocacy and independent cost estimating services. GBS is subsequently providing contract management oversight for these additional services acquired by the Authority. The GBS team has also been leading the coordination and development of the third-party agreements and the development of the third-party agreements tracking log that meets Federal Transit Administration (FTA) requirements, neither of which were originally budgeted. The GBS team is also supporting the Authority on elements of the FTA Project Development phase that were not originally contemplated or budgeted, including FTA Project Management Oversight Consultant (PMOC) coordination, preparation of elements of the FTA Project Management Plan (PMP), and review of subplans. In addition, the Authority has requested GBS add SharePoint and Teams Power Automate resources to the team to aid in the development and implementation of the Authority's document control through a SharePoint site and the invoice approval process through Teams Power Automate.

In February 2025 the Board approved Addendum 1 to the agreement with GBS for \$821,513 for continued PMSS support through Summer of 2025 for a total not-to-exceed amount of \$2,616,408. Addendum 1 covered additional effort the GBS team had expended on procurements, contract management oversight, and third-party agreements than originally contemplated and budgeted. In June 2025 the Board approved Addendum 2 to the agreement with GBS for \$1,200,000 for continued PMSS support through Summer of 2026 for a total not-to-exceed amount of \$3,816,408. Addendum 2 covered ongoing effort the GBS team has expended on procurements, contract management oversight, project controls, and third-party agreements, including significant coordination with Caltrans on the CMGC partnership framework. Currently \$3,507,208 (92%) of the total not-to-exceed amount has been expended.

Addendum 3 will allow GBS to continue its PMSS work on the project in Fiscal Year (FY) 2027, within the first one-year option on their contract, including the support for completing project development activities as well as advancing into final design in coordination with FTA and Caltrans. This is a significant effort that will allow the Authority to complete the 30% design and Supplemental Project Report for the Valley Link Phase 1A project as required by Caltrans for PA&ED. The Caltrans-approved Supplemental Project Report will allow the Authority to meet all of the Caltrans requirements to move into final design on the I-580 portion of the Project in parallel to the targeted entry into the Engineering phase of the FTA Capital Investment Grants (CIG) New Starts Program. As part of the preparation for entry into the Engineering phase of the CIG New Starts Program, GBS will be leading the coordinated update of the Project Management Plan for the Phase 1A project along with providing both risk and schedule management across all teams including the General Engineering Consultant (GEC), CMGC Contractor, and Independent Cost Estimating Consultant. The GBS team is also leading the development of the combined cooperative agreements with Caltrans for the Plans, Specifications, and Estimates (PS&E) and Right of Way phases of the project that will cover both the highway and rail construction packages.

Fiscal Impact

The additional \$2,697,885 for this Addendum 3 to the Contract Agreement with GBS is within the Authority's current funding, including bridge toll, state and ACTC I-580 net toll revenue funds. The amount of funding for the additional work under this Addendum 3 is anticipated to be expended in FY 2027 and is identified in the FY 2027 Budget presented this month for Board approval.

Recommended Action

Authorize the Executive Director to negotiate and enter into Addendum 3 to the Contract Agreement with GBS for PMSS to increase the not-to-exceed amount by \$2,697,885 to \$6,514,293, for additional on-call services during the first one-year option to the base term of the Contract Agreement.

Attachments:

1. Resolution R25-2026

ATTACHMENT 1





RESOLUTION NO. R25-2026

* * *

**RESOLUTION OF THE BOARD OF DIRECTORS OF THE TRI-VALLEY-SAN
JOAQUIN VALLEY REGIONAL RAIL AUTHORITY AUTHORIZING THE EXECUTIVE
DIRECTOR TO NEGOTIATE AND ENTER INTO ADDENDUM 3 TO THE CONTRACT
AGREEMENT WITH GRAY-BOWEN-SCOTT (GBS) FOR PROGRAM MANAGEMENT
SUPPORT SERVICES (PMSS)**

WHEREAS, the Legislature adopted AB 758, establishing the Tri-Valley—San Joaquin Valley Regional Rail Authority (Authority) under California Public Utilities Code Section 132651 *et seq.*, to plan, develop and deliver cost-effective and responsive transit connectivity between the Bay Area Rapid Transit District's rapid transit system in the Tri-Valley and the Altamont Corridor Express commuter rail service;

WHEREAS, as required by AB 758, the Authority prepared and delivered an initial Project Feasibility Report to the Legislature on June 30, 2019 to explore the improvement of transit connectivity between the Tri-Valley and San Joaquin Valley;

WHEREAS, pursuant to the final Project Feasibility Report, the Authority has been engaged in the design and environmental activities to advance the Valley Link Project (Project) towards construction and eventual operation;

WHEREAS, on June 24, 2020 the Authority secured \$46.8 million from the Metropolitan Transportation Commission (MTC) for the Project including the preparation of 30% design plans, a federal environmental document, various operational and technical reports, and Program Management Support Services (PMSS) that will allow the Project to advance expeditiously to meet the overall project schedule;

WHEREAS, on December 7, 2023 the Authority secured \$25 million in Transit and Intercity Rail Capital Program (TIRCP) funds from the California Transportation Commission (CTC) for project development activities;

WHEREAS, on October 23, 2024 the Authority secured an additional \$3 million in Assembly Bill 1171 funds from the Metropolitan Transportation Commission (MTC) for project development activities;

WHEREAS, on February 23, 2024 the Authority secured an additional \$4 million in I-580 net toll revenues from the Alameda County Transportation Commission (ACTC) for final design activities of the Phase 1A project between the Dublin/Pleasanton BART station and the Vasco Road ACE station;

