



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

## Board of Directors Meeting Packet

February 12, 2025 at 2 p.m.

Dublin City Council Chambers

100 Civic Plaza Dublin, CA 94568



**AGENDA FOR REGULAR BOARD MEETING**  
**Wednesday, February 12, 2025 at 2:00 p.m.**  
**Dublin City Council Chambers**  
**100 Civic Plaza Dublin, CA 94568**

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**TELECONFERENCE LOCATIONS**

Heritage House  
4501 Pleasanton Ave.  
Pleasanton, CA

City of Stockton City Hall  
425 N. El Dorado St.,  
Stockton, CA

City of Tracy City Hall  
333 Civic Plaza  
Tracy, CA

**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@valleynkrail.com](mailto:comments@valleynkrail.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.

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*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@valleynkrail.com](mailto:comments@valleynkrail.com).*

# TRI-VALLEY – SAN JOAQUIN VALLEY REGIONAL RAIL AUTHORITY

## AGENDA FOR REGULAR BOARD MEETING

Wednesday, February 12, 2025 at 2:00 p.m.

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100 Civic Plaza Dublin, CA 94568

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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](mailto: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](mailto:comments@valleylinkrail.com).

Please include "Public Comment – February 12, 2025" 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.

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

**AGENDA FOR REGULAR BOARD MEETING**

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1. Call to Order and Pledge of Allegiance
  - a. Oaths of Office
  - b. Recognize outgoing board members
2. Roll Call of Members and Confirmation of Quorum
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 December 11, 2024 Board of Directors Meeting
  - b. Treasurer’s Report for October, November and December 2024
  - c. ADSS Contract Addendum 1
  - d. PMSS Contract Addendum 1
  - e. State Legislative Advocacy Contract Addendum 1
  - f. Statement of Investment Policy
5. Legislative Update and 2025 Strategic Priorities – **ACTION**
6. Alternative Delivery Strategy Update – **INFORMATION**
7. Project Labor Agreement Update – **INFORMATION**
8. Alstom Zero-Emission Rail Vehicles – **INFORMATION**
9. Executive Director’s Report – **INFORMATION**
10. Directors’ Discussion – Comments, Questions and Agenda Requests
11. Upcoming Meeting Details – The next regular meeting is scheduled for 2 p.m. on April 9, 2025 at Mountain House Chambers, 251 East Main Street, Mountain House, CA 95391

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**12. Adjourn to CLOSED SESSION**

Closed Session pursuant to Government Code Section 54956.9(a) (Existing Litigation):  
Alameda County Taxpayers' Association et al. v. Tri-Valley–San Joaquin Valley Regional  
Rail Authority et al., Alameda County Superior Court Case No. RG2111026

**13. Reconvene to OPEN SESSION**

**14. Adjourn**

**AGENDA**

**ITEM 4 A**



**Tri-Valley San Joaquin Valley Regional Rail Authority**  
**Minutes of Board meeting on December 11, 2024**  
**Mountain House City Council Chambers**  
**251 E. Main Street, Mountain House, CA 95391**

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**1. Call to Order and Pledge of Allegiance**

The meeting of the Board of Directors was called to order by Chair Melissa Hernandez at 2:04 p.m. Chair Melissa Hernandez led the Pledge of Allegiance.

**2. Roll Call of Members and Confirmation of Quorum**

***Members Present – In-Person***

Director Paul Akinjo, City of Lathrop (*joined in item #4*)

Director David Haubert, Alameda County

Director David Hudson, City of San Ramon

Director John Marchand, City of Livermore

Director Michael McCorriston, City of Dublin

Director Jeff Nibert, City of Pleasanton

Director Jose Nuño, City of Manteca

Director Robert Rickman, County of San Joaquin

Director Julie Testa, LAVTA (*joined in item #3*)

Director Leo Zuber, ACE

Vice Chair Dan Wright, City of Stockton

Chair Melissa Hernandez, BART

***Members Present – Remote***

Director Mateo Bedolla, City of Tracy

Director Karen Stepper, Town of Danville

***Members Absent***

Director Bernice King-Tingle, Mountain House (*excused*)

**a. Recognitions – Outgoing Board Members and State Elected Officials**

Moved to Agenda Item # 6 Executive Director's Report

**3. Public Comments**

Public comments were heard from Pat Brandes and Vannie Dart.

**4. Consent Agenda – ACTION**

a. Minutes of October 23, 2024, Board of Directors Meeting

b. Treasurer's Reports for July, August, and September 2024

c. Audited Financial Statements for Fiscal Year 2024

d. 2025 Board of Directors Meeting Dates

e. Resolution R10-2024 – Reimbursement Agreement with Union Pacific Railroad

Item b. was pulled by Director McCorriston. Directors discussed this item and had questions answered by Deputy Director Wil Ridder and Chief Financial Officer Tamara Edwards. There was no public comment.

**Tri-Valley San Joaquin Valley Regional Rail Authority  
Minutes of Board meeting on December 11, 2024  
Mountain House City Council Chambers  
251 E. Main Street, Mountain House, CA 95391**

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**Motion to approve Items 4a., c., d., and e.:** Wright/Nuño

**Aye :** Akinjo, Bedolla, Haubert, Hudson, Marchand, McCorriston, Nibert, Nuño, Rickman, Stepper, Testa, Zuber, Wright, Hernandez

**Nay:** None

**Abstain:** None

**Absent:** King-Tingle

**Motion Passed**

**Motion to approve Item 4.b.:** McCorriston/Wright

**Aye :** Akinjo, Bedolla, Haubert, Hudson, Marchand, McCorriston, Nibert, Nuño, Rickman, Stepper, Testa, Zuber, Wright, Hernandez

**Nay:** None

**Abstain:** None

**Absent:** King-Tingle

**Motion Passed**

**5. Approve Resolution R09-2024 Delegation of Authority to the Executive Director for Right of Way (ROW) Acquisition Activities – ACTION**

Executive Director/CEO Kevin Sheridan introduced Bob Morrison, Vice President of the Authority's real estate management consultant, Monument ROW. Morrison gave a presentation on the ROW and utility relocation delegation. Staff requested that the board adopt a resolution delegating authority to the Executive Director to negotiate and purchase all required real property interests for the Valley Link project based on one of the following proposed approval delegation methods:

1. Delegate approval authority to the Executive Director up to an Authority Board-approved budget amount for right of way and utility agreements.
2. The Authority Board approves all ROW and utility agreements on an individual basis.
3. Delegate approval authority to the Executive Director for all ROW and utility related items up to an Authority Board-approved budget amount except for Purchase and Sales Agreements greater than \$1 Million. The Authority Board approves all ROW and utility agreements greater than \$1 Million.

Directors discussed this item. Public comment was heard from Roland LeBrun.

**Motion to approve Delegation Option #3:** Wright/ Rickman

**Aye :** Akinjo, Bedolla, Haubert, Hudson, Marchand, McCorriston, Nibert, Nuño, Rickman, Stepper, Testa, Zuber, Wright, Hernandez

**Nay:** None

**Abstain:** None

**Absent:** King-Tingle

**Motion Passed**

**Tri-Valley San Joaquin Valley Regional Rail Authority  
Minutes of Board meeting on December 11, 2024  
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**6. Executive Director’s Report – INFORMATION**

Sheridan gave an update on the last month’s activities. He highlighted the requirement for the project to have a Value Engineering Analysis as required by Federal Transit Administration (FTA). A panel was assembled of interested parties to determine options for project cost savings and to explore the feasibility of these options.

