

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

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

**AGENDA  
OF BOARD OF DIRECTORS**

**January 8, 2020 2:00 p.m.**

1. Call to Order and Pledge of Allegiance
2. Roll Call of Members
3. Public Comments: Members of the public may address the Board on any issues not listed on the agenda that are within the purview of the Authority. Comments on matters that are listed on the agenda may be made at the time the Board is considering each item. Time limits on public comments may be established by the Chair.
4. Approve Minutes of December 11, 2019 Board of Directors Meeting – **ACTION**
5. Treasurer’s Report – **ACTION**
6. Executive Director’s Report – **INFORMATION**
7. TOD Update – **INFORMATION**
8. Valley Link Project Update and Schedule – **INFORMATION**
9. Draft 24-month Budget – **INFORMATION**
10. Directors’ Discussion: Comments, Questions and Agenda Requests
11. Next Meeting Date: February 12, 2020 at Tracy City Hall, City Council Chambers, 333 Civic Center Plaza, Tracy
12. Adjourn

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

**AGENDA**

**ITEM 4**



1. Call to Order and Pledge of Allegiance

Meeting was called to order by Board Chair Scott Haggerty at 2:03pm.

2. Roll Call of Members

**Members Present**

Chair Scott Haggerty, Alameda County  
Vice Chair Veronica Vargas, City of Tracy  
Director Bob Elliott, San Joaquin County  
Director John Marchand, City of Livermore  
Director Bob Woerner (Livermore), LAVTA  
Director Philip O'Loane, City of San Ramon  
Director Benjamin Cantu, City of Manteca  
Director Karen Stepper, Town of Danville  
Director Bernice King Tingle, Mountain House  
Director Melissa Hernandez, City of Dublin (arrived at 2:08pm)  
Director Paul Akinjo, City of Lathrop  
Director John McPartland (District 5), BART  
Director Leo Zuber (Ripon), ACE

**Members Absent**

Director Jerry Thorne, City of Pleasanton  
Director Sol Jobrack, City of Stockton

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.

No comments.

4. Approve Minutes of October 9, 2019 Board of Directors Meeting – **ACTION**

Approved: O'Loane/Akinjo

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

No: None

Abstain: None

Absent: Jobrack, Thorne

5. Treasurer's Report – **ACTION**

The Board of Directors approved the Treasurer's Report for September 2019 and October 2019.

Approved: Vargas/O'Loane

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

No: None

Abstain: None  
Absent: Jobrack, Thorne

6. Comprehensive Annual Financial Report – **INFORMATION**

Staff informed that the Comprehensive Annual Financial Report (CAFR) is Livermore Amador Valley Transit Authority's and the Rail Authority is included in the report for fiscal year 2019. Next year the Rail Authority will have their own report with audited financial statements. The Rail Authority's information is found on pages 13-15 and 48. The Memorandum of Internal Control (MOIC) was also included for review.

This was informational only.

7. Executive Director's Report – **INFORMATION**

[Director Melissa Hernandez, from City of Dublin, arrived during Executive Director's Report.]

Executive Director Michael Tree provided a PowerPoint presentation that included information on briefings that took place over the last sixty days. Executive Director Michael Tree pointed out that Vice Chair Veronica Vargas has been working hard with the City of Tracy, City of Lathrop with Director Paul Akinjo, City of Manteca with Director Benjamin Cantu, and Mountain House with Director Bernice King Tingle to provide briefings of the Valley Link Project and discussing opportunities to amend the Regional Transportation Plan (RTP) in San Joaquin County. Executive Director Michael Tree also highlighted important meetings with Alameda County Transportation Commission (ACTC), San Joaquin Council of Governments (SJCOG), Caltrans District 10, Tri-Valley Hub Study Kick off meeting, and the Federal Railroad Administration. It was noted that a draft was generated of the next 18-month budget. The draft budget was submitted to Metropolitan Transportation Commission (MTC) and there are upcoming meetings to review the budget. Executive Director Michael Tree addressed areas he is working on: FASTER Bay Area, Congested Corridors Grant Application, environmental and design work, and budget and organizational structure.

