

TRI-VALLEY – SAN JOAQUIN VALLEY REGIONAL RAIL AUTHORITY

**Tracy City Hall
Council Chambers
333 Civic Center Plaza
Tracy, CA 95376**

**AGENDA
OF BOARD OF DIRECTORS**

February 12, 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. Consent Agenda
Recommend approval of all items on Consent Agenda as follows:
 - A. Approve Minutes of December 11, 2019 and January 8, 2020 Board of Directors Meeting – **ACTION**
 - B. Treasurer’s Report – **ACTION**
5. Executive Director’s Report – **INFORMATION**
6. TOD Update: Isabel Neighborhood Plan – **INFORMATION**
7. Resolution Authorizing the Executive Director to Execute and Submit an Allocation Request for Environmental and Design Phases of Valley Link to MTC for AB 1171 Bridge Toll Funds – **ACTION**
8. Adjourn to CLOSED SESSION
9. Closed Session pursuant to Government Code Section 54957(b):

PUBLIC EMPLOYEE PERFORMANCE EVALUATION
Title: Executive Director
10. Reconvene to OPEN SESSION
11. Consideration of Stipend Arrangement with Executive Director Michael Tree
12. Directors’ Discussion: Comments, Questions and Agenda Requests
13. Next Meeting Date: March 11, 2020 at Martinelli Event Center, 3585 Greenville Road, Livermore, CA

94550

14. 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

AGENDA

ITEM 4 A



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 Wolfe, 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 that the current Bylaws provide for the rotation of the Chair and Vice Chair positions between directors from Alameda and San Joaquin Counties every two years, which effectively prevents the re-election of the Chair and Vice Chair. The amendment to remove “on a biennial basis” from the current bylaws would allow for the re-election of the Chair and Vice Chair to a second two-year term, which would result in the rotation of those positions between the two counties once the second term of each officer ends. In the event of a vacancy in the office of the Chair, the Vice Chair would take office and a new Vice Chair would be elected.

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

Minutes of December 11, 2019 Meeting in Tracy

Chair Scott Haggerty asked the Board of Directors if they want a Bylaw change to come back. Vice Chair Veronica Vargas responded no and there were no further responses from Board Members.

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

Meeting adjourned at 4:23pm.

1. Call to Order and Pledge of Allegiance

Meeting was called to order by Board Chair Scott Haggerty at 2:02pm.

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 (arrived at 2:16pm)
Director Kathy Narum, City of Pleasanton
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
Director Paul Akinjo, City of Lathrop
Director John McPartland (District 5), BART
Director Leo Zuber (Ripon), ACE

Members Absent

Director Sol Jobrack, City of Stockton

Chair Scott Haggerty acknowledged and welcomed new Board Member Kathy Narum from the City of Pleasanton.

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

Robert S. Allen, Livermore resident, spoke regarding gaining control of land that is owned by BART at Isabel and I-580 to use as a parking lot.

Chair Scott Haggerty requested a future discussion or dialog regarding the property Mr. Allen is referring to in public comment.

4. Approve Minutes of December 11, 2019 Board of Directors Meeting – **ACTION**

Chair Scott Haggerty informed that a Board Member would like the minutes to be worked on a little more and to bring them back to the February 12, 2020 Board meeting.

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

Roland Lebrun, San Jose resident, spoke regarding agenda item 16 of the December 11, 2019 minutes where it states "None" for comments and he believes that is incorrect. Mr. Lebrun believes

Chair Scott Haggerty gave direction to Valley Link staff to come back at a future date to revisit the bylaws in case the Chair and Vice Chair simultaneously resign.

Chair Scott Haggerty requested that the minutes of the December 11, 2019 Board of Directors be brought back to the February 12, 2020 meeting after being corrected where needed.

5. Treasurer's Report – **ACTION**

The Board of Directors approved the Treasurer's Report for November 2019.

Approved: Marchand/Cantu

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

No: None

Abstain: None

Absent: Jobrack

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

Executive Director Michael Tree provided a PowerPoint presentation that highlighted briefings, FASTER Bay Area, Transit and Intercity Rail Capital Program (TIRCP) Grant, Measure BB and Expenditure Plan, negotiations with AECOM toward potential contract amendment to complete California Environmental Quality Act (CEQA), and Consultant David Kutrosky. Executive Director Michael Tree introduced David Kutrosky to the Board of Directors and informed that he is working with Lisa Cobb on the Authority's project team within the LTK contract. Executive Director Michael Tree also gave an overview of briefings that were held with Bay Area caucus policy makers to discuss FASTER Bay Area, Valley Link, and the Altamont Corridor Vision. A briefing with Chad Edison was also held to discuss a project update and the TIRCP Grant. Executive Director Michael Tree informed that staff is involved with a FASTER Bay Area Technical Advisory Group and an expenditure plan is being put together with the hopes it is approved by legislature and then placed on the 2020 ballot. Executive Director Michael Tree noted that staff is working jointly with ACE service policy makers on the TIRCP Grant application and getting it ready for a January 16, 2020 submittal. Executive Director Michael Tree explained that Alameda CTC is working on the Measure BB Expenditure Plan Amendment. Rail staff is currently negotiating with AECOM on a potential contract amendment. Lastly, Executive Director Michael Tree pointed out that staff is working on a proposed legislation amendment to Assembly Bill (AB) 758 and requested Legal Counsel Michael Conneran to provide a brief update on amendments. Legal Counsel Michael Conneran stated that there would be two changes to the statute: (1) Clarify the fact the agency is exempt from local building and zoning laws in regard to the construction around its system; (2) Exempt this agency from the prohibition law, so we can do a Design, Build, Operate, and Maintain contract.