**Recognition – Outgoing Board Members and State Elected Officials**

**Outgoing Board Members**

Director Dan Wright, Stockton  
Director David Hudson, San Ramon  
Director Jose Nuno, Manteca

**Outgoing Board Chairperson**

Director Melissa Hernandez BART

**Acknowledgements of State Elected Officials**

Senator Susan Talamantes Eggman  
Assemblymember Carlos Villapudua

**7. Directors’ Actions – Comments, Questions and Agenda Requests**

**a. Election of Chairperson and Vice Chairperson**

**Motion to elect Director Robert Rickman as Chair:** Hernandez/Wright

**Motion to elect Director John Marchand as Vice Chair:** Haubert/Wright

**Aye :** Akinjo, Bedolla, Haubert, Hudson, Marchand, McCorriston, Nibert, Nuño, Rickman, Stepper, Testa, Zuber, Wright, Hernandez

**Nay:** None

**Abstain:** None

**Absent:** King-Tingle

**Motion Passed**

**b. Discussion – Comments, Questions, and Agenda Requests**

Chair Rickman gave his gratitude to the outgoing board members and outgoing chair.

**8. Upcoming Meeting Details:** The next regular meeting is scheduled for February 12, 2025, location to be TBD at 2 p.m.

**9. Adjourn**

The meeting adjourned without objection at 3:17 p.m.

**AGENDA**

**ITEM 4 B**





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

## STAFF REPORT

SUBJECT: Treasurer's Report for October, November and December 2024

FROM: Tamara Edwards, Director of Finance

DATE: February 12, 2025

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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 October, November and December 2024.

### **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. October 2024 Treasurer's Report
2. November 2024 Treasurer's Report
3. December 2024 Treasurer's Report

## **ATTACHMENT 1**



**Tri-Valley San Joaquin Regional Rail Authority**  
**BALANCE SHEET**  
**FOR THE PERIOD ENDING:**  
**October 31, 2024**

**ASSETS:**

106 MONEY MARKET ACCOUNT	73,095
107 CD	3,000,000
108 CASH-GENERAL CHECKING	1,152,747
120 ACCOUNTS RECEIVABLE	268,579
150 PREPAID EXPENSES	0
111 NET PROPERTY COSTS	6,610

<b>TOTAL ASSETS</b>	<b>4,501,030</b>
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**LIABILITIES:**

205 ACCOUNTS PAYABLE	86,041
20501 DUE TO LAVTA	2,929,055
22110 PAYROLL CLEARING	(342)
211 PRE-PAID REVENUE	3,944,565
22000 FIT	(1,257)
22010 SIT	(4,069)
22020 FICA	(3,912)
22030 SDI	0
22090 Worker's Comp	25,075
22100 457	204

<b>TOTAL LIABILITIES</b>	<b>6,975,361</b>
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**FUND BALANCE:**

301 FUND RESERVE	0
304 GRANTS, DONATIONS, PAID-IN CAPITAL	0
30401 SALE OF BUSES & EQUIPMENT	0
FUND BALANCE	(2,474,330)

<b>TOTAL FUND BALANCE</b>	<b>-2,474,330</b>
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<b>TOTAL LIABILITIES &amp; FUND BALANCE</b>	<b>4,501,030</b>
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Difference	\$0.00
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**Tri-Valley San Joaquin Regional Rail Authority  
REVENUE REPORT  
FOR THE PERIOD ENDING:  
October 31, 2024**

<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>
	MTC-Bridge Tolls	20,144,000	0	0	20,144,000	0.0%
	State Budget Act of 2022	2,500,000	0	0	2,500,000	0.0%
	TIRCP	3,000,000	0	0	3,000,000	0.0%
	Interest	-	183	2,111	(2,111)	0.0%
	<b>TOTAL REVENUE</b>	<b>25,644,000</b>	<b>183</b>	<b>2,111</b>	<b>25,641,889</b>	<b>0.0%</b>

Tri-Valley San Joaquin Regional Rail Authority  
EXPENDITURE REPORT  
October 31, 2024

ACCOUNT	DESCRIPTION	BUDGET	CURRENT MONTH	YEAR TO DATE	BALANCE AVAILABLE	PERCENT BUDGET EXPENDED
<b>Direct Labor and Benefits</b>						
	Executive Director	271,275	27,314	109,183	162,092	40.25%
	Deputy Executive Director	213,600	21,351	85,063	128,537	39.82%
	Executive Assistant	97,875	9,994	39,926	57,949	40.79%
	Finance Director	42,600	3,500	3,500	39,100	8.22%
	Manager of Policy, Planning, and Environmental	197,760	18,971	75,778	121,982	38.32%
	Rail Engineering, and Construction Project Manager	212,640	20,399	81,478	131,162	38.32%
	Employee Benefits	296,850	4,264	17,622	279,228	5.94%
	Other LAVTA Administrative Support Activities	10,400	0	0	10,400	0.00%
	<b>TOTAL - Direct Labor</b>	<b>1,343,000</b>	<b>105,792</b>	<b>412,550</b>	<b>930,450</b>	<b>30.72%</b>
<b>Consultants/seconded staff</b>						
	General Engineering Consultants	18,800,000	1,366,550	1,366,550	17,433,450	7.27%
	Environmental Clearance	2,250,000	259,889	259,889	1,990,111	11.55%
	Administrative Support	50,000	0	7,467	42,533	14.93%
	Program Management Support Services	1,000,000	140,821	263,563	736,437	26.36%
	Government Relations/Marketing	240,000	19	47,829	192,171	19.93%
	Equity/Community Engagement	250,000	8,400	8,400		
	Real Estate Consultant Project Manager	500,000	20,005	20,005		
	Alternative Delivery Support Services	350,000	0	0	350,000	0.00%
	Financial Advisory Services	50,000	0	0	50,000	0.00%
	<b>TOTAL - Consultants</b>	<b>23,490,000</b>	<b>1,795,685</b>	<b>1,973,703</b>	<b>21,516,297</b>	<b>8.40%</b>
<b>Other Direct Costs</b>						
	Legal	150,000	0	0	150,000	0.00%
	Insurance	42,000	12,911	12,911	29,089	30.74%
	Audits	25,000	0	10,080	14,920	40.32%
	Line of Credit	125,000	0	0	125,000	0.00%
	Office space/furnishings	137,500	6,328	25,072	112,428	18.23%
	Travel/Mileage/Mis	2,500	459	4,561	(2,061)	182.43%
	Professional Development	500	0	162	338	32.40%
	Memberships	8,500	0	7,500	1,000	88.24%
	Information Technology/Software	20,000	1,585	12,797	7,203	63.99%
	BART	100,000	0	1,833	98,167	1.83%
	SJRRRC	50,000	0	14,587	35,413	29.17%
	ACTC	100,000	0	0	100,000	0.00%
	UPRR	50,000	0	0	50,000	0.00%
	<b>TOTAL OTHER DIRECT COSTS</b>	<b>811,000.00</b>	<b>21,282.05</b>	<b>89,503.37</b>	<b>721,497</b>	<b>11.04%</b>
	<b>TOTAL OPERATING EXPENDITURES</b>	<b>25,644,000</b>	<b>1,922,759</b>	<b>2,475,756</b>	<b>23,168,244</b>	<b>9.65%</b>
	<b>LAVTA Expense</b>		<b>0</b>	<b>0</b>		
	<b>FUND BALANCE (OPERATING)</b>		<b>(1,922,576)</b>	<b>(2,473,645)</b>		

## **ATTACHMENT 2**



**Tri-Valley San Joaquin Regional Rail Authority**  
**BALANCE SHEET**  
**FOR THE PERIOD ENDING:**  
**November 30, 2024**

**ASSETS:**

106 MONEY MARKET ACCOUNT	73,642
107 CD	3,000,000
108 CASH-GENERAL CHECKING	139,296
120 ACCOUNTS RECEIVABLE	268,579
150 PREPAID EXPENSES	0
111 NET PROPERTY COSTS	6,610