Executive Director Michael Tree requested Diane Cowin from AECOM to provide an update on the environmental work. Diane Cowin highlighted the Caltrans process and informed that the PSR-PDS was submitted to Caltrans in August 2019. AECOM hopes to be finalizing the PSR-PDS and receiving approval at the end of January. The admin Draft Environmental Impact Report (EIR) was submitted to the Authority and AECOM received comments. Diane Cowin also discussed Valley Link transfer platform options at the BART station and Valley Link capacity demand issues on BART trains using 12/12 and 12/24 headways by year 2025 and 2040. Additional work on these issues will delay the draft EIR. An updated schedule for the Draft EIR and update will be provided at the January Board of Directors meeting. The item was discussed by the Board of Directors.

Vice Chair Vargas noted the work that the City Manager and staff are doing in Tracy towards TOD development/station area planning for the downtown Tracy Station, noting that the Tracy City Council will soon be reviewing recommendations. Vice Chair Vargas also thanked the co-directors that have collaborated on the letters requesting SJCOG to amend the RTP in order for Valley link to receive physical constraint funding's.

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

Roland Lebrun, San Jose resident, spoke regarding the transfer design between BART and Valley Link and recommended a longer platform.

Chair Scott Haggerty announced Executive Director Michael Tree being named California Transit Association's Transit Professional of the Year.

This was informational only.

8. **Faster Bay Area Presentation – INFORMATION**

Chair Scott Haggerty introduced VP of Transportation, Housing and Community Development Jason Baker of Silicon Valley Leadership Group. Jason Baker provided the Board of Directors a PowerPoint presentation and update on FASTER Bay Area. There was a brief video played that described commuter issues, the Bay Area transportation crisis, and how to correct it by investing in public transit. A coalition between SPUR, Silicon Valley Leadership Group, and Bay Area Council are working on the congestion issues in the Bay Area and have done comprehensive outreach campaigns. Jason Baker discussed the information they received back from their public outreach. A 1% sales tax in 9 Bay Area counties will be utilized to transform transit. Chair Scott Haggerty informed that the sales tax measure excludes San Joaquin County. Vice Chair Veronica Vargas informed that SJCOG is planning a potential transportation sales tax in 2022 and thinks it's very important that FASTER Bay Area fund Valley Link all the way to the county line, so it is a megaregional connection with San Joaquin County. Jason Baker noted FASTER's Vision is to have a Regional Transit Network that's faster than driving alone. Information on a draft expenditure plan and their next steps were also provided. This bill will be in the Senate in January and then to the Assembly for bill approval, so they are targeting 2020 to implement the tax measure.

The item was discussed by the Board of Directors.

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

Roland Lebrun, San Jose resident, spoke regarding equity and cost of transit projects.

Elizabeth Judge, Livermore resident, spoke regarding a missing job component in FASTER Bay Area, selling Valley Link naming rights to a tech companies, and various concerns (where San Joaquin County commuters are traveling and public not knowing much about this project).

This was informational only.

9. **Zero Emission Vehicle Options – INFORMATION**

Executive Director Michael Tree introduced the Authority's Project Manager Lisa Cobb of LTK Engineering Services. Lisa Cobb provided the Board of Directors a PowerPoint presentation on Zero Emission Vehicle Options. Lisa Cobb explained that zero-emission means a vehicle that does not have pollutants and there are two ways to achieve zero-emission: hydrogen fuel cell electric or electric trains. Lisa Cobb noted sources of energy for hydrogen vehicles that can be purchased and stored or made two ways using natural gas, water and electricity or just using electricity and extra water. Lisa Cobb also provided information on sources of energy for an electric train and explained that batteries can be charged while moving or you can store energy using solar panels or windmills to power the train. Lisa Cobb finished her presentation by discussing resiliency, cost (~\$150M), and grants.

The item was discussed by the Board of Directors.