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, provided his opinion that FASTER is not likely to happen in 2020.

This was informational only.

7. TOD Update – **INFORMATION**

Chair Scott Haggerty informed that he believed this to be the first Transit Oriented Development (TOD) project in San Joaquin County. Chair Scott Haggerty also acknowledged Veronica Vargas for how she has championed this effort. Chair Scott Haggerty thanked the City of Tracy for developing the plan to meet the Rail Authority's TOD policy and The City of Livermore for their Isabel Neighborhood Plan.

Vice Chair Veronica Vargas acknowledged City of Tracy Director of Planning Bill Dean and then requested him to provide a PowerPoint presentation to the Board of Directors regarding the City of Tracy Downtown TOD Project. Bill Dean described the Downtown TOD Project and what will be included in the study: planning concept, implementation strategy, and the planning process. Bill Dean informed that the Downtown TOD project kicked off in July 2019 with Stakeholder interviews in October 2019 and Community Workshops in November 2019. In February 2020, the Downtown TOD Study will go to the City of Tracy Planning Commission to be discussed and by March 2020 the final Downtown TOD Study will go to the City of Tracy City Council meeting. Bill Dean also discussed concepts the project is exploring, existing land use, opportunity sites, and next steps.

The item was discussed by the Board of Directors.

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

There were no public comments.

This was informational only.

8. Valley Link Project Update and Schedule – **INFORMATION**

Executive Director Michael Tree provided a brief overview of the project challenges and explained that they will bring back a budget amendment at a future meeting. Executive Director Michael Tree requested Diane Cowin from AECOM to provide a PowerPoint presentation to the Board of Directors regarding a Valley Link project update and schedule. Diane Cowin gave a CEQA update informing the Board of Directors that the PSR-PDS was submitted to Caltrans in August 2019 and that the PA&ED process will start in 2020. It was noted that Caltrans pays for their own review and approval process with PA&ED, so our budget is likely to not be effected. Diane Cowin explained that based on the October 2019 Feasibility, 15% design adjustments need to be made. Diane Cowin informed that 2025 Operational Green House Gas (GHG) Emissions are an impact if the train uses Greenville as a minimal operating segment. GHG Emissions are a benefit if the train proceeds to Mountain House as a minimal operating segment. Diane Cowin pointed out that with increased GHG Emissions Greenville would be challenging in many ways (especially funding) and Mountain House is the better option for an early operating segment. Diane Cowin discussed ridership and stated the possibility of 12-minute headway service throughout Phase 1 and explained that infrastructure would need to be adjusted to have more sidings, longer sidings, or double tracks. Diane Cowin also noted Valley Link transfer platform options at the BART station and Valley Link capacity demand on BART trains using 12/12 and 12/24 headways by year 2025 and 2040. Diane Cowin showed the Board of Directors a new schedule that still allows for an opening in the year 2027-2028. The draft EIR will be published in Fall 2020, public comment period in Fall 2020, and the Final EIR will be in Winter 2020.

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 platform stacking option, how eBART transfers between stations, and suggested placing fuel cells and batteries in the CEQA document.

This was informational only.

9. Draft 24-month Budget – **INFORMATION**

Executive Director Michael Tree provided a PowerPoint presentation to the Board of Directors regarding the 24-month budget. In 2018, MTC provided the Rail Authority an allocation of \$10.2 million to complete the CEQA and 15% and 30% design. That work was anticipated to be completed by 2019, but the Rail Authority is running behind do to additional work to be accomplished in order to complete CEQA. Executive Director Michael Tree provided the background information on the 2018 budget and then briefly mentioned potential contract amendments. Executive Director presented the draft 24-month budget that totals \$19.7 million with the following breakdown: Activities and Deliverables totaling \$8.9 million, Project Support/Management totaling \$8.2 million, and Contingency (15%) totaling \$2.6 million. Executive Director Michael Tree informed that staff will refine the draft budget amounts after doing independent cost estimates on Activities and Deliverables. In closing, Executive Director Michael Tree explained the sharing costs per the Feasibility Report approximately 75% (\$14,758,500) of the total project costs (capital) are in Alameda County/MTC and 25% (\$4,919,500) are in San Joaquin County/SJCOG.

The item was discussed by the Board of Directors.

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

There were no public comments.

This was informational only.

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

None.

11. Next Meeting Date: February 12, 2020 at Tracy City Hall, City Council Chambers, 333 Civic Center Plaza, Tracy

12. Adjourn

Meeting adjourned at 3:49pm.