<b>TOTAL ASSETS</b>	<b>3,488,127</b>
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**LIABILITIES:**

205 ACCOUNTS PAYABLE	86,041
20501 DUE TO LAVTA	2,929,055
22110 PAYROLL CLEARING	(342)
211 PRE-PAID REVENUE	3,944,565
22000 FIT	(1,257)
22010 SIT	(4,069)
22020 FICA	(3,742)
22030 SDI	0
22090 Worker's Comp	26,678
22100 457	235

<b>TOTAL LIABILITIES</b>	<b>6,977,165</b>
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**FUND BALANCE:**

301 FUND RESERVE	0
304 GRANTS, DONATIONS, PAID-IN CAPITAL	0
30401 SALE OF BUSES & EQUIPMENT	0
FUND BALANCE	(3,489,038)

<b>TOTAL FUND BALANCE</b>	<b>-3,489,038</b>
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<b>TOTAL LIABILITIES &amp; FUND BALANCE</b>	<b>3,488,127</b>
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Difference	\$0.00
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**Tri-Valley San Joaquin Regional Rail Authority  
REVENUE REPORT  
FOR THE PERIOD ENDING:  
November 30, 2024**

<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>
	MTC-Bridge Tolls	20,144,000	0	0	20,144,000	0.0%
	State Budget Act of 2022	2,500,000	0	0	2,500,000	0.0%
	TIRCP	3,000,000	0	0	3,000,000	0.0%
	Interest	-	183	2,659	(2,659)	0.0%
	<b>TOTAL REVENUE</b>	<b>25,644,000</b>	<b>183</b>	<b>2,659</b>	<b>25,641,341</b>	<b>0.0%</b>

Tri-Valley San Joaquin Regional Rail Authority  
EXPENDITURE REPORT  
November 30, 2024

ACCOUNT	DESCRIPTION	BUDGET	CURRENT MONTH	YEAR TO DATE	BALANCE AVAILABLE	PERCENT BUDGET EXPENDED
<b>Direct Labor and Benefits</b>						
	Executive Director	271,275	27,314	149,156	122,119	54.98%
	Deputy Executive Director	213,600	21,351	116,172	97,428	54.39%
	Executive Assistant	97,875	9,994	54,000	43,875	55.17%
	Finance Director	42,600	3,500	3,500	39,100	8.22%
	Manager of Policy, Planning, and Environmental	197,760	18,971	103,317	94,443	52.24%
	Rail Engineering, and Construction Project Manager	212,640	20,399	111,160	101,480	52.28%
	Employee Benefits	296,850	4,264	22,830	274,020	7.69%
	Other LAVTA Administrative Support Activities	10,400	0	0	10,400	0.00%
	<b>TOTAL - Direct Labor</b>	<b>1,343,000</b>	<b>105,792</b>	<b>560,134</b>	<b>782,866</b>	<b>41.71%</b>
<b>Consultants/seconded staff</b>						
	General Engineering Consultants	18,800,000	1,366,550	1,997,065	16,802,935	10.62%
	Environmental Clearance	2,250,000	259,889	259,889	1,990,111	11.55%
	Administrative Support	50,000	0	14,727	35,273	29.45%
	Program Management Support Services	1,000,000	140,821	376,848	623,152	37.68%
	Government Relations/Marketing	240,000	19	77,229	162,771	32.18%
	Equity/Community Engagement	250,000	8,400	8,400		
	Real Estate Consultant Project Manager	500,000	20,005	20,005		
	Alternative Delivery Support Services	350,000	0	0	350,000	0.00%
	Financial Advisory Services	50,000	0	0	50,000	0.00%
	<b>TOTAL - Consultants</b>	<b>23,490,000</b>	<b>1,795,685</b>	<b>2,754,164</b>	<b>20,735,836</b>	<b>11.72%</b>
<b>Other Direct Costs</b>						
	Legal	150,000	0	64,385	85,615	42.92%
	Insurance	42,000	12,911	12,911	29,089	30.74%
	Audits	25,000	0	10,080	14,920	40.32%
	Line of Credit	125,000	0	0	125,000	0.00%
	Office space/furnishings	137,500	6,328	31,400	106,100	22.84%
	Travel/Mileage/Mis	2,500	459	7,079	(4,579)	283.15%
	Professional Development	500	0	162	338	32.40%
	Memberships	8,500	0	7,500	1,000	88.24%
	Information Technology/Software	20,000	1,585	16,758	3,242	83.79%
	BART	100,000	0	8,142	91,858	8.14%
	SJRRRC	50,000	0	14,587	35,413	29.17%
	ACTC	100,000	0	3,709	96,291	3.71%
	UPRR	50,000	0	0	50,000	0.00%
	<b>TOTAL OTHER DIRECT COSTS</b>	<b>811,000.00</b>	<b>21,282.05</b>	<b>176,712.77</b>	<b>634,287</b>	<b>21.79%</b>
	<b>TOTAL OPERATING EXPENDITURES</b>	<b>25,644,000</b>	<b>1,922,759</b>	<b>3,491,011</b>	<b>22,152,989</b>	<b>13.61%</b>
	<b>LAVTA Expense</b>		<b>0</b>	<b>0</b>		
	<b>FUND BALANCE (OPERATING)</b>		<b>(1,922,576)</b>	<b>(3,488,352)</b>		

## **ATTACHMENT 3**



**Tri-Valley San Joaquin Regional Rail Authority**  
**BALANCE SHEET**  
**FOR THE PERIOD ENDING:**  
**December 31, 2024**

**ASSETS:**

106 MONEY MARKET ACCOUNT	73,807
107 CD	3,000,000
108 CASH-GENERAL CHECKING	102,805
120 ACCOUNTS RECEIVABLE	268,579
150 PREPAID EXPENSES	0
111 NET PROPERTY COSTS	6,610

**TOTAL ASSETS** **3,451,801**

**LIABILITIES:**

205 ACCOUNTS PAYABLE	86,041
20501 DUE TO LAVTA	2,929,055
22110 PAYROLL CLEARING	(342)
211 PRE-PAID REVENUE	3,944,565
22000 FIT	(1,257)
22010 SIT	(4,069)
22020 FICA	(3,742)
22030 SDI	0
22090 Worker's Comp	27,299
22100 457	235

**TOTAL LIABILITIES** **6,977,786**

**FUND BALANCE:**

301 FUND RESERVE	0
304 GRANTS, DONATIONS, PAID-IN CAPITAL	0
30401 SALE OF BUSES & EQUIPMENT	0
FUND BALANCE	(3,525,985)

**TOTAL FUND BALANCE** **-3,525,985**

**TOTAL LIABILITIES & FUND BALANCE** **3,451,801**

Difference **\$0.00**

**Tri-Valley San Joaquin Regional Rail Authority**  
**REVENUE REPORT**  
**FOR THE PERIOD ENDING:**  
**December 31, 2024**

<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>
	MTC-Bridge Tolls	20,144,000	251,331	251,331	19,892,669	1.2%
	State Budget Act of 2022	2,500,000	0	0	2,500,000	0.0%
	TIRCP	3,000,000	66,764	66,764	2,933,236	2.2%
	Interest	-	165	2,824	(2,824)	0.0%
	<b>TOTAL REVENUE</b>	<b>25,644,000</b>	<b>318,259</b>	<b>320,919</b>	<b>25,323,081</b>	<b>1.3%</b>

Tri-Valley San Joaquin Regional Rail Authority  
EXPENDITURE REPORT  
December 31, 2024