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

Roland Lebrun, San Jose resident, spoke regarding expense of hydrogen gas being compressed into liquid and benefit of electric trains.

Vaughn Wolffe, Pleasanton resident, spoke regarding storing renewable energy and mentioned Highview Power that creates a CRYObattery.

This was informational only.

10. Transit and Intercity Rail Capital Program (TIRCP) grant application – **ACTION**

The Board of Directors approved support for the San Joaquin Regional Rail Commission's and San Joaquin Joint Powers Authority's Transit and Intercity Rail Capital Program (TIRCP) grant application as it relates to improvements to the Stockton Diamond Grade Separation and the hybrid locomotive equipment feasibility study, and approval of a Resolution of the Board of Directors of the Tri-Valley-San Joaquin Valley Regional Rail Authority Authorizing the Executive Director to Submit and Execute Any and All Grant Applications, Agreements, Certifications and Assurances and any Other Documents Necessary to Obtain Financial Assistance Provided by the California State Transportation Agency Under the Transit and Intercity Rail Capital Program for hybrid equipment studies of multiple unit vehicle type. Resolution R02-2019.

Approved: Akinjo/Cantu

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

No: None

Abstain: None

Absent: Jobrack, Thorne

11. Budget Amendments – **ACTION**

Executive Director Michael Tree provided the background for the Budget Amendments and informed that through the leadership of Chair Scott Haggerty the \$75,000 for Strategic Development and \$75,000 for Government Relations/Community Engagement work is being provided to the Authority by the County of Alameda.

The item was discussed by the Board of Directors.

The Board of Directors approved two amendments to the 2019/2020 fiscal year budget. The proposed amendments would add \$75,000 for Strategic Development, and \$75,000 for Government Relations/Community Engagement work.

Approved: Stepper/McPartland

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

No: None

Abstain: None

Absent: Jobrack, Thorne

12 Transit-Oriented Development (TOD) Policy – **ACTION**

Executive Director Michael Tree provided the background for a TOD policy and walked the Board of Directors through the attachments.

The item was discussed by the Board of Directors.

The Board of Directors approved a Transit-Oriented Development (TOD) Policy for the Valley Link Rail Project that will set a corridor-level threshold for housing and removed the language “2,750 housing units for bus rapid transit stations;” from the policy; The Board of Directors also supported local jurisdiction advancement of Valley Link station area plans for purposes of achieving adopted Sustainability Policy goals and meeting the corridor threshold.

Approved: Marchand/Tingle

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

No: None

Abstain: None

Absent: Jobrack, Thorne

13. Bylaws Amendment – **ACTION**

Executive Director Michael Tree requested Legal Counsel Michael Conneran to provide information to the Board of Directors regarding the Bylaws Amendment. Legal Counsel Michael Conneran informed the Board of Directors of the current rotation of the Chair and Vice Chair and stated that the Authority wanted to preserve the concept of a rotation between Alameda County and San Joaquin County, but the bylaw amendment would not requiring it to happen each year.

The item was discussed by the Board of Directors.

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

Roland Lebrun, San Jose resident, spoke regarding concerns that the Rail Authority’s bylaws cover the situation where in 2020 unexpectedly the Chair and Vice Chair retire simultaneously.

Legal Counsel Michael Conneran requested a roll call vote, since Bylaw amendments must be approved by a two-thirds vote of the full board (10 votes).

The Board of Directors approved an amendment to the Authority’s Bylaws regarding the rotation of the Chair and Vice Chair of the Tri-Valley-San Joaquin Valley Regional Rail Authority Board of Directors.

Approved: Tingle/Woerner

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

No: None

Abstain: None

Absent: Jobrack, Thorne

14. Election of Chair and Vice Chair – **ACTION**

The Board of Directors nominated and elected a Tri-Valley-San Joaquin Valley Regional Rail Authority Chair and Vice Chair for two-year terms (calendar year 2020 through 2021), in accordance with the agency's bylaws.