AGENDA

ITEM 4 B





Tri-Valley San Joaquin Valley
REGIONAL RAIL AUTHORITY

STAFF REPORT

SUBJECT: Treasurer's Report
FROM: Tamara Edwards, Director of Finance
DATE: February 12, 2020

Action Requested

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

Background/Discussion

The Treasurer's Report for December 2019 shows all expenses and revenues for December 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 December 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.

Attachments:

1. December 2019 Treasurer's Report

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

ASSETS:

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

LIABILITIES:

205 ACCOUNTS PAYABLE	(0)	
20501 DUE TO LAVTA	1,583,388	
211 PRE-PAID REVENUE	298,000	
TOTAL LIABILITIES		1,881,388

FUND BALANCE:

301 FUND RESERVE	0	
304 GRANTS, DONATIONS, PAID-IN CAPITAL	0	
30401 SALE OF BUSES & EQUIPMENT	0	
FUND BALANCE	(886,396)	
TOTAL FUND BALANCE		-886,396
TOTAL LIABILITIES & FUND BALANCE		994,993

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

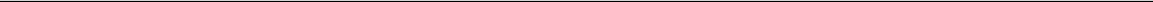
ACCOUNT	DESCRIPTION	BUDGET	CURRENT MONTH	YEAR TO DATE	BALANCE AVAILABLE	PERCENT BUDGET EXPENDED
	Caltrans	87,521	0	0	87,521	0.0%
	MTC-RM1	7,242,067	0	360,949	6,881,118	5.0%
	Alameda County/Strategic Development	125,000	0	0	125,000	0.0%
	Government Relations/Community Engage	477,500	0	104,500	373,000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

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
EXPENDITURE REPORT
December 31, 2019

ACCOUNT	DESCRIPTION	BUDGET	CURRENT MONTH	YEAR TO DATE	BALANCE AVAILABLE	PERCENT BUDGET EXPENDED
Stipends						
	Executive Director	55,676	10,578	64,177	(8,501)	115.27%
	Finance Director	14,855	2,536	15,218	(363)	102.44%
	Planning Director	14,855	2,536	15,218	(363)	102.44%
	TOTAL - Stipends	85,386	15,650	94,612	(9,226)	110.80%
Consultants						
	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	30,038	76,064	151,659	33.40%
	Senior Lead Engineer	304,364	0	0	304,364	0.00%
	Strategic Development Dir	125,000	19,950	19,950	105,050	15.96%
	Administrative Assistant	39,758	2,597	26,431	13,327	66.48%
	Government Relations/Community Engage	477,500	32,500	169,500	308,000	35.50%
	TOTAL - Consultants	7,509,067	85,085	1,157,806	6,351,261	15.42%
Other Direct Costs						
	Legal	29,081	9,753	43,504	(14,423)	149.60%
	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	1,474	2,449	19,836	10.99%
	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%
	TOTAL OTHER DIRECT COSTS	337,635.31	11,226.58	99,426.45	238,209	29.45%
	TOTAL OPERATING EXPENDITURES	7,932,088	111,962	1,351,844	6,580,244	17.04%
	FUND BALANCE (OPERATING)	0.00	(111,962)	(886,395)		

AGENDA

ITEM 5





Tri-Valley ▲ San Joaquin Valley
REGIONAL RAIL AUTHORITY

STAFF REPORT

SUBJECT: Executive Director's Report
FROM: Michael Tree, Executive Director
DATE: February 12, 2020

Action Requested

Informational item only.

Background/Discussion

An oral report will be provided at the Board meeting.

AGENDA

ITEM 6





Tri-Valley San Joaquin Valley
REGIONAL RAIL AUTHORITY

STAFF REPORT

SUBJECT: Valley Link TOD Update
FROM: Michael Tree, Executive Director
DATE: February 12, 2020

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 February 12, 2020 Board meeting, an update on the status of the Isabel Neighborhood Plan will be provided by City of Livermore staff.

Fiscal Impact

There are no fiscal impacts associated with this item.

Attachments:

1. Valley Link TOD Policy

Valley Link TOD Policy Adopted 12/11/19

Key elements of TOD policy:

- (a) Corridor-level thresholds to quantify appropriate minimum levels of development around transit stations along new corridors;
- (b) Local station area plans 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. 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 7





Tri-Valley San Joaquin Valley
REGIONAL RAIL AUTHORITY

STAFF REPORT

SUBJECT: Resolution R01-2020 Authorizing the Executive Director to Execute and Submit an Allocation Request for Environmental and Design Phases of Valley Link to MTC for AB 1171 Bridge Toll Funds

FROM: Michael Tree, Executive Director

DATE: February 12, 2020

Action Requested

Staff requests the Board of Directors to approve Resolution R01-2020 authorizing the Executive Director to execute and submit an allocation request for updated 15% design and environmental phases of Valley Link to Metropolitan Transportation Commission (MTC) for AB 1171 Bridge Toll Funds.

Background/Discussion

In August 2018, staff made a request to MTC to use MTC Bridge Toll funds to perform the Environmental Work and 15% and 30% design plans for the Valley Link Project. The total request was for \$10,121,731 and was based on the Board of Director's approval of the Preferred Project Alternative (Valley Link) at its July 2018 meeting. MTC approved the request for MTC Bridge Toll funds and the Authority entered into a contract with AECOM to perform the environmental and 15% and 30% design plans.