ACCOUNT	DESCRIPTION	BUDGET	CURRENT MONTH	YEAR TO DATE	BALANCE AVAILABLE	PERCENT BUDGET EXPENDED
<b>Direct Labor and Benefits</b>						
	Executive Director	271,275	27,260	176,416	94,859	65.03%
	Deputy Executive Director	213,600	21,351	137,523	76,077	64.38%
	Executive Assistant	97,875	9,994	63,994	33,881	65.38%
	Finance Director	42,600	0	3,500	39,100	8.22%
	Manager of Policy, Planning, and Environmental	197,760	18,698	122,015	75,745	61.70%
	Rail Engineering, and Construction Project Manager	212,640	20,671	131,831	80,809	62.00%
	Employee Benefits	296,850	3,654	26,484	270,366	8.92%
	Other LAVTA Administrative Support Activities	10,400	0	0	10,400	0.00%
	<b>TOTAL - Direct Labor</b>	<b>1,343,000</b>	<b>101,627</b>	<b>661,762</b>	<b>681,238</b>	<b>49.27%</b>
<b>Consultants/seconded staff</b>						
	General Engineering Consultants	18,800,000	83,982	2,081,047	16,718,953	11.07%
	Environmental Clearance	2,250,000	0	259,889	1,990,111	11.55%
	Administrative Support	50,000	4,136	18,862	31,138	37.72%
	Program Management Support Services	1,000,000	105,178	482,027	517,973	48.20%
	Government Relations/Marketing	240,000	18,900	96,129	143,871	40.05%
	Equity/Community Engagement	250,000	0	8,400		
	Real Estate Consultant Project Manager	500,000	31,093	51,098		
	Alternative Delivery Support Services	350,000	0	0	350,000	0.00%
	Financial Advisory Services	50,000	0	0	50,000	0.00%
	<b>TOTAL - Consultants</b>	<b>23,490,000</b>	<b>243,289</b>	<b>2,997,453</b>	<b>20,492,547</b>	<b>12.76%</b>
<b>Other Direct Costs</b>						
	Legal	150,000	0	64,385	85,615	42.92%
	Insurance	42,000	0	12,911	29,089	30.74%
	Audits	25,000	1,120	11,200	13,800	44.80%
	Line of Credit	125,000	0	0	125,000	0.00%
	Office space/furnishings	137,500	7,284	38,684	98,816	28.13%
	Travel/Mileage/Mis	2,500	1,887	8,965	(6,465)	358.61%
	Professional Development	500	0	162	338	32.40%
	Memberships	8,500	0	7,500	1,000	88.24%
	Information Technology/Software	20,000	0	16,758	3,242	83.79%
	BART	100,000	0	8,142	91,858	8.14%
	SJRRRC	50,000	0	14,587	35,413	29.17%
	ACTC	100,000	0	3,709	96,291	3.71%
	UPRR	50,000	0	0	50,000	0.00%
	<b>TOTAL OTHER DIRECT COSTS</b>	<b>811,000.00</b>	<b>10,290.45</b>	<b>187,003.22</b>	<b>623,997</b>	<b>23.06%</b>
	<b>TOTAL OPERATING EXPENDITURES</b>	<b>25,644,000</b>	<b>355,207</b>	<b>3,846,218</b>	<b>21,797,782</b>	<b>15.00%</b>
	<b>LAVTA Expense</b>		<b>0</b>	<b>0</b>		
	<b>FUND BALANCE (OPERATING)</b>		<b>(36,948)</b>	<b>(3,525,300)</b>		

**AGENDA**

**ITEM 4 C**





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

## STAFF REPORT

**SUBJECT:** Approve Resolution R01-2025 Authorizing the Executive Director/CEO to Negotiate Agreement Addendum 1 with AECOM for the Alternative Delivery Support Services (ADSS)

**FROM:** Wil Ridder, Deputy Director

**DATE:** February 12, 2025

---

### **Action Requested**

Staff requests that the Board of Directors (Board) authorize the Executive Director/CEO to negotiate and execute Addendum 1 to the Agreement with AECOM Technical Services, Inc. (AECOM) for Alternative Delivery Support Services (ADSS) to increase the not-to-exceed compensation by \$300,000 to a new total of \$900,000, 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 may include, but are not limited to, Design Bid Build (DBB), Construction Management/General Contractor (CM/GC), 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 is also preparing a Project Labor Agreement and an update to the Authority's Disadvantaged Business Enterprise (DBE) Policy. Phase 2 of the work is targeted to occur following the completion of the Project Development phase of the FTA Capital Investment Grants (CIG) Program process, which is anticipated in May 2025. During this phase of the work, AECOM will be 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. Since that time, staff has identified the need for additional Phase 1 services including the development of cost estimates for final design and related activities. These cost estimates are 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.

### **Fiscal Impact**

The \$300,000 for this Addendum 1 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.

### **Recommendation**

Authorize the Executive Director/CEO to negotiate and execute Addendum 1 to the Agreement with AECOM for Alternative Delivery Support Services (ADSS) to increase the not-to-exceed amount by \$300,000 to \$900,000, for additional on-call services.

### **Attachments**

1. Resolution R01-2025

## **ATTACHMENT 1**





**RESOLUTION NO. R01-2025**

\* \* \*

**RESOLUTION OF THE BOARD OF DIRECTORS OF THE TRI-VALLEY-SAN  
JOAQUIN VALLEY REGIONAL RAIL AUTHORITY AUTHORIZING THE EXECUTIVE  
DIRECTOR TO NEGOTIATE AND EXECUTE ADDENDUM 1 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;

**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 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;

**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**, the Authority has identified the need for additional Phase 1 Alternative Delivery Support Services including the development of cost estimates for final design and related activities, and staff now recommends that the Board authorize an amendment increasing the not-to-exceed amount by \$300,000 to \$900,000, for these additional on-call 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 1 to the Professional Services Agreement with AECOM Technical Services Inc. To increase the not-to-exceed amount by \$300,000 to a new total not-to-exceed price of \$900,000 for additional Alternative Delivery Support Services.

**APPROVED AND PASSED**, this 12<sup>th</sup> day of February 2025.

\_\_\_\_\_  
Robert Rickman, Chair

**ATTEST:**

\_\_\_\_\_  
Kevin Sheridan, Executive Director/CEO

**APPROVED AS TO FORM:**

\_\_\_\_\_  
Michael Conneran, Legal Counsel

**AGENDA**

**ITEM 4D**





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

## STAFF REPORT

**SUBJECT:** Approve Resolution R02-2025 Authorizing the Executive Director/CEO to Negotiate Agreement Addendum 1 with Gray-Bowen-Scott (GBS) for Program Management Support Services (PMSS)

**FROM:** Wil Ridder, Deputy Director

**DATE:** February 12, 2025

---

### **Action Requested**

Staff requests that the Board of Directors authorize the Executive Director/CEO to negotiate and enter into Addendum 1 to the Agreement with Gray-Bowen-Scott (GBS) for Program Management Support Services (PMSS) to increase the not-to-exceed compensation by \$821,513 to a new total of \$2,616,408, 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 has assisted 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 has also assisted with Caltrans coordination with regard to the option for a Construction Manager/General Contractor (CM/GC) process to be undertaken by Caltrans where appropriate.

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, and regional advocacy. 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.

**Fiscal Impact**

The additional \$821,513 for this Addendum 1 to the Contract Agreement with GBS is within the Authority's current funding, including bridge toll and state funds. The amount of funding for this Addendum 1 anticipated to be expended in Fiscal Year (FY) 2025 for this additional work is identified in the FY 2025 annual budget. Funding required for activities beyond June 30, 2025 will be budgeted in the FY 2026 annual budget.

**Recommended Action**

Authorize the Executive Director/CEO to negotiate and execute Addendum 1 to the Agreement with GBS for PMSS to increase the not-to-exceed compensation by \$821,513 to a new total of \$2,616,408, for additional on-call services.