WHEREAS, the Authority awarded the Program Management Support Services contract to GBS in June 2023 for an amount not to exceed \$1,794,895 for an initial three-year period with two (2) one-year options, subject to funding availability and future Board approval;

WHEREAS, on February 12, 2025, the Authority and GBS entered into Addendum 1 to the Agreement to increase the maximum not to exceed amount to \$2,616,408;

WHEREAS, on June 11, 2025, the Authority and GBS entered into Addendum 2 to the Agreement to increase the maximum not to exceed amount to \$3,816,408; and

WHEREAS, the Authority has identified the need for additional Program Management Support Services including the support of Project Development activities with the Federal Transit Administration.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the Tri-Valley-San Joaquin Valley Regional Rail Authority hereby authorizes the Executive Director to negotiate and enter into Addendum 3 to the Professional Services Agreement to Gray-Bowen-Scott (GBS) for Program Management Support Services to increase the not-to-exceed amount by \$2,697,885 to \$6,514,293, for additional on-call services during the first one-year option to the base term of the Contract Agreement.

APPROVED AND PASSED, this 10th day of June 2026.

Robert Rickman, Chair

ATTEST:

Kevin Sheridan, Executive Director/CEO

APPROVED AS TO FORM:

Michael Conneran, Legal Counsel

AGENDA

ITEM 4 G





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

STAFF REPORT

SUBJECT: Consideration to Approve and Adopt a Statement of Investment Policy

FROM: Kevin Sheridan, Executive Director/CEO and Michael Conneran, General Counsel

DATE: June 10, 2026

Action Requested

Staff requests that the Board of Directors (Board) approve Resolution R26-2026 to adopt a Statement of Investment Policy (Investment Policy) for the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) and authorizing the deposit and withdrawal of Authority funds in BMO Bank (formerly Bank of the West) in accordance with said Investment Policy.

Background/Discussion

In accordance with the rules and restrictions established by the laws of the State of California (Government Code Section 53600 *et seq.*), the Authority may establish an Investment Policy pursuant to which the Authority shall invest its funds. The Authority's Board of Directors may review the Investment Policy annually at a public meeting. (California Government Code Section 53646(a)).

The attached resolution establishes the Authority's Investment Policy, authorizes the deposit and withdrawal of Authority funds in the BMO Bank (formerly Bank of the West) in accordance with the Investment Policy and prior board authorization pursuant to Resolution 08-2023.

The proposed Investment Policy provides guidelines for the prudent investment and cash management of Authority's funds. The Authority's cash management system is designed to monitor and forecast accurately expenditures and revenues, thus enabling Authority to invest funds to the fullest extent possible. Authority's primary objective is to safeguard the principal of the funds; the second objective is to meet the liquidity needs of Authority; and the third objective is to achieve a return on its invested funds. The Investment Policy establishes requirements for: criteria for selecting investments, delivery of securities, diversification, terms of investments, deposit of funds, authorized transfers, authorized investments, authorized investment instruments subject to Board approval, prohibited investments, and reporting.

Fiscal Impact

There are no financial considerations at this time.

Recommended Action

Valley Link Staff recommends that the Board of Directors adopt the Statement of Investment Policy and adopt the Resolution related to the same.

Attachments

1. Exhibit A: Resolution
2. Exhibit B: Investment Policy
3. Exhibit C: Resolution 08-2023

ATTACHMENT 1





RESOLUTION NO. R26-2026

* * *

RESOLUTION OF THE BOARD OF DIRECTORS OF THE TRI-VALLEY-SAN JOAQUIN VALLEY REGIONAL RAIL AUTHORITY APPROVING AND ADOPTING A STATEMENT OF INVESTMENT POLICY AND AUTHORIZING DEPOSIT OF FUNDS IN BMO BANK

WHEREAS, California Government Code Section 53646 permits the District to adopt a Statement of Investment Policy and to review it periodically; and

WHEREAS, the Executive Director/CEO and the General Counsel have recommended that the Board of Directors should adopt a Statement of Investment Policy; and

WHEREAS, pursuant to Resolution 08-2023, the Board of Directors has authorized the deposit of Authority funds in BMO Bank (formerly Bank of the West).

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the Tri-Valley – San Joaquin Valley Regional Rail Authority hereby adopts the Statement of Investment Policy, a copy of which is attached hereto, in accordance with California Government Code Section 53646, and authorizes the Executive Director/CEO to deposit and invest funds in accordance with the Investment Policy, including the deposit of funds with BMO Bank, as authorized by Resolution 08-2023.

APPROVED AND PASSED, this 10th day of June, 2026.

Robert Rickman, Chair

ATTEST:

Kevin Sheridan, Executive Director/CEO

ATTACHMENT 2



Approved: 12 FEB 2025

Last Reviewed: _____

Tri-Valley ▲ San Joaquin Valley
REGIONAL RAIL AUTHORITY

STATEMENT OF INVESTMENT POLICY

PURPOSE

This Statement of Investment Policy (Investment Policy) provides guidelines for the prudent investment and cash management of the Tri-Valley-San Joaquin Valley Regional Rail Authority's (Authority) funds.

OBJECTIVE

The Authority's cash management system is designed to monitor and forecast accurately expenditures and revenues, thus enabling the Authority to invest funds to the fullest extent possible. The Authority's primary objective is to safeguard the principal of the funds; the second objective is to meet the liquidity needs of the Authority; and the third objective is to achieve a return on its invested funds.