A motion was made by Vice Chair Veronica Vargas to select the following as the Tri-Valley-San Joaquin Valley Regional Rail Authority Board Chair for calendar year 2020 through 2021:

Chair – Scott Haggerty

Approved: Vargas/Tingle

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

No: None

Abstain: None

Absent: Jobrack, Thorne

A motion was made by Chair Scott Haggerty to select the following as the Tri-Valley-San Joaquin Valley Regional Rail Authority Board Vice Chair for calendar year 2020 through 2021:

Vice Chair – Veronica Vargas

Approved: Haggerty/Tingle

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

No: None

Abstain: None

Absent: Jobrack, Thorne

15. Board of Director Meeting Dates for 2020 – **ACTION**

The Board of Directors approved 2020 meeting calendar for Tri-Valley-San Joaquin Valley Regional Rail Authority Board of Directors.

Approved: Vargas/Hernandez

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

No: None

Abstain: None

Absent: Jobrack, Thorne

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

None

17. Next Meeting Date: January 8, 2020 at Martinelli Event Center, 3585 Greenville Road, Livermore, CA 94550



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**Minutes of December 11, 2019 Meeting in Tracy**

18. Adjourn

Meeting adjourned at 4:23pm.

**AGENDA**

**ITEM 5**





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

**STAFF REPORT**

SUBJECT: Treasurer's Report  
FROM: Tamara Edwards, Director of Finance  
DATE: January 8, 2020

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**Action Requested**

Staff requests that the Tri-Valley – San Joaquin Valley Regional Rail Authority Board accept the Treasurer's Reports for November 2019.

**Background/Discussion**

The Treasurer's Report for November 2019 shows all expenses and revenues for November as well as the year to date totals.

The report also shows the carry over in accounts receivable (120) from the prior fiscal year, these are funds due from Caltrans for the feasibility report expenses. Billing through November has been submitted and are expected shortly.

LAVTA continues to provide the cash flow for the Rail Authority which again is reflected in the funds due to LAVTA line item.

**Recommendation**

Staff recommends that the Tri-Valley – San Joaquin Valley Regional Rail Authority Board approve the Treasurer's Reports for November 2019.

Attachments:

1. November 2019 Treasurer's Report

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY  
BALANCE SHEET  
FOR THE PERIOD ENDING:  
October 31, 2019**

**ASSETS:**

108 CASH-GENERAL CHECKING	332,514	
120 ACCOUNTS RECEIVABLE	662,479	
150 PREPAID EXPENSES	0	
<b>TOTAL ASSETS</b>		<b>994,993</b>

**LIABILITIES:**

205 ACCOUNTS PAYABLE	(0)	
20501 DUE TO LAVTA	1,471,426	
211 PRE-PAID REVENUE	298,000	
<b>TOTAL LIABILITIES</b>		<b>1,769,426</b>

**FUND BALANCE:**

301 FUND RESERVE	0	
304 GRANTS, DONATIONS, PAID-IN CAPITAL	0	
30401 SALE OF BUSES & EQUIPMENT	0	
FUND BALANCE	(774,434)	
<b>TOTAL FUND BALANCE</b>		<b>-774,434</b>
<b>TOTAL LIABILITIES &amp; FUND BALANCE</b>		<b>994,992</b>

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY  
REVENUE REPORT  
FOR THE PERIOD ENDING:  
October 31, 2019**

<b>ACCOUNT</b>	<b>DESCRIPTION</b>	<b>BUDGET</b>	<b>CURRENT MONTH</b>	<b>YEAR TO DATE</b>	<b>BALANCE AVAILABLE</b>	<b>PERCENT BUDGET EXPENDED</b>
	Caltrans	87,521	0	0	87,521	0.0%
	MTC-RM1	7,242,067	44,500	360,949	6,881,118	5.0%
	Alameda County/Strategic Development	125,000	0	0	125,000	0.0%
	Video Production	-	0	0	-	#DIV/0!
	Government Relations/Community Engage	477,500	0	104,500	373,000	21.9%
	<b>TOTAL REVENUE</b>	<b>7,932,088</b>	<b>44,500</b>	<b>465,449</b>	<b>7,466,639</b>	<b>5.9%</b>