**Attachments:**

1. Resolution R02-2025

## **ATTACHMENT 1**





**RESOLUTION NO. R02-2025**

\* \* \*

**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 1 TO THE  
PROFESSIONAL SERVICES 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**, in FY 2022/23 the Authority secured \$30 million from the State of California to support project development including engineering up to 60% design;

**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; 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 1 to the Professional Services Agreement to Gray-Bowen-Scott (GBS) for Program Management Support Services to increase the not-to-exceed compensation by \$821,513 to a new total of \$2,616,408, for additional on-call services during the initial three-year term of the agreement.

**APPROVED AND PASSED**, this 12<sup>th</sup> day of February, 2025.

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Robert Rickman, Chair

**ATTEST:**

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Kevin Sheridan, Executive Director/CEO

**APPROVED AS TO FORM:**

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Michael Conneran, Legal Counsel

**AGENDA**

**ITEM 4E**





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

## STAFF REPORT

**SUBJECT:** Approve Resolution R03-2025 Authorizing the Executive Director/CEO to Negotiate Agreement Addendum 1 with Khouri Consulting LLC for State Legislative Advocacy Services

**FROM:** Wil Ridder, Deputy Director

**DATE:** February 12, 2025

---

### **Action Requested**

Staff requests that the Board of Directors authorize the Executive Director/CEO to negotiate and execute Addendum 1 to the Agreement with Khouri Consulting LLC for State Legislative Advocacy Services to extend the term by one year and increase the not-to-exceed compensation by \$126,000 to a new total of \$492,000.

### **Background/Discussion**

In December 2021 the Board approved the contract with Khouri Consulting LLC for State Legislative Advocacy Services for a not-to-exceed amount of \$366,000 for a three-year contract with two additional one-year options. Over the course of the three-year base contract Khouri Consulting has successfully supported the Authority in securing \$30 million of state funding including the award of \$25 million in Transit and Intercity Rail Capital Program (TIRCP) funds by the California State Transportation Agency (CalSTA) in 2023. Additionally, Khouri Consulting has led the development, legislative coordination and ultimate passage of two significant state bills for the Authority including SB 746 (Eggman) in 2023 to allow the Authority to produce and sell excess green hydrogen and SB 1068 (Eggman) in 2024 to allow the Authority to procure construction services through Construction Manager/General Contractor procedures.

With the completion of the three-year contract staff is seeking to extend Khouri Consulting's contract term by the first of the two one-year options included in the Contract Agreement for an amount not-to-exceed \$126,000. This extension will allow Khouri Consulting to continue to provide essential State Legislative Advocacy Services as the Authority continues to coordinate with state legislators and other state agency partners in the pursuit of additional project funding, priority in state planning process, and legislative tools for project delivery. An addendum to the Contract Agreement is required to increase the total not-to-exceed amount from the original \$366,000 amount.

**Fiscal Impact**

The \$126,000 for this Addendum 1 to the Contract Agreement with Khouri Consulting LLC will be funded through bridge toll funds previously allocated to the Authority by the Metropolitan Transportation Commission (MTC). This cost was included in the Fiscal Year 2025 Budget approved by the Board in June 2024.

**Recommendation**

Authorize the Executive Director/CEO to negotiate and execute Addendum 1 to the Agreement with Khouri Consulting LLC for State Legislative Advocacy Services to extend the term by one year and increase the not-to-exceed compensation by \$126,000 to a new total of \$492,000.

**Attachments**

1. Resolution R03-2025

## **ATTACHMENT 1**





**RESOLUTION NO. R03-2025**

\* \* \*

**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 1 TO THE  
PROFESSIONAL SERVICES AGREEMENT WITH KHOURI CONSULTING LLC FOR  
STATE LEGISLATIVE ADVOCACY 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;

**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 Metropolitan Transportation Commission (MTC) approved the Authority's allocation request for \$46.8 million for Valley Link. The allocation includes funding for Government Relations which includes State Legislative Advocacy Services that will allow staff to educate and brief the Legislature and Governor and other interested parties on the Valley Link project and secure funding for construction and operation of the commuter rail system;

**WHEREAS**, the Authority awarded the State Legislative Advocacy Services contract to Khouri Consulting LLC in December 2021 for an amount not to exceed \$366,000 for an initial three-year period with two (2) one-year options; and

**WHEREAS**, with the completion of the initial three-year contract period the Authority has identified the need to extend the State Legislative Advocacy Services contract by the first of the two (2) one-year options.

**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 1 to the Agreement with Khouri Consulting LLC for State Legislative Advocacy Services to extend the term by one year and increase the not-to-exceed compensation by \$126,000 to a new total of \$492,000.

**APPROVED AND PASSED**, this 12<sup>th</sup> day of February 2025.

\_\_\_\_\_  
Robert Rickman, Chair

**ATTEST:**

\_\_\_\_\_  
Kevin Sheridan, Executive Director/CEO

**APPROVED AS TO FORM:**

\_\_\_\_\_  
Michael Conneran, Legal Counsel

**AGENDA**

**ITEM 4F**





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

## STAFF REPORT

SUBJECT: Approve Statement of Investment Policy

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

DATE: February 12, 2025

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### **Action Requested**

Staff requests that the Board of Directors (Board) approve Resolution R04-2025 to adopt a Statement of Investment Policy (Investment Policy) for the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) 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, authorizing 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 R08-2023.

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 accurately monitor and forecast 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 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 impacts at this time.

### **Recommended Action**

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

### **Attachments**

1. Resolution R04-2025
2. Investment Policy
3. Resolution R08-2023

## **ATTACHMENT 1**





**RESOLUTION NO. R04-2025**

\* \* \*

**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 12<sup>th</sup> day of February, 2025.

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Robert Rickman, Chair

**ATTEST:**

---

Kevin Sheridan, Executive Director/CEO

## **ATTACHMENT 2**





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**





**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**

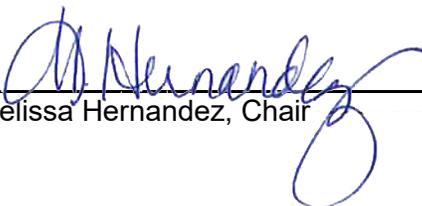
**WHEREAS**, the Tri-Valley San Joaquin Valley Regional Rail Authority (The Authority) has a banking relationship with the Bank of the West;

**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**





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

## STAFF REPORT

**SUBJECT:** Legislative Update and 2025 Strategic Priorities

**FROM:** Marianne Payne, Director of Policy, Planning and Environmental  
Gus Khouri, State Legislative Consultant

**DATE:** February 12, 2025

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### **Action Requested**

Approve the re-establishment of the Funding, Sustainability and Access Ad Hoc Committees with Board member appointments made by the Board Chair to guide the development of Valley Link's 2025 legislative and advocacy program.

### **Background/Discussion**

With a new President, Republican controlled Congress, and 35 new state legislators, 2025 is shaping up to be a big year for decisions on transportation infrastructure and mobility investments. Additionally, at the regional level there are significant planning and policy efforts underway that have impacts upon project funding priorities. To position the Authority to respond and be ready to address uncertain challenges and opportunities in the year ahead, staff is recommending the reestablishment of the Funding, Sustainability and Access Ad Hoc Committees to guide the development of Valley Link's 2025 legislative and advocacy program. These specific Ad Hoc committees are based on the continued focus on funding, sustainability, and access as strategic priorities for Valley Link in 2025. If approved by the Board, the Board Chair will appoint members of the Board to serve on the Ad Hoc committees and work with staff to identify specific goals and strategies for the legislative and advocacy program. The Ad Hoc committees will also support the Board in advancing these programs through interactions with key project stakeholders and individuals at all levels of government including the development of implementation tactics as needed. Below is a discussion of key considerations at the federal, state and regional level that will guide and inform these efforts. The attached report, State Legislative Update – 2025 Outlook, provides further detail.