As the Project progressed through the draft 15% design phase, issues arose due to challenges in accommodating ridership demand in 2040 during peak travel periods, which, in turn, altered peak period service plans from a 12/24 to a 12/12 headway in 2040 throughout the entire route. These alterations will require revisions to the 15% design plans.

To that end, staff has been working with MTC to secure additional funds for these revisions to the 15% design plans. Other work activities included as part of this funding request are: continued oversight and management of the prime contractor (including, but not limited to review of design plans, coordination with project partners, invoice review processes, and other project management and cost controls); and cooperative agreements with Project Partners for their respective support activities (i.e., review of design plans and environmental documents, other advisory roles) during this phase of the Project. Staff has estimated that the costs for this work program will be \$3 million and will cover the period from April - December 2020.

To access the requested \$3 million funding, it is requested that the Board of Directors approve the attached Resolution R01-2020 and the attached Initial Project Report that includes the cash flow plan. Upon approval of the attached resolution and Initial Project Request form, the package will be transmitted to MTC for approval at its upcoming Commission meetings in March 2020.

Fiscal Impact

The \$3,000,000 in acquired Bridge Toll funds is sufficient to perform the updates to the 15% design plans and Environmental Review documents.

Attachments:

1. Resolution R01-2020
2. Initial Project Report

IMPLEMENTING AGENCY RESOLUTION OF PROJECT COMPLIANCE

Resolution No. R01-2020

Implementing Agency: Tri-Valley – San Joaquin Valley Regional Rail Authority

Project Title: Valley Link – Updated 15% Design Plans/CEQA

WHEREAS, SB 916 (Chapter 715, Statutes 2004), commonly referred as Regional Measure 2, identified projects eligible to receive funding under the Regional Traffic Relief Plan in Streets and Highways Code Section 30914(c); and

WHEREAS, the Regional Traffic Relief Plan includes the I-580 (Tri Valley) Rapid Transit Corridor Improvements project; and

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

WHEREAS, the Metropolitan Transportation Commission (MTC) is responsible for funding projects eligible for Regional Measure 2 funds, pursuant to Streets and Highways Code Section 30914(c) and (d); and

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

WHEREAS, allocations requests to MTC must be submitted consistent with procedures and conditions as outlined in Regional Measure 2 Policies and Procedures; and

WHEREAS, Tri-Valley—San Joaquin Valley Regional Rail Authority is an eligible sponsor of transportation project(s) in AB 1171 bridge toll funds; and

WHEREAS, the Valley Link project is consistent with the Regional Traffic Relief Plan of Regional Measure 2, as identified in California Streets and Highways Code Section 30914(c); and

WHEREAS, MTC adopted Resolution No. 3434, Revised, which establishes commitments of AB 1171 bridge toll funds to specific projects and corridors, including \$95 million for Tri-Valley Transit Access Improvements to/from BART; and

WHEREAS, the AB 1171 bridge toll funds allocation request, attached hereto in the Initial Project Report and incorporated herein as though set forth at length, lists the project, purpose, schedule, budget, expenditure and cash flow plan for which Tri-Valley—San Joaquin

Valley Regional Rail Authority is requesting that MTC allocate AB 1171 funds; now, therefore, be it

RESOLVED, that Tri-Valley—San Joaquin Valley Regional Rail Authority, and its agents, shall comply with the provisions of the Metropolitan Transportation Commission's Regional Measure 2 Policy Guidance (MTC Resolution No. 3636); and be it further

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

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

RESOLVED, that the AB 1171 phase or segment is fully funded, and results in an operable and useable segment; and be it further

RESOLVED, that Tri-Valley—San Joaquin Valley Regional Rail Authority approves the Initial Project Report, attached to this resolution; and be it further

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

RESOLVED, that Tri-Valley—San Joaquin Valley Regional Rail Authority has reviewed the project needs and has adequate staffing resources to deliver and complete the project within the schedule set forth in the Initial Project Report, attached to this resolution; and, be it further

RESOLVED, that Tri-Valley—San Joaquin Valley Regional Rail Authority is an eligible sponsor of projects funded with AB 1171 bridge tolls; and be it further

RESOLVED, that Tri-Valley—San Joaquin Valley Regional Rail Authority is authorized to submit an application for AB 1171 bridge toll fund for the Valley Link project; and be it further

RESOLVED, that Tri-Valley—San Joaquin Valley Regional Rail Authority certifies that the projects and purposes for which AB 1171 bridge toll funds are being requested is in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.) and if relevant the National Environmental Policy Act (NEPA), 42 USC Section 4-1 et. seq. and the applicable regulations thereunder; and be it further

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

RESOLVED, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of Tri-Valley—San Joaquin Valley Regional Rail Authority to deliver such project; and be it further

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

RESOLVED, that Tri-Valley—San Joaquin Valley Regional Rail Authority indemnifies and holds harmless MTC, its Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of (Tri-Valley-San Joaquin Valley Regional Rail Authority), its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under this allocation of AB 1171 bridge toll funds. In addition to any other remedy authorized by law, so much of the funding due under this allocation of AB 1171 bridge toll funds as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages, and be it further