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY  
EXPENDITURE REPORT  
October 31, 2019

ACCOUNT	DESCRIPTION	BUDGET	CURRENT MONTH	YEAR TO DATE	BALANCE AVAILABLE	PERCENT BUDGET EXPENDED
<b>Stipends</b>						
	Executive Director	55,676	10,568	53,599	2,077	96.27%
	Finance Director	14,855	2,536	12,681	2,174	85.37%
	Planning Director	14,855	2,536	12,681	2,174	85.37%
	<b>TOTAL - Stipends</b>	<b>85,386</b>	<b>15,640</b>	<b>78,961</b>	<b>6,424</b>	<b>92.48%</b>
<b>Consultants</b>						
	Environmental/30% Design	6,157,408	0	865,861	5,291,547	14.06%
	Feasibility Report	177,315	0	0	177,315	0.00%
	Senior Project Manager	227,723	0	46,026	181,697	20.21%
	Senior Lead Engineer	304,364	0	0	304,364	0.00%
	Strategic Development Dir	125,000	0	0	125,000	0.00%
	Administrative Assistant	39,758	2,696	23,835	15,923	59.95%
	Government Relations/Community Engage	477,500	32,500	137,000	340,500	28.69%
	Video Production	-	0	0	0	#DIV/0!
	<b>TOTAL - Consultants</b>	<b>7,509,067</b>	<b>35,196</b>	<b>1,072,721</b>	<b>6,436,346</b>	<b>14.29%</b>
<b>Other Direct Costs</b>						
	Legal	29,081	12,791	33,751	(4,670)	116.06%
	Meeting Materials	10,795	0	814	9,982	7.54%
	Insurance	18,156	0	7,328	10,828	40.36%
	Travel/Mileage/Mis	22,285	0	975	21,310	4.38%
	Office Remodel	(0)	0	0	(0)	0.00%
	Caltrans Reimbursement	157,319	0	45,333	111,986	0.00%
	Union Pacific Reimbursement	100,000	0	0	100,000	0.00%
	<b>TOTAL OTHER DIRECT COSTS</b>	<b>337,635.31</b>	<b>12,791.00</b>	<b>88,199.87</b>	<b>249,435</b>	<b>26.12%</b>
	<b>TOTAL OPERATING EXPENDITURES</b>	<b>7,932,088</b>	<b>63,627</b>	<b>1,239,882</b>	<b>6,692,206</b>	<b>15.63%</b>
	<b>FUND BALANCE (OPERATING)</b>	<b>0.00</b>	<b>(19,127)</b>	<b>(774,434)</b>		

**AGENDA**

**ITEM 6**





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

**STAFF REPORT**

SUBJECT: Executive Director's Report  
FROM: Michael Tree, Executive Director  
DATE: January 8, 2020

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**Action Requested**

Informational item only.

**Background/Discussion**

An oral report will be provided at the Board meeting.

**Recommendation**

None – information only.



**AGENDA**

**ITEM 7**





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

**STAFF REPORT**

SUBJECT: Adoption of TOD Policy for the Valley Link Rail Project

FROM: Michael Tree, Executive Director

DATE: January 8, 2020

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**Action Requested**

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

**Background/Discussion**

On December 11, 2019, the Board adopted a Valley Link TOD Policy that set a corridor-level threshold for housing and support for local jurisdiction advancement of station area plans for purposes of achieving adopted Sustainability Policy goals and meeting the corridor threshold. The advancement of station area plans are currently underway for the Isabel, Downtown Tracy and River Islands Stations. At the January 8, 2020 Board meeting, an update on the status of these efforts in Tracy will be provided by City of Tracy staff and consultants.

**Fiscal Impact**

There are no fiscal impacts associated with this item.

**Recommendation**

None – information only.