### **Federal**

Advocacy efforts on the federal level will take place against the backdrop of the new Trump Administration and new Secretary of Transportation as the Valley Link Project advances through the federal Capital Investment Grants Program (CIG). The Environmental Assessment is now complete, pending resource agency approvals and Federal Transit Administration (FTA) completion of a Findings of No Significant Impact (FONSI) anticipated late spring. Completion of this Project Development Phase will mark a key project milestone allowing for the eligibility to transition into the CIG Engineering Phase (final design). Valley Link staff and consultants are actively working with FTA staff to expeditiously move through the CIG process including close collaboration with both Region 9 and Headquarters staff and consultants. In parallel to these efforts, staff has worked diligently to support the City of Mountain House in the BUILD (Better Utilizing Investments to Leverage Development) grant program application for a Regional Mobility Hub at the Valley Link Mountain House Station which was submitted in late January. If successful, this grant award would

provide funding to complete planning for a Regional Commuter Hub in support of the San Joaquin Council of Governments (SJCOG) comprehensive mobility hub blueprint.

Congress has addressed transportation policy and program funding for over 40 years through long-term authorization bills, which typically last five to six years and focus on surface transportation programs including rail transit systems. The current bill is the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law which became law in November 2021 and extends through September 2026. Surface transportation authorization bills typically establish funding levels and funding policy guidance for discretionary grant programs. It is anticipated that Congress may initiate discussions in 2025 regarding reauthorization of the next major federal infrastructure bill but it is unclear how it will be advanced and if Executive Orders will affect the distribution of funding.

## **State**

January 2025 marked the start of the first year of a new two-year California state legislative session and it is anticipated that funding for transportation will continue to be a major area of emphasis in the new legislative session ahead. Efforts in 2024 to advance legislation to authorize the Metropolitan Transportation Commission (MTC) to place a regional transportation measure on the 2026 ballot were unsuccessful, resulting in MTC convening stakeholders in the region over the summer and fall to seek consensus for a renewed push for this legislation in 2025. SB 63 (Weiner) will be an area of focus in the months ahead as stakeholders and the legislature seek to resolve issues such as which counties participate, the funding source, and expenditure plans. In addition to this area of focus, new legislative delegation members from the Valley Link area have expressed strong support for the Valley Link Project and may seek opportunities to build on the success of prior sessions with proposals that may further expedite project delivery and potential new sources of funding for the Valley Link Project.

It is anticipated that emissions reduction and support of state climate goals will also continue to be a major policy focus at the state level and continue to be in alignment with Valley Link sustainability goals. Valley Link submitted an application for a TIRCP award in 2024 in partnership with the Livermore Amador Valley Transit Authority (LAVTA) and Las Positas College for funding to advance the AHEAD (Advancing Hydrogen Electrification and Deployment) program. Although an award was not made for this proposal, the collaboration for the advancement of a hydrogen fuel source and proposal for green economy job training has created a model for further synergistic relationships with other transit operators transitioning to hydrogen fleets as well as private sector industry applications.

A continued volatility in revenues for the state, combined with unprecedented wildfire devastation, will set the backdrop for advocacy efforts at the state level. In January Governor Newsom released a revised budget proposal for the upcoming fiscal year with a proposed \$37.9 billion deficit. Efforts to reauthorize the California's Cap-and-Trade Program may also begin this year in advance of the 2030 start date.

## **Regional**

Regional Transportation Plans for both San Joaquin County and the Bay Area will both be undergoing updates in 2025 along with an update of the Alameda County Transportation Commission (ACTC) Countywide Transportation Plan. The MTC Plan Bay Area 2050+ final plan is anticipated for adoption in late 2025 or early 2026. The Final Blueprint Growth Geographics and the Final Blueprint Strategies including the Final Transportation Project List was approved by the full Commission last month and includes the Valley Link Rail Project in the 2036-2050 implementation period. It will now be advanced for environmental review with public outreach to occur this summer. An update for the San Joaquin Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) will be advanced in 2025 with an initial meeting having occurred in late 2024 to review and discuss goals and strategies for the plan and adoption of a final RTP/SCS is planned to occur in June 2026. The ACTC Countywide Transportation Plan update will identify near and long-term project

priorities to math Blueprint goals adopted in the fall of 2024 and is planned for completion in summer 2026. Agency outreach and public engagement will occur throughout the spring and summer of 2025.

MTC Transit Oriented Communities (TOC) Policy compliance will be a key area of focus and partnership with local jurisdictions in the Bay Area. Administrative guidance was released in Fall of 2024 and the complexity of this document has triggered a series of discussions with MTC and local jurisdictions in the Tri-Valley with proposed Valley Link stations. Of particular focus are letters of commitment required by each of the local jurisdictions to support the next funding allocation request that is now anticipated for late spring/early summer. The TOC policy, adopted as part of MTC Bay Area 2050, identifies requirements to meet specific development densities, adopt policies pertaining to affordable housing and displacement prevention, and implement parking management and transit station access policies.

Collaboration with SJCOG was a key focus in 2024 and these efforts will continue in 2025. In addition to initial participation in the RTP/SCS Working Group, Valley Link staff participated on the Project Advisory Group for the SJCOG Regional Mobility Hub Plan in 2024. This effort resulted in the identification of a comprehensive blueprint for developing mobility hubs that enhance the county's transportation network and support sustainable development. The Mountain House Mobility Hub was identified as a "regional commuter hub" and as discussed earlier, a federal BUILD grant application was submitted last month for the funding to advance further planning for this important project. The designation of unprogrammed SJCOG SB 125 funds for development of the proposed Hydrogen Production Facility in Tracy was discussed by the SJCOG Board in late 2024 with a commitment to further discussions to occur in the beginning of 2025.

### **Fiscal Impact**

There is no financial impact associated with this action.

### **Recommendation**

Staff recommends that the Board of Directors approve the reestablishment of the Funding, Sustainability and Access Ad Hoc Committees with Board member appointments made by the Board Chair to guide the development of Valley Link's 2025 legislative and advocacy program.

### **Attachment**

1. State Legislative Update – 2025 Outlook

## **ATTACHMENT 1**





February 12, 2025

TO: Board Members, Tri-Valley - San Joaquin Valley Regional Rail Authority  
FROM: Gus Khouri, President  
Khoury Consulting LLC

RE: **STATE LEGISLATIVE UPDATE – 2025 OUTLOOK**

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#### **GENERAL UPDATE**

The new 2025-26 Session legislative class was sworn into office on Monday, December 2. Democrats will continue to hold supermajorities in both houses of the State Legislature (at least 75%), with a 30 to 10 margin in the Senate and a 61 to 19 advantage in the Assembly. The session reconvened on Wednesday, January 6. Valley Link has two new state representatives- Senator Jerry McNerney and Assemblymember Rhodesia Ransom - representing the corridor in the legislature. Below is a profile of each state district within the Valley Link corridor.