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

RESOLVED, that assets purchased with AB1171 bridge toll funds including facilities and equipment shall be used for the public transportation uses intended, and should said facilities and equipment cease to be operated or maintained for their intended public transportation purposes for its useful life, that the Metropolitan Transportation Commission (MTC) shall be entitled to a present day value refund or credit (at MTC’s option) based on MTC’s share of the Fair Market Value of the said facilities and equipment at the time the public transportation uses ceased, which shall be paid back to MTC in the same proportion that AB 1171 bridge toll funds were originally used; and be it further

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

RESOLVED, that Tri-Valley—San Joaquin Valley Regional Rail Authority authorizes its Executive Director to execute and submit an allocation request for the environmental and design phases to MTC for AB 1171 bridge toll funds in the amount of \$3,000,000 for the project, purposes and amounts included in the project application attached to this resolution; and be it further

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

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

APPROVED AND PASSED, this 12th day of February 2020.

Scott Haggerty, Chair

ATTEST:

Michael Tree, Executive Director

APPROVED AS TO FORM:

Michael Conneran, Legal Counsel

Bridge Toll Funds – INITIAL PROJECT REPORT

Bridge Toll Funds

Initial Project Report (IPR)

Project Title:

Valley Link: Updated 15% Design Plans - Project Partner
Cooperative Agreements –Project Management

Allocation History:

	MTC Approval Date	Amount	Phase
#1:	09/28/2016	\$660,000	Feasibility Report (RM1)
#2	10/25/2018	\$10,121,731	ENV/PE/PID
#3			

Total: \$ 10,781,731

Current Allocation Request:

IPR Date	Amount Being Requested	Phase Requested
	\$3,000,000	UPDATED 15% DESIGN-ENV/ PROJECT MGM/COOP AGMTS

Bridge Toll Funds – INITIAL PROJECT REPORT

I. OVERALL PROJECT INFORMATION

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

Tri-Valley – San Joaquin Valley Regional Rail Authority

B. Project Purpose

- Valley Link provides high-frequency, safe, reliable rail service connecting the underserved San Joaquin County and eastern Tri-Valley region with the Bay Area Rapid Transit District's rapid transit system providing a vital, seamless, travel-time competitive link for transit travelers within the central Northern California Megaregion.
- The Tri-Valley – San Joaquin Valley Regional Rail Authority will plan and construct Valley Link in a manner that is fast, cost-effective and responsive to the goals and objectives of the communities it will serve.
- Valley Link supports the vision of MTC's Regional Rail Plan by improving connectivity within the Bay Area Megaregion; connecting people, jobs, and housing.
- Valley Link supports the vision of the California State Rail Plan to connect the Northern California Megaregion to the State rail system.

C. Project Description (please provide details)

Project Graphics to be sent electronically with This Application

The Tri-Valley – San Joaquin Valley Regional Rail Authority completed its Feasibility Report in October 2019, has identified a Preferred Alternative, begun environmental review for the Project and completed 15% design plans.

The following is a Project Description of Valley Link:

Valley Link is a 41-mile rail service from the existing Dublin/Pleasanton BART Station to the proposed ACE North Lathrop Station, utilizing existing transportation rights-of-ways (see Exhibit 1), with a future phase option planned to Stockton. The proposed rights-of-way for Valley Link include trains operating in the following segments:

1. Tri-Valley: A terminus station at the BART Dublin/Pleasanton Station that would transition to the median of I-580 – a single track design with strategically placed double-track segments for passing sidings to minimize freeway widening in the Tri-Valley, while also maximizing the performance of the Valley Link trains.
2. Altamont Pass/San Joaquin County: Continuing east, the trains would enter the Altamont Pass and would use the Alameda County-owned former Southern Pacific route. Crossing from Alameda County to San Joaquin County, Valley Link would be within Union Pacific Railroad right-of-way, subject to negotiation. This segment would include the location for the maintenance facility.

Valley Link stations will offer the latest in passenger amenities (level-boarding platforms, ADA-compliant digital messages signs with real-time train status and safety messages) and provide safe and secure access between the platforms and station facilities and will include an easy-to-use, convenient connection to the Dublin/Pleasanton BART station. Other Alameda County stations include potential sites at Isabel and Greenville in Livermore with potential San Joaquin County stations at Mountain House, River Islands and North Lathrop. To accommodate higher ridership forecasts than were

Bridge Toll Funds – INITIAL PROJECT REPORT

previously projected, the initial service plan has been revised to provide 12-minute peak period frequency along the entire route of the Initial Operating Segment (IOS) in 2040 with 24-minute off-peak frequency in the I-580 corridor and 60-minute off-peak frequency in the San Joaquin Valley. The anticipated route of the IOS will consist of the BART Dublin/Pleasanton, the two (2) Tri-Valley stations and the Mountain House Station (in San Joaquin County). This revised initial service plan will operate from 5:00am to 8:00pm.