POLICY

At all times, the Authority shall invest its funds in accordance with the rules and restrictions established by the laws of the State of California (Government Code Sections 53600 *et seq.*). In addition, the Authority shall conduct its investments under the "prudent investor standard": when investing, reinvesting, purchasing, acquiring, exchanging, selling and managing public funds, a trustee shall act with care, skill, prudence and diligence under the circumstances then prevailing, that a prudent person acting in a like capacity and familiarity with those matters would use in the conduct of funds of a like character and with like aims, to safeguard the principal and maintain the liquidity needs of the Authority. (California Government Code Section 53600.3).

The Authority's current policy is to deposit and invest its funds in the BMO Bank (formerly Bank of the West), pursuant to Resolution 08-2023. Any change in that policy must be brought to the Board of Directors for approval. The Executive Director/CEO shall serve as the Authority's trustee for the purposes of placing investments pursuant to this policy. The Investment Policy may be reviewed by the Authority's Board of Directors at a public meeting. (California Government Code Section 53646(a)).

1. **Criteria for Selecting Investments.** Criteria for selecting investments and the order of priority are:
 - a. **Safety.** The safety and risk associated with an investment refer to the potential loss of principal, interest or a combination of these amounts. Investments of the Authority shall be undertaken in a manner that seeks to ensure preservation of capital in the portfolio.
 - b. **Liquidity.** An adequate percentage of the portfolio, in the approximate amount of annual operating expenses, should be maintained in liquid short-term investments which can be converted to cash if necessary to

meet disbursement requirements. A short-term investment is defined as any investment which matures within a one-year period.

- c. **Return on Investments.** Return on investments becomes a consideration only after the basic requirements of safety and liquidity have been met.
2. **Delivery of Securities.** Securities shall be delivered by book entry, physical delivery or by third party custodial agreement. (California Government Code Section 53601).
3. **Diversification.** Subject to prior Board approval, the investment portfolio may consist of a mix of the authorized types of investment instruments described in this Investment Policy. As a general rule, long-term maturities should not represent a significant percentage of the total portfolio, as the principal risk involved can outweigh the potential for higher earnings.
4. **Terms of Investments.** Except for public statutory exceptions or when authorized by the Board of Directors either specifically or as part of an investment program no less than 3 months prior to the investment, no investment shall be made in a security with a term remaining to maturity in excess of five years. (California Government Code Section 53601).
5. **Deposit of Funds.** As far as possible, all money belonging to or in the custody of the Authority, including money paid to the Authority to pay the principal, interest or penalties of bonds, shall be deposited for safekeeping in state or national banks, savings associations or federal associations, state or federal credit unions or federally insured industrial loan companies in California (as defined by California Government Code Section 53630). Pursuant to California Government Code Sections 53635, 53637 and 53638, the money shall be deposited in any authorized depository with the objective of realizing maximum return, consistent with prudent financial management.
6. **Authorized Transfers.** Only the Chair and Vice Chair of the Board, and the Executive Director/CEO, are authorized to transfer funds between banking institutions and investments and they must do so with at least two signatures by the authorized parties.
7. **Authorized Investments.** The Authority may invest in the investment instruments authorized by the California Government Code, subject to any conditions set forth in the California Government Code. Authorized investments shall include, as set forth below, investments into the Local Agency Investment Fund. Subject to prior Board approval, the Authority may also invest in the authorized investment instruments set forth in Section 8 below.
8. **Authorized Investment Instruments Subject to Board Approval.** If the Authority desires to change its policy of investing solely in the BMO Bank, it must obtain prior Board approval. With prior Board approval, the Authority may utilize the following investment instruments:

- a. United States Treasury notes, bonds, bills or certificates of indebtedness, or those for which the faith and credit of the United States are pledged for the payment of principal and interest.
 - b. Negotiable certificates of deposits issued by a nationally or state-chartered bank, a savings association or a federal association (as defined by California Financial Code Section 5102), a state or federal credit union, or a state-licensed branch of a foreign bank.
9. **Prohibited Investments.** The Authority shall not invest any funds in inverse floaters, range notes or interest-only strips that are derived from a pool of mortgages. The Authority shall not invest any funds in any security that could result in zero interest accrual if held to maturity; however, the Authority may hold this prohibited instrument until its maturity date. The limitation does not apply to investments in shares of beneficial interest issued by diversified management companies as set forth in California Government Code Section 53601.6.

REPORTING

The Executive Director/CEO may render a quarterly investment report to the Board of Directors. If a report is filed, it shall be submitted within 30 days of the end of the quarter covered by the report. The report shall include the following information:

1. type of investment, issuer, date of maturity, par amount, dollar amount invested on all securities, investments and money held by the Authority;
2. description of any of the Authority's funds, investments or programs that are under the management of contracted parties, including lending programs;
3. for all securities held by the Authority and under management by any outside party that is not a local agency or the Livermore Amador Valley Transit Authority, a current market value as of the date of the report and the source of this valuation;
4. statement that the portfolio complies with the Investment Policy or the manner in which the portfolio is not in compliance; and
5. statement that the Authority has the ability to meet its cash flow requirements for the next six months or provide an explanation as to why sufficient money shall or may not be available.

If the Authority places all of its investments in a National Credit Union Share Insurance Fund-insured accounts in a credit union, or in Federal Deposit Insurance Corporation-insured accounts in a bank or savings and loan association, in a county investment pool, or any combination of these, the Executive Director/CEO may supply to the Board of Directors the most recent statements from these institutions to meet the requirements of items 1-3 above, with a supplemental report addressing items 4 and 5 above. (California Government Code Section 53646(b)-(e).)