Attachments:

1. Valley Link TOD Policy

## **Valley Link TOD Policy**

The key elements of the TOD policy include:

- (a) Establishment of corridor-level thresholds to quantify appropriate minimum levels of development around transit stations along new corridors;
- (b) Development of local station area plans, in conjunction with local communities, that address future land use changes, station access needs, circulation improvements, pedestrian-friendly design, and other key features in a transit-oriented development.

### **Corridor-Level Thresholds**

The corridor-level housing thresholds are as follows:

- 2,200 housing units for commuter rail.
- Meeting the corridor level thresholds requires that within a half mile of all stations, a combination of existing land uses and planned land uses meets or exceeds the overall corridor threshold for housing;
- To be counted toward the threshold, planned land uses must be adopted through general plans, and the appropriate implementation processes must be put in place, such as zoning codes prior to completion of station final design. Ideally, planned land uses will be formally adopted through a specific plan (or equivalent), zoning codes and general plan amendments along with an accompanying programmatic Environmental Impact Report (EIR) as part of the overall station area planning process. Minimum densities will be used in the calculations to assess achievement of the thresholds.
- An existing end station is included as part of the transit corridor for the purposes of calculating the corridor thresholds; optional stations will not be included in calculating the corridor thresholds.
- New below-market housing units will receive a 50 percent bonus toward meeting the corridor threshold (i.e. one planned below-market housing unit counts for 1.5 housing units for the purposes of meeting the corridor threshold. Below market for the purposes of this policy is affordable to 60% of area median income for rental units and 100% of area median income for owner-occupied units).

### **Station Area Plans**

At a minimum, station area plans will define both the land use plan for the area as well as the policies—zoning, design standards, parking policies, etc.—for implementation. The plans shall at a minimum include the following elements:

- Current and proposed land use by type of use and density within the half-mile radius, with a clear identification of the number of existing and planned housing units and jobs;
- Station access and circulation plans for motorized, nonmotorized and transit access. The station area plan should clearly identify any barriers for pedestrian, bicycle and wheelchair access to the station from surrounding neighborhoods (e.g., freeways, railroad tracks, arterials with inadequate pedestrian crossings), and should propose strategies that will remove these barriers and maximize the number of residents and employees that can access the station by these means. The station area and transit village public spaces shall be made accessible to persons with disabilities.
- Estimates of transit riders walking from the half mile station area to the transit station to use transit;

- Transit village design policies and standards, including mixed use developments and pedestrian-scaled block size, to promote the livability and walkability of the station area;
- TOD-oriented parking demand and parking requirements for station area land uses, including consideration of pricing and provisions for shared parking;
- Implementation plan for the station area plan, including local policies required for development per the plan, market demand for the proposed development, potential phasing of development and demand analysis for proposed development.

**AGENDA**

**ITEM 8**





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

**STAFF REPORT**

SUBJECT: Valley Link Project Update and Schedule

FROM: Michael Tree, Executive Director

DATE: January 8, 2020

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**Action Requested**

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

**Background**

The final feasibility study was completed in October 2019 with 15% design prepared by AECOM. The design contains the Valley Link rail alignment and station locations being used as a basis for the ongoing California Environmental Quality Act Environmental Impact Report (EIR).

**Discussion**

In continued work on the Valley Link project, issues are surfacing that require additional analysis and design work before the EIR is released. Chief among these is that the ridership demand for rail service is much higher than anticipated and the service frequencies along the route need to be adjusted.

Twelve minute frequencies between BART and Greenville with 24-minutes between Greenville and Lathrop are sufficient to meet ridership demand during the first years of operation. In 2040, however, the ridership increases to the point that a 24-minute frequency is no longer viable due to the large numbers of passengers that would be moving onto every other BART train. Additionally, with the 24-minute frequency in 2040 the Valley Link trains are over capacity at 104%. With these impacts unacceptable, 15% design will be adjusted to accommodate the 12-minute system wide frequency in 2040.