Valley Link is currently evaluating the operation of multiple unit trains with the latest motive-power technology in the service plan, with a preference for zero-emission technology (such as battery or hydrogen fuel-cell power). Valley Link is estimated to have a 2040 ridership of more than 26,000-28,000 per weekday, with an annual operating cost of \$65 million and a non-escalated capital cost of \$1.86 billion (escalated to \$2.26 billion).

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

The current request for an allocation of RM2 funds will provide funding for:

- Updates to the current 15% design plans and environmental/CEQA document to adjust for ridership increases, service plan changes, and corresponding revisions to the track schematics/layout;
- Continued oversight and management of the prime contractor performing the pre-development tasks and activities (including, but not limited to design plan checks, coordination with project partners, invoice review processes, and other project management and cost controls)
- Reimbursement to the Project Partners via cooperative agreements for their respective support activities (i.e., review of design plans and environmental documents, other advisory roles) during this phase of the Project.

D. Impediments to Project Completion

The Regional Rail Authority does not anticipate any significant environmental impacts due to usage of existing transportation rights-of-way, with the exception for potential impacts along the I-580 segment. With that said, potential impediments to project completion are tied to available funds to finance the final design and construction of the Project. While previous concerns relating to the challenge to SB1 funds were allayed in November of 2018, the current project funding plan for final design and construction is tied to the passage of the FASTER Bay Area funding measure in the state legislature in June/July 2020 and the subsequent approval by the Bay Area voters in November 2020. If FASTER does not advance in 2020, the project schedule will be delayed by at least two years. Other impediments may include an inability to negotiate an agreement on track usage or the ability to construct tracks adjacent to Union Pacific tracks in Union Pacific rights-of-way. However, negotiations are progressing.

E. Operability

Feasibility Report indicated an operating budget of \$65 million and a ridership of approximately 26,000 – 28,000 per weekday in 2040. During the upcoming Environmental and 15% design phase those numbers will be refined, including a revised funding plan pending availability of planned future funds. It is anticipated that funds may come from a variety of sources, including, local and regional funding from the metropolitan planning organizations, the counties of Alameda and San Joaquin and CMAQ and state and federal sources.

Bridge Toll Funds – INITIAL PROJECT REPORT

II. PROJECT PHASE DESCRIPTION and STATUS

F. Environmental –

Does NEPA Apply: Yes No

Release NOP	September 2018
Administrative Draft EIR	August 2020
Draft EIR Release	September 2020
Response to Comments	October 2020
Finalize Final EIR/Draft NOD	November 2020
Certify Final EIR/NOD	December 2020

G. Design –

Complete Draft 15% Design Plans Initiated in Feasibility Report	April 2019
Update 15% Plan for Submission w/ Draft EIR	April 2020
Complete 30% Design and Submit Plans	January 2021

It is anticipated that the Tri-Valley – San Joaquin Valley Regional Rail Authority will utilize a combination of design-bid-build and design-build concepts in the final design and construction.

H. Right-of-Way Activities / Acquisition –

N/A

I. Construction / Vehicle Acquisition -

N/A

III. PROJECT BUDGET

J. Project Budget (Escalated to year of expenditure)

Phase	Total Amount - Escalated - (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PID)	\$14,832 = \$10,121+1,710+\$3,000
Design - Plans, Specifications and Estimates (PS&E) + Caltrans PA&ED	\$107,799
Right-of-Way Activities /Acquisition (R/W)	\$54,707
Construction / Rolling Stock Acquisition (CON)	\$2,082,483
Total Project Budget (in thousands)	\$2,259,372

K. Project Budget (De-escalated to current year)

Phase	Total Amount - De-escalated - (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PID)	\$14,832 = \$10,121+1,710+\$3,000
Design - Plans, Specifications and Estimates (PS&E) + Caltrans PA&ED	101,611
Right-of-Way Activities /Acquisition (R/W)	47,191

Bridge Toll Funds – INITIAL PROJECT REPORT

Construction / Rolling Stock Acquisition (CON)	1,693,520
Total Project Budget (in thousands)	\$1,856,704

L. Project Budget – Deliverable Segment (Escalated to year of expenditure)

Phase	Total Amount - Escalated - (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PID)	\$3,000
Design - Plans, Specifications and Estimates (PS&E) + Caltrans PA&ED	
Right-of-Way Activities /Acquisition (R/W)	
Construction / Rolling Stock Acquisition (CON)	
Total Project Budget (in thousands)	\$3,000

M. Project Budget – Deliverable Segment (De-escalated to current year)

Phase	Total Amount - De-escalated - (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PID)	\$3,000
Design - Plans, Specifications and Estimates (PS&E) + Caltrans PA&ED	
Right-of-Way Activities /Acquisition (R/W)	
Construction / Rolling Stock Acquisition (CON)	
Total Project Budget (in thousands)	\$3,000

IV. OVERALL PROJECT SCHEDULE

Phase-Milestone	Planned (Update as needed)	
	Start Date	Completion Date
Environmental Document – Feasibility Report	January 2018	November 2019
Environmental Studies, Preliminary Eng. (ENV / PE / PID)	November 2018	December 2020
Final Design - Plans, Specs. & Estimates (PS&E) + Caltrans PA&ED	June 2020	July 2023
Right-of-Way Activities /Acquisition (R/W)	July 2024	July 2025
Construction (Begin – Open for Use) / Acquisition / Operating Service (CON)	Mid 2022	Late 2027-2028

It is anticipated that the Tri-Valley – San Joaquin Valley Regional Rail Authority will utilize a combination of design-bid-build and design-build concepts in the final design, rights-of-way acquisition and construction. Valley Link project utilizes existing transportation rights-of-way and it is anticipated that the rights-of-way acquisition will be minimal.