ATTACHMENT 3





Tri-Valley San Joaquin Valley
REGIONAL RAIL AUTHORITY

RESOLUTION NO. R08-2023

* * *

**RESOLUTION OF THE BOARD OF DIRECTORS OF THE TRI-VALLEY-SAN
JOAQUIN VALLEY REGIONAL RAIL AUTHORITY AUTHORIZING SIGNATURE
ENDORSEMENT ON ACCOUNTS WITH BANK OF THE WEST**

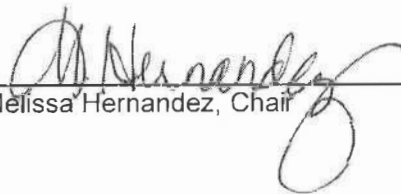
WHEREAS, the Tri-Valley San Joaquin Valley Regional Rail Authority (The Authority) has a banking relationship with the Bank of the West;

NOW THEREFORE, BE IT RESOLVED by the Board of Directors of the Authority that the Executive Director/CEO of this organization is authorized to open or maintain accounts with Bank of the West contemplated in the Bank's signature card and account agreement;

FURTHER RESOLVED that the Board of Directors of the Authority and the Executive Director/CEO are authorized to enter into any agreement with Bank of the West relating to the transfer of funds from the account or accounts of The Authority by means of telephonic, electronic, oral, or written instruction, and are further authorized to designate the individuals to act as Authorized Representatives who shall be empowered to order or confirm such transfers in accordance with such agreements or to otherwise act in accordance with such agreements;

FURTHER RESOLVED that this resolution shall be in full force and effect and binding upon The Authority and that Bank of the West may conclusively presume that the above named positions remain authorized as set forth herein until this Resolution shall have been repealed, revoked, or amended and written notice of such is delivered to Bank of the West at a time and in a manner set forth in the Authorization and Agreement for Cash Management Services affording the Bank of the West reasonable opportunity to act upon the written notice so received.

APPROVED AND PASSED, this 14th day of June, 2023.



Melissa Hernandez, Chair

ATTEST:



Kevin Sheridan, Executive Director/CEO

AGENDA

ITEM 5 A





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

STAFF REPORT

SUBJECT: Approve Resolution R27-2026 Authorizing the Executive Director/CEO to Execute a Contract for Construction Manager/General Contractor Pre-Construction Services

FROM: Wil Ridder, Deputy Executive Director

DATE: June 10, 2026

Action Requested

Staff requests that the Board of Directors authorize the Executive Director/CEO to execute a Contract with Kiewit Infrastructure West Co., in a form approved by legal counsel, for a not-to-exceed amount of \$3,000,000 for Tier 1 Work under a Notice-to-Proceed #1 (NTP1), for Construction Manager/General Contractor (CMGC) Pre-Construction Services for the Valley Link Phase 1A Rail Project procured under Request for Proposal (RFP) 2025-02. Staff also requests that the Board approve an owner contingency of 10%, in the amount of \$300,000, to be allocated in the budget for this Contract in the event of additional scope or changes as approved by the Executive Director/CEO. Staff intends to come back to the Board for future notices to proceed to complete the Pre-Construction Services contemplated under RFP 2025-02.

Background/Discussion

In 2024, Senate Bill 1068 (Eggman) was passed to authorize the Authority to use the CMGC project delivery method when contracting for the planning, design, and construction of the Valley Link rail project. At the February 12, 2025 Board of Directors meeting, staff presented project delivery method options for the 22-mile Valley Link Phase 1 Project between Dublin/Pleasanton and Mountain House, including the benefits of the CMGC delivery method. At the June 11, 2025 Board meeting, the Board approved the advancement of a shortened, 11-mile alignment extending from Dublin/Pleasanton to Vasco Road in Livermore, as a Phase 1A initial operating segment that was more affordable based on anticipated project funding levels and grants, yet still met all project goals as it would provide a direct connection between BART and the Altamont Corridor Express (ACE), linking the Bay Area and San Joaquin Valley regions. Additionally, at the June 2025 Board meeting, the Board approved the Authority's revised Procurement Policy for CMGC via Resolution R09-2025.

At the September 10, 2025 Board meeting, staff recommended to deliver the Valley Link Phase 1A project utilizing the CMGC project delivery method for both the highway and rail construction portions of the Phase 1A project. On this basis, the Board approved Resolution R14-2025 authorizing use of the CMGC Project Delivery Method for the Phase 1A project and made findings that use of the CMGC project delivery methodology for the Phase 1A project will accomplish one or more of the following objectives for utilizing this project delivery method: reduce project costs; expedite the project's completion; or provide features not achievable through the traditional Design-Bid-Build (DBB) method. At that time staff acknowledged that Board action was being sought to support the release of a Request for Proposals (RFP) for CMGC pre-construction services on the Phase 1A project with the RFP targeted for release at the end of September. Staff further acknowledged that they would return to the Board with a separate action on the CMGC pre-

construction services contract award following the completion of the procurement process scheduled for early Spring of 2026.