Additionally, continued work on the Valley Link project has also shown that a single-track platform at the BART transfer station is unlikely to support 12-minute headways in normal, imperfect operations. The design is being modified to include a two-track station to allow for more reliable operations. Inclusion of the 12-minute headway systemwide also requires a double-track station at North Lathrop.

Finally, increasing ridership will reduce greenhouse gas emissions and thereby open more possibilities to secure state and federal funding. In order to increase ridership, the team is evaluating Mountain House Station as an initial operating segment terminus as an alternative to the Greenville IOS.

As a result of these changes, staff has modified the Valley Link schedule so that the EIR will be completed based on a complete project footprint with impacts fully analyzed as described above. The modified schedule has the Draft EIR release in September 2020.

The project focus over the next twenty-four months is to get the project environmental clearance and to have completed all preliminary engineering (30%), including the rigorous Caltrans Project Approval and Environmental Documentation (PA/ED), which will run in parallel with the 30% design and requires detailed analyses for the I-580 highway elements of the Project. This process takes 18-24 months and will be funded from the 2-Year Work Plan that will be reviewed by the Board in the January 2020 meeting.

A simplified overall project schedule is attached. Note that the schedule still anticipates revenue service to begin between mid-2027 to end of 2028, as presented in the Feasibility Study approved in October 2019.

**Financial Impact**

None

**Recommendation**

None – information only.

Attachments:

1. Simplified Overall Project Schedule

	Jan-20	Feb-20	Mar-20	Apr-20	May-20	Jun-20	Jul-20	Aug-20	Sep-20	Oct-20	Nov-20	Dec-20	Jan-21	Feb-21	Mar-21	Apr-21	May-21	Jun-21	Jul-21	Aug-21	Sep-21	Oct-21	Nov-21	Dec-21		
Operations Modelling Verification																										
15% Revisions																										
Staff and Third Party Review of 15% Revisions																										
30% Definition - Rail and I-580 Elements																										
EIR Analysis																										
Staff EIR Review / Finalize DRAFT EIR																										
Publish DRAFT EIR																										
Certify Final EIR																										
30% Design Phase - Rail Elements																										
Caltrans Proj. Appr'l and Enviro. Doc. (PA/ED)																										

	Dec-21	Year 2022	Year 2023	Year 2024	Year 2025	Year 2026	Year 2027	Year 2028
Preliminary Engineering/ PA/ED Complete	★							
Final Design Teams Selection								
Final Design Phase - Various Elements								
Construction and Test							RANGE	
Vehicle Team Selection								
Vehicle Spec, Design, Build and Test							RANGE	
Integrated On-Track Testing							RANGE	
Pre-Revenue Operations							RANGE	
Revenue Service							RANGE	



**AGENDA**

**ITEM 9**





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

## STAFF REPORT

SUBJECT: Draft 24-month Budget  
FROM: Michael Tree, Executive Director  
DATE: January 8, 2020

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### **Action Requested**

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

### **Background**

The Tri-Valley – San Joaquin Valley Regional Rail Authority received a \$10.2 million allocation from MTC in 2018 to complete the California Environmental Quality Act/Environmental Impact Report (EIR) for the Valley Link project, as well as 15% and 30% design. Based on the project update provided in the previous staff report it is anticipated that there will be additional work on the EIR and changes to the 15% design that were not anticipated in the 2018 MTC allocation that are due to increased ridership demand forecasts and a modified connection at the Dublin/Pleasanton BART Station, etc.

To address these needed changes, and to continue other work necessary for the advancement of the Valley Link project, staff has prepared a 24-month work plan that has been provided to MTC and SJCOG for review and consideration (see Attachment 1).

### **Discussion**

The draft budget for this 24-month work plan is \$19.7 million and will include the following shown in summary format:

- Activities and Deliverables	\$8.9M
- Project Support/Management	\$8.2M
- <u>Contingency (15%)</u>	<u>\$2.6M</u>
<b>TOTAL</b>	<b>\$19.7M</b>

Key items in the draft budget include the continued analysis and design needed to complete the Valley Link EIR and 15% design (30% design was funded in the 2018 MTC allocation and has yet to be performed), the completion of the Caltrans Project Approval/Environmental Documentation needed to advance the I-580 section of the Valley Link project into final design, and additional station area planning.