Bridge Toll Funds – INITIAL PROJECT REPORT

V. ALLOCATION REQUEST INFORMATION

N. Detailed Description of Allocation Request

The Tri-Valley San Joaquin Valley Regional Rail Authority previously received an allocation from MTC of \$10,121,731 in RM2 funds to complete the environmental documents based on final 15% design plans, develop 30% design plans and prepare a Project Initiation Document (PID) for Caltrans' review and approval.

This allocation request is for \$3,000,000 pursuant to the January 16, 2020 letter from MTC (Executive Director Therese McMillan) to Authority (Executive Director Michael Tree). These funds will be used by the Authority to:

- Deliver updated 15% design plans and sections to the CEQA plans that will be used to complete previously funded deliverables (from the \$10.1M MTC allocation) --- CEQA documents and 30% design plans. (No additional funds are being requested for these 30% design plans.)
- Provide continued oversight and management to the Project for the aforementioned deliverables (CEQA and design plans). These funds will be used to begin hire internal project management staff for the Authority.
- Allow the Authority to enter into cooperative agreements for the purposes of reimbursing expenses incurred by project partners in support of these deliverables.

Describe the scope of the allocation request. Provide background and other details as necessary.

Amount being requested (in escalated dollars)	\$3,000,000
Project Phase being requested	Environmental and Preliminary Design
Are there other fund sources involved in this phase?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Date of anticipated Implementing Agency Board approval the AB 1171 IPR Resolution for the allocation being requested	February 12, 2020
Month/year being requested for MTC Commission approval of allocation	March 2020

O. Status of Previous Allocations (if any)

There have been two previous allocations of Bridge Toll funds from MTC:

1. Valley Link Feasibility Report: An allocation of \$660,000 in RM1 funds was provided by MTC in 2018 to perform the work for this report. Supporting allocations were received in the amounts of \$750,000 from a Caltrans planning grant plus \$300,000 in State Transit Assistance funds. A total of \$1,710,000 was secured. The Valley Link Feasibility Report was completed and adopted by the Tri-Valley San Joaquin Regional Rail Authority Board of Directors in October 2019. The Feasibility Report can be found at www.valleylinkrail.com.
2. Valley Link Environmental/Preliminary Engineering: The Tri-Valley San Joaquin Valley Regional Rail Authority previously received an allocation from MTC of \$10,121,731 in RM2 funds to complete the environmental documents based on final 15% design plans, develop 30% design plans

Bridge Toll Funds – INITIAL PROJECT REPORT

and prepare a Project Initiation Document (PID) for Caltrans' review and approval. The Authority's adoption of the Feasibility Report included the approval of a Preferred Alternative that would be used to advance the Project into environmental work and 30% design

P. Workplan

Workplan in Alternate Format Enclosed

TASK NO	Description	Deliverables	Est. Budget [\$3M TOTAL]	Completion Date
1	Updated 15% Design Plans + Revise CEQA	Design Plans to be used in CEQA document	\$1,000,000	Sept-2020
2	Cooperative Agreements	Project Partner approvals for Design Plans and CEQA document	\$550,000	Dec -2020/ Ongoing
3	Project Oversight/ Management	Authority staffing/support expenses, Contractor oversight (design review, budget/cost controls, project partner coordination)	\$1,450,000	Dec-2020/ Ongoing

Q. Impediments to Allocation Implementation

With the exception of minor delays for scoping comments requiring further effort, or alternatives that the Board wishes to study further, no impediments are foreseen in completing the allocation implementation.

VI. BRIDGE TOLL FUNDING INFORMATION

R. Bridge Toll Funding Expenditures for funds being allocated

The companion Microsoft Excel Project Funding Spreadsheet to this IPR is included

S. Next Anticipated Bridge Toll Allocation Request.

There was a previous allocation of \$10.2 million in RM2 funds for the Project to complete environmental review, 30% design plans and a Caltrans Project Initiation Document (PID). This allocation request is in response to a letter dated January 16, 2020 from Therese McMillan (Executive Director, MTC) to Michael Tree (Executive Director, Tri-Valley San Joaquin Valley Regional Rail Authority) whereby MTC staff is recommending an allocation of \$3 million for the next phase of the Project. This RM2 Allocation Request is needed in April 2020 by the Tri-Valley – San Joaquin Valley Regional Rail Authority in order to update the 15% design plans and revise the CEQA/EIR document, which would then allow the Authority reach its milestone of completing the (previously-funded) environmental review documents in Fall 2020 and 30% design plans in early 2020.