Following an extensive procurement process since the release of the RFP in September 2025, Authority staff is now seeking to engage a construction firm to provide pre-construction services of the Valley Link Phase 1A Rail Project, anticipated to occur over a 20-month period, consistent with the CMGC project delivery method as the optimal delivery approach for the Project. During the pre-construction phase, the construction firm will be responsible for working with the Authority and its consultants, the General Engineering Consultant (GEC) and the Independent Cost Estimating team. The services to be provided are detailed in a Scope of Services attachment to the Contract and include the following general scope of services:

- Development of Constructability reviews and analyses
- Development of Innovations to reduce the cost of the Project
- Participation in Technical Working Groups to enhance Project design and establish accurate and cost-effective scope for the Project
- Participation in risk assessments and workshops to identify, reduce and mitigate Project risks
- Prepare construction-based cost estimates and collaborate with the Authority, GEC and independent Cost Estimators to establish an accurate total project cost estimate for the Project and to develop cost certainty as the Project enters into the Construction phase
- Support the Authority as it interacts with the Federal Transit Administration (FTA) and other Project Stakeholders, seeking “Entry into Engineering” status, a “Medium” or better Project ranking and a funding allocation from FTA
- Support the Authority in the development of a Project Labor Agreement with Trade Council(s)
- Undertake optional services (such as utility potholing, field investigations) as may be directed by the Authority (which would require a change order using funds from the owner contingency)
- Prepare for the Construction phase of the Project

The Board’s action to award the CMGC Pre-Construction Services Agreement is significant in that it allows the Authority to select a contractor early in the project development process to act in an advisory role. During pre-construction services, the CMGC Contractor provides constructability reviews, value engineering suggestions, construction estimates, and other construction-related recommendations and tasks. When design is completed to about 95% design, the CMGC Contractor will provide a Total Contract Price (TCP) to construct the Project. If the TCP is acceptable, the CMGC Contractor will become the general contractor and will construct the Project. If an acceptable TCP cannot be negotiated, the Authority may advertise and award the construction phase of the contract using any method of project delivery permitted by law. In this event, the CMGC Contractor will be excluded from bidding on the advertised contract due to organizational conflict of interest and fair contracting principles.

Under the CMGC project delivery method, the Authority conducts two selections to separately hire a designer and a CMGC Contractor to collaborate during the pre-construction design phase to deliver the Project. The CMGC Contractor is initially authorized to participate in the pre-construction design phase work under a Preconstruction Services Contract. Upon agreement on the Total Contract Price (TCP) to deliver the construction work, the CMGC Contractor will execute a separate Construction Contract. The CMGC project delivery balances and facilitates important factors relating to the Authority’s control, including relationships with stakeholders and access to designer and CMGC Contractor expertise during the pre-construction design phase.

Procurement

Following extensive industry engagement and outreach, and with strong collaboration between the Authority and Caltrans District 4, RFP 2025-02 was prepared and released to industry on September 30, 2025, for the purpose of soliciting qualified construction firms or teams, to prepare proposals for the Pre-Construction phase of the Project under the CMGC project delivery method.

Following more than 2 months of interaction with Proposers consistent with the Authority's Procurement Manual and procedures developed for this procurement, three responsive proposals were received from the following firms/teams on December 9, 2025:

- FDMR, a Valley Link JV (Flatiron Dragados Constructors Inc., Myers & Sons Construction, LLC, and RailWorks Track Services LLC), Subconsultants: Parsons Transportation Group Inc., SYSTRA Consulting, Inc., RailPros, Inc., CirclePoint
- Kiewit Infrastructure West Co., Subconsultants: Mass. Electric Construction Co (MEC), Shiels Sowko Consultants Inc. (SSC), and CPM Logistics LLC
- Valley Link Constructors (Granite Construction Company, Stacy Witbeck, Herzog Contracting Corp., Bay Cities Paving & Grading), Subconsultants: Herzog Technologies Inc./Modern Railway Systems (HTI/MRS), QN Management Solutions, Steiner Consulting, Inc. (SCI), Compass Land Group, Quality Engineering, Inc., Iteris, Inc., CPM Logistics LLC

In accordance with the instructions in the RFP, the Authority then undertook a proposal review and evaluation process from December 10, 2025 to December 22, 2025, following procedures developed by the Authority for this purpose. A procurement team established by the Authority, first reviewed proposals to ensure Proposers were responsible bidders under the California Public Contract Code, and that proposals submitted were responsive to RFP requirements. Two committees, an Evaluation Committee and a Selection Committee were then formed. The Evaluation Committee was comprised of subject matter experts from the Authority, consulting staff and from Caltrans District 4. They first reviewed proposals and provided their comments and observations to the Selection Committee.

The Selection Committee, comprised of members of the Authority and Caltrans District 4, then performed their own review of Proposals and together with notes from the Evaluation Committee, developed scoring for each proposal. Once that scoring was complete and with the assistance of the Authority's procurement lead, the price proposals were reviewed and scored strictly via formulae written into the RFP for that purpose. Proposal scores and price proposal scores were then added together to derive total initial scoring for each Proposal.

In-person interviews with each of the Proposing firms/teams, then took place on January 9, 2026, which resulted in a final scoring and ranking of proposals by the Selection Committee. The results are shown in the following table:

| | Maximum Points | Kiewit | VLC | FDMR |
|---------------|-----------------------|---------------|------------|-------------|
| Final Scoring | 130 | 119.276 | 117.5 | 114.5 |
| Ranking | | #1 | #2 | #3 |

As presented in the table, Kiewit was ranked the #1 firm. Kiewit's submitted price for the full Pre-Construction Work was \$8,973,197.50.

Negotiations and Implementation of a Tiered Approach to Pre-Construction Services

Following the identification of the ranking of each Proposal received, the highest-ranked Proposer, Kiewit Infrastructure West Co. was invited into negotiations with the Authority, following the process outlined in the RFP. Other Proposers were notified that they were in a backup position and would be called in, in the order of their ranking, in the event that negotiations with the highest-ranked Proposer failed.

The negotiations were used to clarify certain points as presented in the Kiewit Proposal, to resolve one exception noted by Kiewit as was allowed under RFP instructions, to update and agree on all Scope of Services to be performed under Pre-Construction Services work including additional scope added by Kiewit in their Proposal, and to finalize the Pre-Construction Services Agreement.