Additionally, the draft budget includes the use of ACE staff through a reimbursement process for various organizational functions, including grants, accounting, procurement, and

Operations Planning/Safety. Also, included in project support line items of the draft budget are reimbursement agreements for BART, ACTC and Caltrans to assist with development and design. Funding is also provided for a reimbursement agreement with Union Pacific for modeling and review of the Valley Link project. The draft budget also includes funding for project support from the Executive Director and other support staff, as well as legal services and program and project management. Finally, the draft budget includes funding for continued government relations, insurance and travel/meeting expenses.

It is anticipated that the 24-month budget will be funded based on a cost sharing arrangement yet to be determined between MTC and SJCOG. Staff expects discussions between the agencies to begin in the near future.

Staff will provide a detailed report of the draft budget and potential sharing arrangements for the funding at the Board meeting.

**Recommendation**

None – information only.

<b>VALLEY LINK PROJECT (Env'l Docs + 30% Design Plans + PA-ED)</b>			
<b>DRAFT 24-Month Budget</b>			
<b>A.</b>	<b>Activities/Deliverables</b>	<b>\$</b>	<b>8,925,000</b>
1	Complete rail risk register for design/construction/operations	AECOM/LTK/Sub	\$ 135,000
2	Design Criteria	LTK/Sub	\$ 150,000
3	Governance and Organizational planning report	TBD	\$ 350,000
4	Zero-emission design 30%	TBD	\$ 300,000
5	Caltrans Project Approval/Environmental Documentation (PA-ED)	AECOM/LTK/Sub	\$ 5,000,000
6	Feasibility Report Phase 2 (Extension to Stockton)	TBD	\$ 100,000
7	Station Area Outreach/TOD Planning	TBD	\$ 540,000
8	Continued CEQA/NEPA/design/service planning analyses	TBD	\$ 2,350,000
<b>B.</b>	<b>Project Support/Management</b>	<b>\$</b>	<b>8,185,900</b>
1	ACE - accounting, procurement, rail system safety planning, etc	ACE	\$ 288,000
2	BART design review - env'l docs, 30% design plans	BART	\$ 1,100,000
3	Caltrans design review - env'l docs , 30% design plans, QA/QC on PA-ED	Caltrans	\$ 750,000
4	ACTC review on 580/express lanes	ACTC	\$ 400,000
5	UP review	UPRR	\$ 100,000
6	Executive Director	V-L	\$ 297,000
7	Staff support	V-L	\$ 205,000
8	Strategic Planning	TBD	\$ 108,000
9	UP negotiating team	TBD	\$ 100,000
10	Program & Engineering Support (contract)	LTK/Subs	\$ 3,305,400
11	Legal - Basic	Hanson/Bridgett	\$ 250,000
12	Legal - Supplemental Support	Hanson/Bridgett	\$ 350,000
13	Grant writing	TBD	\$ 125,000
14	ROW estimator	TBD	\$ 126,000
15	Funding Plan Support including SJCOG and Faster BA, PBA 2050 and RTP	AECOM/TBD	\$ 216,000
16	Gov't Relations/Community Engagement	V-L	\$ 300,000
17	Insurance	V-L	\$ 22,500
18	Meeting Office Supplies	V-L	\$ 18,000
19	Financial Audits (inc software)	V-L	\$ 25,000
20	Travel and Meetings	V-L	\$ 100,000
			\$ 11,795,188
<b>C.</b>	<b>TOTAL</b>		<b>\$ 17,111,000</b>
<b>D.</b>	<b>Contingency (15%)</b>		<b>\$ 2,567,000</b>
<b>E.</b>	<b>TOTAL BUDGET REQUEST TO END OF 2021</b>		<b>\$ 19,678,000</b>