**Senate District 5** is based on nesting Assembly District 9 and Assembly District 13 and includes **San Joaquin County** and **portions of Alameda County**, including the whole Cities of Dublin, Escalon, Lathrop, Livermore, Lodi, Manteca, Pleasanton, Ripon, Stockton, and Tracy. Suburban communities define this district with job centers and main transportation and commuting routes. Communities in this district are concerned with affordable housing and the cost of living. The area also includes agricultural communities and shared interests in water resources. **This district resembles prior Senator Eggman’s former district but goes further west to include the entire Valley Link corridor. Former Congressman Jerry McNerney (D) won his first term by a vote of 52.9% to represent this district.**

**Assembly District 9** consists of portions of **San Joaquin**, Calaveras, Amador, Sacramento, and Stanislaus Counties. This district consists of the whole Cities of Lone, Ripon, Riverbank, Manteca, **Mountain House**, Galt, Waterford, Oakdale, Lodi, Escalon, Hughson, Isleton, and **Lathrop**. This district splits San Joaquin, Stanislaus, and Sacramento counties to balance population while considering communities of interest and putting smaller agricultural communities together with foothill communities from Amador and Calaveras. **Incumbent Assemblymember Heath Flora (R) won his re-election campaign by a vote of 70.1% to represent this district.**

**Assembly District 13** consists of **portions of San Joaquin County** and the whole Cities of Stockton and Tracy. Splits in San Joaquin County are made to balance population while considering communities of

interest. This district links the Central Valley with communities that border the Delta to the west. Shared waterways and similar commuting patterns bind these communities together. **Former City of Tracy Councilmember Rhodesia Ransom (D) won her first term by securing 56.9% of the vote. Assemblymember Carlos Villapudua formerly represented this district.**

### **Governor's Proposed FY 2025-26 State Budget**

On January 10, Governor Newsom released his proposed FY 2025-26 State Budget. The 2025-26 Budget, which contains \$228.9 billion in General Fund spending (about 1.3% below 2024-25 levels), is projected to have a General Fund surplus of \$363 million. This contrasts the \$2 billion deficit the Legislative Analyst's Office forecasted in November.

The economy has generally performed better than had been projected in the 2024-25 budget (an additional \$16.7 billion in revenues compared to FY 23-24, FY 24-25, leading to an upgrade to the forecast in the near term and long term. Stronger than anticipated performance of the economy, stock market, and cash receipts, combined with an improved economic outlook, have all contributed to upgraded forecasts. Although the budget is balanced and provides for significant reserves in the coming year, it anticipates shortfalls in subsequent fiscal years.

The proposed budget included a \$7.1 billion withdrawal from the Budget Stabilization Account ("Rainy Day Fund"). This withdrawal was assumed as a part of the FY 2024-25 budget deal and will leave the account with a projected balance of \$10.9 billion. The budget proposes statutory changes to allow the state to save more during economic upswings.

Items of significance to the Valley Link project are:

- **Cap-and-Trade**

The budget states that the Administration and the Legislature will need to consider extending the cap-and-trade program beyond 2030 to achieve carbon neutrality. Although the program does not expire until 2030, extending it sooner would provide greater certainty and stability and allow for multi-year programming capacity for programs such as the Low Carbon Transit Operations Program and Transit and Intercity Rail Capital Program.

- **Impact on Transportation**

The budget maintains the entirety of the transportation package included in recent budgets. This includes \$7.7 billion for high-priority transit and rail infrastructure projects, \$4.2 billion in Prop 1A funding for High-Speed Rail, \$1.2 billion for projects that improve goods movement on rail and roadways at port terminals, \$1.1 billion for Active Transportation Program projects, \$1.1 billion for the Zero Emission Transit Capital Program, and \$150 million for grade separation projects.

### **Committee Assignments**

On January 3, Senate President pro Tempore Mike McGuire announced leadership and committee assignments. Senator McNerney will Chair the Committee on Revenue and Taxation and serve on the Committees on Agriculture, Budget and Fiscal Review, Energy, Utilities and Communications, and Military and Veteran Affairs.

On January 22, Assembly Speaker Robert Rivas announced committee assignments for the 2025-26 Regular Session. Assemblymember Ransom was appointed to serve on the Committees on Emergency Management (Chair), Agriculture, Natural Resources, and Transportation.

**Key Legislative Dates**

Legislature reconvenes	January 6
Governor’s Budget Introduced	January 10
Bill Request Deadline to Legislative Counsel	January 25
Bill Introduction Deadline	February 21
Spring Recess	April 10 - April 20
Policy Committee Hearing Deadline (fiscal bills)- House of origin bills	May 2
Policy Committee Hearing Deadline (non-fiscal)- House of origin bills	May 9
Fiscal Committee Deadline- Housing of Origin	May 23
Last Day to Pass House of origin Bills off the Floor	June 6
Budget Bill Passage Deadline	June 15
Policy Committee Deadline-2 <sup>nd</sup> House	July 18
Summer Recess	July 18 - August 17
Fiscal Committee Deadline-2 <sup>nd</sup> House	August 29
End of Regular Session- 1 <sup>st</sup> year	September 12
Governor’s Bill Signing Period Deadline	October 12
Legislature reconvenes for 2 <sup>nd</sup> Year of Session	January 5, 2026

**2025 OUTLOOK**

With a new President, republican controlled Congress, and 35 new state legislators, 2025 is shaping up to be a big year for decisions on transportation infrastructure and mobility investments. Below is a summary of issues of interest to Valley Link.

**SB 125 Funding**

In 2023, the legislature enacted SB 125, Chapter 54, Statutes of 2023, which provides \$5.1 billion in one-time funding to address operating and capital needs. All metropolitan planning organizations received a formulaic distribution. Most of MTC’s \$1.1 billion share went towards BART projects. The San Joaquin Council of Governments (SJCOG) share is \$93 million, of which \$45 million has been allocated. SJCOG has programmed \$67.8 million, leaving a balance of \$25.6 million for future action. Valley Link could use the balance of funding to build the hydrogen facility and complete environmental work for the remainder of the corridor between Mountain House and Lathrop.

**State Air Quality and Mobility Objectives – Focus on VMT Reduction**

On September 20, 2019, Governor Newsom issued Executive Order N-19-19, directing the California State Transportation Agency to leverage \$5 billion in state funding to encourage mode shift, emphasizing reducing greenhouse gases and vehicle miles traveled. Regional transportation planning agencies face more significant challenges in addressing mobility and congestion management while accounting for local land use planning and complying with state mandates to reduce greenhouse gas emissions and vehicle miles traveled. Given the travel patterns associated with the jobs-housing nexus and the infusion of

tourism traffic through the Altamont Pass, reducing vehicle miles traveled is challenging. However, the prospects for reducing greenhouse gas emissions could be realized through investments in passenger rail systems, such as Valley Link.

On September 23, 2020, Governor Newsom issued Executive Order N-79-20, which prohibits the sale of gasoline-powered passenger vehicles by 2035 and promotes zero-emission vehicles for future mobility needs. A successor funding mechanism will be needed since transportation is predominantly funded through the gas tax. In July 2021, the California State Transportation Agency adopted the Climate Action Plan for Transportation Infrastructure (CAPTI), which prioritizes multimodal investments to compel mode shift and limits highway capacity projects to be delivered on an as-needed basis.

In the Fall of 2024, CalSTA announced its intention to codify CAPTI, enforce more significant VMT reductions, and fund highway projects only as a last resort. Valley Link will monitor these developments, which should compel more significant investments into passenger rail, and consider advocacy for funding.

### **Cap and Trade Program**

California's climate policy is framed by three greenhouse gas (GHG) emission reduction targets: to 1990 levels by 2020, 40 percent below 1990 by 2030, and 80 percent below 1990 by 2050. California's cap-and-trade program, introduced by the California Air Resources Board (CARB) in 2012, is central to achieving these GHG emission reduction targets. Cap-and-trade is a market-based emissions trading system that establishes a declining cap on emissions over time and distributes tradeable credits under the cap. California's cap-and-trade program applies economy-wide, limiting approximately 85 percent of California's GHG emissions, and serves as a complement to a general backstop for the state's sector-specific policies such as the Renewables Portfolio Standard and Low-Carbon Fuels Standard.