During the course of negotiations, staff determined that it would be prudent to proceed with the Phase 1A Pre-Construction Services Work under a tiered approach to the work, with the Board of Directors authorizing notices to proceed for each tier to be issued to the Contractor. In this way, the work could proceed but would limit expenditures until such time that staff could provide the Board of Directors with certainty about funding and the feasibility of entering into the construction phase of the project.

Staff then proceeded to negotiate the tiered approach with Kiewit, and with full cooperation of Kiewit, collaborated on a list of Tier 1 Work that could be undertaken leading up to development of the full 30% design cost estimate of the Phase 1A project, that would keep the project on the established schedule. The agreed pricing for Tier 1 Work is \$3,000,000. The balance of Kiewit's submitted price of \$8,973,197.50 will be allocated in future Tiers, as approved by Board action following the completion of Tier 1 work, with the Authority retaining its right to terminate the Contract for convenience if necessary at any point.

Fiscal Impact

The \$3,000,000 for award of Tier 1 Work under NTP1 for CMGC Pre-Construction Services with Kiewit Infrastructure West Co. will be funded through Transit and Intercity Rail Capital Program (TIRCP) funding awarded by the California State Transportation Agency in April 2023 for project development activities and allocated by the California Transportation Commission (CTC) in December 2023. The amount of funding for work under this contract is anticipated to be expended in FY 2027 and is identified in the FY 2027 Budget presented this month for Board approval.

Recommendation

Approve Resolution R27-2026 to authorize the Executive Director/CEO to execute a contract with Kiewit Infrastructure West Co., in a form approved by legal counsel, for a not-to-exceed amount of \$3,000,000 for Tier 1 work under a Notice-to-Proceed #1 (NTP1), for Construction Manager/General Contractor (CMGC) Pre-Construction Services for the Valley Link Phase 1A Rail Project procured under RFP 2025-02, and also to authorize an owner contingency of 10%, in the amount of \$300,000, be allocated in the budget for this contract.

Attachments

1. Resolution #R27-2026

ATTACHMENT 1





Tri-Valley  San Joaquin Valley
REGIONAL RAIL AUTHORITY

RESOLUTION NO. R27-2026

* * *

**RESOLUTION OF THE BOARD OF DIRECTORS OF THE TRI-VALLEY – SAN JOAQUIN
VALLEY REGIONAL RAIL AUTHORITY AUTHORIZING THE EXECUTIVE DIRECTOR
TO EXECUTE A PROFESSIONAL SERVICES AGREEMENT WITH KIEWIT
INFRASTRUCTURE WEST CO. FOR CONSTRUCTION MANAGER/GENERAL CONTRACTOR
PRE-CONSTRUCTION SERVICES**

WHEREAS, the Legislature adopted AB 758, establishing the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) under California Public Utilities Code Section 132651 *et seq.*, to plan, develop and deliver cost-effective and responsive transit connectivity between the Bay Area Rapid Transit District's rapid transit system in the Tri-Valley and the Altamont Corridor Express commuter rail service; and

WHEREAS, the Authority is authorized to acquire such property, facilities, equipment, materials, supplies and services as may be deemed necessary to carry out its duties; and

WHEREAS, the Authority has an obligation to the population it serves to establish a procurement process that protects the public investment and is consistent, fair and equitable with all vendors and, with regard to the expenditure of federal funds, is in compliance with applicable federal regulations and grant requirements; and

WHEREAS, in January 2018 the Authority adopted a Procurement Policy to promote the greatest economy and efficiency to the Authority, and to maintain appropriate safeguards to preserve fairness and accountability in all of the Authority's procurement activities; and

WHEREAS, in 2024, the legislature adopted SB 1068, authorizing the Authority to use the Construction Manager/General Contractor (CMGC) project delivery method when contracting for the planning, design, and construction of Valley Link including authorization for contracts of the Authority to work on the state highway system to facilitate the construction of passenger rail service through the Altamont Pass Corridor; and

WHEREAS, in June 2025, the Authority approved Resolution R09-2025 adopting the

Authority's Revised Procurement Policy for the Construction Manager/General Contractor (CMGC) procurement methodology; and

WHEREAS, in September 2025, pursuant to the Procurement Policy and applicable statutory requirements, the Authority approved Resolution R14-2025, finding that use of the Construction Manager/General Contractor (CMGC) project delivery methodology for the Valley Link Phase 1A rail project (Project) will provide project features not achievable through the Design-Bid Build (DBB) process and authorizing the use of the CMGC project delivery method for the Project based on this finding; and

WHEREAS, on December 7, 2023, the Authority secured \$25 million in Transit and Intercity Rail Capital Program (TIRCP) funds from the California Transportation Commission (CTC) for the Project including funds for alternative delivery support services; and

WHEREAS, the Authority prepared and issued a Request for Proposals (RFP) for Construction Manager/General Contractor (CMGC) Pre-construction Services on September 29, 2025; and

WHEREAS, timely and responsive submittals to the RFP were received on December 9, 2025, and both a consultant evaluation committee and selection committee comprised of Project partners reviewed and evaluated the proposals based on the evaluation criteria contained in the RFP and determined that Kiewit Infrastructure West Co. was the most qualified firm; and

WHEREAS, on January 9, 2026, the consultant selection committee convened for oral presentations that resulted in Kiewit Infrastructure West Co. being ranked number one by the committee;

WHEREAS, following contract negotiations, staff recommends an award under RFP No. 2025-02 to Kiewit Infrastructure West Co. in an amount not to exceed \$3,000,000 for Tier 1 work under Notice-to-Proceed #1 (NTP1) for CMGC Pre-Construction Services to be performed over the first 7 months of a total 20-month period, with subsequent NTPs for additional tiers of work subject to funding availability and future board approval.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the Tri-Valley-San Joaquin Valley Regional Rail Authority hereby authorizes the Executive Director/CEO to execute a

contract with Kiewit Infrastructure West Co., in a form approved by legal counsel, for a not-to-exceed amount of \$3,000,000 for Tier 1 work under a Notice-to-Proceed #1 (NTP1), for Construction Manager/General Contractor (CMGC) Pre-Construction Services for the Valley Link Phase 1A Rail Project, and also to authorize an owner contingency of 10%, in the amount of \$300,000, be allocated in the budget for this contract.

APPROVED AND PASSED, this 10th day of June, 2026.

Robert Rickman, Chair

ATTEST:

Kevin Sheridan, Executive Director/CEO

APPROVED AS TO FORM:

Michael Conneran, Legal Counsel

AGENDA

ITEM 5 B





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

STAFF REPORT

SUBJECT: Approve Resolution R28-2026 Authorizing the Executive Director/CEO to Negotiate Contract Agreement Addendum 4 with AECOM for Alternative Delivery Support Services (ADSS)

FROM: Wil Ridder, Deputy Executive Director

DATE: June 10, 2026

Action Requested

Staff requests that the Board of Directors (Board) authorize the Executive Director/CEO to negotiate and execute Addendum 4 to the Agreement with AECOM Technical Services, Inc. (AECOM) for Alternative Delivery Support Services (ADSS) to increase the not-to-exceed compensation by \$1,287,159 to a new total of \$3,587,159, for additional on-call services.

Background/Discussion

In June 2024, the Board approved the contract with AECOM to serve as the Authority's ADSS consultant. As the ADSS consultant, AECOM has been responsible for working with the Authority, its General Engineering Consultant (GEC) and Program Management Support Services (PMSS) consultant and coordinating with the project partners including the Federal Transit Administration (FTA) and the California Department of Transportation (Caltrans), to identify, evaluate, and provide recommendations on delivery methods for the project and its elements. The delivery methods included, but were not limited to, Design Bid Build (DBB), Construction Management/General Contractor (CMGC), Progressive Design Build (PDB), Design Build (DB) and Design, Build, Operate, Maintain (DBOM).

The ADSS work is being conducted in two phases. Phase 1 of the work has included the identification, analysis, and recommendation of alternative delivery methods that best meet the needs of the Project, its elements, the Authority's organization, and both FTA and Caltrans requirements. During this phase of the work, AECOM also prepared a draft Project Labor Agreement and an update to the Authority's Disadvantaged Business Enterprise (DBE) Policy that was approved by the Board in September 2025. In Phase 2 of the work AECOM is responsible for the development of procurement documents for the selected delivery methods in compliance with federal and state requirements and supporting the Authority during the advertisement and post-award periods of the delivery contract.

The June 2024 Board action approved \$600,000 for the Phase 1 ADSS work. Subsequently, staff identified the need for additional Phase 1 services including the development of cost estimates for final design and related activities. These cost estimates were required to support the preparation of the total project cost estimate and the Authority's request to the Metropolitan Transportation Commission (MTC) and Alameda County Transportation Commission (ACTC) for final design funding. In February 2025 the Board approved Addendum 1 to the agreement with AECOM for \$300,000 for the additional Phase 1 ADSS work for a total not-to-exceed amount of \$900,000.

In June 2025 the Board approved Addendum 2 to the agreement with AECOM for \$1,000,000 for the Phase 2 ADSS work, for a total not-to-exceed amount of \$1,900,000. Addendum 2 allowed AECOM to begin Phase 2 services targeted over Fiscal Year (FY) 2026 including industry outreach, the CMGC pre-construction services Request for Proposal (RFP) development, CMGC procurement administration including issuance of RFP and Addendums, Disadvantaged Business Enterprise (DBE) goal setting, request for clarification responses and correspondence during procurement, proposal review and evaluation and award of contract and related activities. These services supported the preparation of the CMGC RFP released in September 2025 and support the Authority's pending award of the CMGC contract for pre-construction services.

In February 2026 the Board approved Addendum 3 to the agreement with AECOM for \$400,000 to allow AECOM to continue Phase 2 services over the remainder of Fiscal Year (FY) 2026 targeted to battery electric multiple unit (BEMU) rail vehicle pre-procurement activities and planning the pre-construction services phase for effective CMGC contractor coordination during final design. These Phase 2 services are required to support the development of the BEMU rail vehicle design criteria, financial planning and procurement as well as to prepare a Pre-Construction Procedures Plan (PCPP) for the Authority to guide pre-construction service activities following the award of the CMGC contract. Currently \$1,999,677 (86%) of the total \$2,300,000 not-to-exceed amount has been expended.

Addendum 4 to the agreement with AECOM for \$1,287,159 will allow AECOM to provide Phase 2 services specific to coordinating CMGC pre-construction services activities with the CMGC contractor through the 30% design milestone and initiating development the BEMU rail vehicle procurement. The CMGC pre-construction services activities include CMGC contractor oversight and leading the implementation of the Pre-Construction Procedures Plan (PCPP) to coordinate the development of the 30% cost estimate between the CMGC contractor and the Independent Cost Estimate consultant with parallel coordination with the General Engineering Consultant (GEC) on design activities ranging from constructability reviews to formal Requests for Information (RFI) on the 30% design plans. This work involves significant document controls to appropriately facilitate and document the coordination and decisions made through all pre-construction phase activities between the project team members to reduce risks during the construction phase.