Over \$9.5 billion has been generated since the inception of the program, including [\\$2.3 billion in FY 24-25](#), with 60 percent of the proceeds being continuously appropriated to Affordable Housing and Sustainable Communities Programs managed by the Strategic Growth Council (20%), high-speed rail (25%), the Low Carbon Transit Operations Program (5%), and Transit and Intercity Rail Program (10%). The remaining 40 percent of proceeds are subject to legislative appropriation for various items (water storage, wildfire prevention, coastal resilience).

Cap and Trade sunsets in 2030 without an extension. The legislature is expected to renew the program, but the discussion will center around how to divide the proceeds. This could impact Valley Link's ability to continue accessing funding to build its system and operations funding. Valley Link has acquired awards from the Transit and Intercity Rail Capital Program, predominantly funded by Cap and Trade, to conduct ore-construction activities. The Low Carbon Transit Operations Program is an essential prospective pot to acquire revenue for operations.

### **Road User Charge – Gas Tax Successor Source**

In 2014, the Legislature called for a pilot program (SB 1077) to study a road charge model as a possible replacement source for the gas tax. Due to the limited number of participants from rural and low-income areas and the truncated timeline, more work is needed to recommend an appropriate charge rate. Issues include protecting privacy relating to data collection, enforcement, and compliance. While the enactment of SB 1 has delayed possible implementation, the problem may rise to the forefront soon due to the prevalence of alternative fuel and electric vehicles, which do not pay at the pump. The Legislative Analyst's Office (LAO) estimates the state will experience a \$5 billion reduction in funding over the next decade. The [\(LAO\) report](#) projects declines of \$5 billion, or 64%, in the state's gasoline excise tax, \$290

million, or 20%, in the diesel excise tax, and \$420 million, or 20%, in the diesel sales tax, over the next decade.

Alameda and San Joaquin Counties receive about \$24 million and \$25 million, respectively, from each cycle of the State Transportation Improvement Program, which is flexible formulaic funding that can be used for local streets and roads, highways, mass transit guideways, and active transportation. When factoring in the Interregional Transportation Improvement Program funds, Alameda and San Joaquin receive \$41 million and \$64 million, respectively. These figures would be reduced without a solution. Each city and county would also see a reduction in funding for local streets and roads, as would Caltrans for maintaining the state highway system and transit agencies for transit capital and operations from a decline in the sales tax on diesel.

### **Federal Funding**

On November 15, 2021, President Biden signed the Infrastructure Investment and Jobs Act of 2021 (IIJA P.L. 117-58), also known as the Bipartisan Infrastructure Law, which provides \$1.2 trillion in investments through 2026 for federal-aid highways, transit, and highway safety, among other items. California is estimated to receive a distribution of \$40 billion over the next five years as follows: \$25.3 billion for federal-aid highways (60/40 split between state and local agencies); \$9.45 billion to improve public transportation; \$4.2 billion for bridge repair and seismic retrofits; and \$384 million for expanding the electric vehicle charging network. Concern exists about whether funds may be clawed back and whether a successor funding package will be considered, especially with the insolvent Highway Trust Fund.

The Newsom administration will closely monitor these developments and the potential impacts on unallocated funds or items such as high-speed rail. During his previous term, President Trump withheld over \$4 billion in federal funds (President Biden awarded the funds once he took office) for the project. Several Republican congress members have also looked to redirect funding for other infrastructure purposes. The state could look elsewhere in the near term to keep the project moving, likely the Cap-and-Trade Program, if additional federal funds do not materialize.

**AGENDA**

**ITEM 6**





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

## STAFF REPORT

SUBJECT: Update on Alternative Delivery Analysis

FROM: Kevin Sheridan, Executive Director/CEO and Andy Robbins, ADSS Procurement Lead

DATE: February 12, 2025

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### **Action Requested**

This is an information item and no action is requested.

### **Background/Discussion**

On June 12, 2024, AECOM was selected to provide Professional Services for Alternative Delivery Support Services (ADSS). AECOM is responsible for working with the Authority, its General Engineering Consultant (GEC) and Program Management Support Services (PMSS) Consultant and coordinating with 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 may include, but are not limited to, Design Bid Build (DBB), Design Build (DB), Construction Management/General Contractor (CM/GC), as well as Progressive Design Build (PDB) and Design, Build, Operate, Maintain (DBOM).

A presentation will be provided at the February 12<sup>th</sup> Board meeting to share the latest updates on the delivery method evaluations.

**AGENDA**

**ITEM 7**





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

## STAFF REPORT

SUBJECT: Project Labor Agreement (PLA) Update

FROM: Kevin Sheridan, Executive Director/CEO and Lauren Jaquith, ADSS DBE/PLA Lead

DATE: February 12, 2025

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### **Action Requested**

This is an information item and no action is requested.

### **Background/Discussion**

In June 2024, AECOM and their subconsultant Jaquith Consulting Group (JCG) were selected by the Board to provide Alternative Delivery Support Services (ADSS) to the Authority. JCG, an experienced Project Labor Agreement (PLA) and Disadvantaged Business Enterprise (DBE) consultant, is responsible for assisting the Authority with a project-wide PLA, revising the DBE Program, and conducting a market analysis to advise the Authority on setting the actual DBE goals for future project procurements.

A presentation will be given at the February 12th Board meeting to provide the Board of Directors an update regarding staff's ongoing efforts in researching and considering the benefits of a PLA on this large infrastructure project. These efforts include the direct engagement of the Building and Construction Trades Councils of both Alameda County and San Joaquin County in the PLA development process. Key considerations in the development of a PLA include the use of PLAs by other California transportation agencies, specifically for light and commuter rail construction funded by the Federal Transit Administration (FTA). The oral report will also provide a roadmap for the future tasks staff intend to follow to ensure alignment with FTA principles and project delivery dates.

**AGENDA**

**ITEM 8**





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

## STAFF REPORT

SUBJECT: Alstom Zero-Emission Rail Vehicles

FROM: Bill O'Hair, Director of Engineering, Construction and Operations

DATE: February 12, 2025

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### **Action Requested**

This is an information item and no action is requested.

### **Background/Discussion**

A presentation will be provided by Alstom at the February 12<sup>th</sup> Board meeting to share the latest updates on their innovations and deployment of zero-emission rail vehicles in North America.

Alstom is a French manufacturer of rail vehicles which operates worldwide and is active in the fields of passenger transportation, signaling, and locomotives, producing high-speed, suburban, regional and urban trains along with trams. Alstom's commuter rail vehicles support urban areas all over the world to grow sustainably, accommodate increasing numbers of commuters and alleviate traffic congestion. Alstom's commuter rail vehicles provide state-of-the-art high-floor multiple units and coaches for applications between 75 and 125 miles per hour. The diverse range allows for single-deck and double-deck configurations on electrified and non-electrified networks worldwide. Zero direct carbon emission solutions with hydrogen and battery technologies have also been developed to extend commuter operation beyond the electrified networks, improving social and economic inclusion.

Alstom's Coradia iLint is the world's first hydrogen-powered passenger train. In 2016 Alstom presented the Coradia iLint for the first time at InnoTrans 2016 in Berlin. The launch of the iLint as a regional train with zero direct carbon emissions represented a true alternative to diesel power and positioned Alstom as the first railway manufacturer in the world to develop a passenger train based on hydrogen technology. Two years later, in 2018, the Coradia iLint entered into commercial service in Germany. The Coradia iLint is able to reach 87 miles per hour and travel 370–500 miles on a full tank of hydrogen. In June 2023 the Coradia iLint went into demonstration service in Quebec, Canada as the first hydrogen passenger train operating in North America.

**AGENDA**

**ITEM 9**





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

**STAFF REPORT**

SUBJECT: Executive Director's Report  
FROM: Kevin Sheridan, Executive Director/CEO  
DATE: February 12, 2025

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**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.