Fiscal Impact

The \$1,287,159 for this Addendum 4 to the Agreement with AECOM will be funded through additional Transit and Intercity Rail Capital Program (TIRCP) funding awarded by the California State Transportation Agency in April 2023 for project development activities and allocated by the California Transportation Commission (CTC) in December 2023. The amount of funding for work under this Addendum 4 is anticipated to be expended in FY 2027 and is identified in the FY 2027 Budget presented this month for Board approval.

Recommendation

Approve Resolution R28-2026 to Authorize the Executive Director/CEO to negotiate and execute Addendum 4 to the Agreement with AECOM for ADSS to increase the not-to-exceed amount by \$1,287,159 to \$3,587,159, for additional on-call services.

Attachments

1. Resolution R28-2026

ATTACHMENT 1





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

RESOLUTION NO. R28-2026

* * *

RESOLUTION OF THE BOARD OF DIRECTORS OF THE TRI-VALLEY-SAN JOAQUIN VALLEY REGIONAL RAIL AUTHORITY AUTHORIZING THE EXECUTION DIRECTOR TO NEGOTIATE AND EXECUTE ADDENDUM 4 TO THE PROFESSIONAL SERVICES AGREEMENT WITH AECOM FOR ALTERNATIVE DELIVERY SUPPORT SERVICES

WHEREAS, the Legislature adopted AB 758, establishing the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) under California Public Utilities Code Section 132651 *et seq.*, to plan, develop and deliver cost-effective and responsive transit connectivity between the Bay Area Rapid Transit District's rapid transit system in the Tri-Valley and the Altamont Corridor Express commuter rail service; and

WHEREAS, as required by AB 758, the Authority prepared and delivered an initial Project Feasibility Report to the Legislature on June 30, 2019 to explore the improvement of transit connectivity between the Tri-Valley and San Joaquin Valley; and

WHEREAS, pursuant to the final Project Feasibility Report, the Authority has been engaged in the design and environmental activities to advance the Valley Link Project (Project) towards construction and eventual operation; and

WHEREAS, on December 7, 2023, the Authority secured \$25 million in Transit and Intercity Rail Capital Program (TIRCP) funds from the California Transportation Commission (CTC) for the Project including funds for Alternative Delivery Support Services; and

WHEREAS, the Authority awarded the Alternative Delivery Support Services contract to AECOM Technical Services, Inc. in June 2024 for an amount not to exceed \$600,000 for an initial three-year period with two (2) one-year options, for on-call services subject to funding availability and future Board of Directors' approval; and

WHEREAS, on February 12, 2025, the Authority and AECOM entered into Addendum 1 to the Agreement to increase the maximum aggregate compensation amount to \$900,000 for additional Phase 1 activities; and

WHEREAS, on June 11, 2025 the Authority AECOM entered into Addendum 2 to the Agreement to increase the maximum aggregate compensation amount to \$1,900,000 for Phase 2 Alternative Delivery Support Services to prepare a Construction Manager/General Contractor (CMGC) procurement; and

WHEREAS, on February 11, 2026 the Authority AECOM entered into Addendum 3 to the Agreement to increase the maximum aggregate compensation amount to \$2,300,000 for additional Phase 2 Alternative Delivery Support Services to advance battery electric multiple unit (BEMU) rail vehicle pre-procurement activities and to prepare a Pre-Construction Procedures Plan (PCPP) to guide pre-construction service activities following the award of the CMGC contract; and

WHEREAS, the Authority has identified the need for additional Alternative Delivery Support Services to provide additional Phase 2 services specific to coordinating CMGC pre-construction services activities with the CMGC contractor and develop the BEMU rail vehicle procurement, and staff now recommends that the Board authorize an amendment increasing the maximum aggregate compensation amount by \$1,287,159 to \$3,587,159, for these additional services.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the Tri-Valley-San Joaquin Valley Regional Rail Authority hereby authorizes the Executive Director/CEO to negotiate and execute Addendum 4 to the Professional Services Agreement with AECOM Technical Services Inc. to increase the not-to-exceed amount by \$1,287,159 to a new total not-to-exceed price of \$3,587,159 for additional Alternative Delivery Support Services.

APPROVED AND PASSED, this 10th day of June, 2026.

Robert Rickman, Chair

ATTEST:

Kevin Sheridan, Executive Director/CEO

APPROVED AS TO FORM:

Michael Conneran, Legal Counsel

AGENDA

ITEM 7 A





Tri-Valley  San Joaquin Valley
REGIONAL RAIL AUTHORITY

STAFF REPORT

SUBJECT: Update on Community Outreach

FROM: Marianne Payne, Director of Policy, Planning and Environmental

DATE: June 10, 2026

Action Requested

This is an information item to provide the Board with an update on community outreach activities currently underway for the Valley Link Project. No action is required.

Background/Discussion

Since the advancement of project planning and environmental review in 2018, community outreach has been an integral part of project development for the Valley Link Rail Project. At the June 10, 2026 Board meeting, staff will present an update on ongoing community outreach activities and outline some of the upcoming efforts that are planned

Fiscal Impact

There is no fiscal impact associated with this item.

Recommended Action

This item is for information only and requires no action.

AGENDA

ITEM 8





Tri-Valley ▲ San Joaquin Valley
REGIONAL RAIL AUTHORITY

STAFF REPORT

SUBJECT: Executive Director's Report
FROM: Kevin Sheridan, Executive Director/CEO
DATE: June 10, 2026

Action Requested

This is an information item. No action is requested.

Background/Discussion

An oral report and/or presentation will be provided at the board meeting.