It is worth noting that while the current allocation request of \$3 million will provide bridge funding to carry out the current project activities through 4QCY20, the Authority will be seeking additional funds to support and manage the completion of the 30% design plans and initiate and complete the Caltrans Project Approval and Environmental Documentation (PA&ED) for the portion of the route within the I-580 median, a critical path item for the pre-development activities of the Project. The Authority will seek an independent cost estimate for a third-party consultancy/contractor to conduct the various technical studies and reports for the Project's Caltrans PA&ED upon completion of the 15% design revisions that will help define the PA&ED

Bridge Toll Funds – INITIAL PROJECT REPORT

scope of work. Once these costs for the PA&ED are verified (likely in Spring 2020), the Authority will seek a subsequent allocation of funds from MTC in 3QCY20 for its share of the PA&ED expenses and related supporting costs (such as oversight and management). The tasks associated with the PA&ED I-580 project segment will be coordinated with the (previously-funded) 30% design plans for the entire route. Completion of the 30% design plans for the route and the PA&ED I-580 segment will allow the Project to advance towards final design and construction based on selected procurement strategies for the various geographic segments of the Project.

VII. GOVERNING BOARD ACTION

Check the box that applies:

- Governing Board Resolution attached**
- Governing Board Resolution to be provided on or before: February 12, 2020**

VIII. CONTACT / PREPARATION INFORMATION

Contact for Applicant's Agency

Name: Michael Tree
Phone: 925-605-8442
Title: Executive Director
E-mail: mtree@valleylinkrail.com
Address: 1362 Rutan Court, Livermore, Ca 94551

Information on Person Preparing IPR

Name: Michael Tree
Phone: 925-605-8442
Title: Executive Director
E-mail: mtree@valleylinkrail.com
Address: 1362 Rutan Court, Livermore, Ca 94551

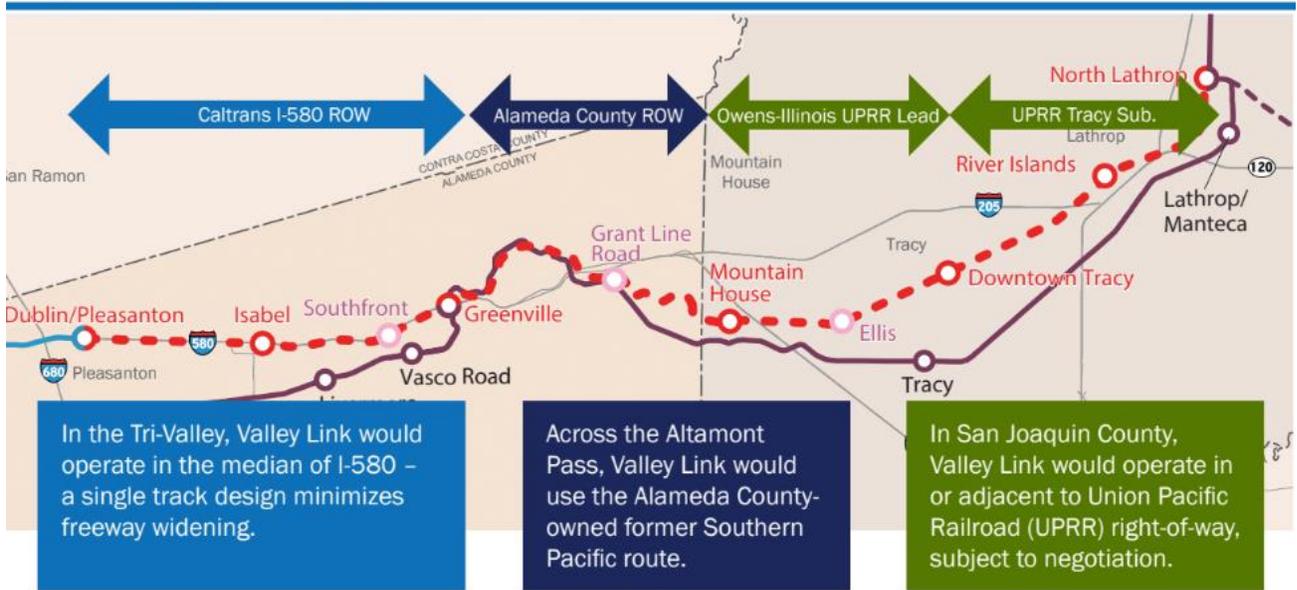
Applicant Agency's Accounting Contact

Name: Tamara Edwards
Phone: 925-455-7566
Title: Director of Finance
E-mail: tedwards@lavta.org
Address: 1362 Rutan Court, Livermore, Ca 94551

Revised IPR 120905.doc

Bridge Toll Funds – INITIAL PROJECT REPORT

Exhibit 1
Valley Link Route



DRAFT

Bridge Toll Initial Project Report

TOTAL PROJECT FUNDING PLAN

(Amounts Escalated in Thousands)

Project Title:													Project ID:		
Agency:													Date: 2/7/2020		
TOTAL PROJECT: COMMITTED + UNCOMMITTED+ TO BE DETERMINED															
Fund Source	Phase	Prior	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	Future	TOTAL
COMMITTED FUNDING PLAN (PROGRAMMED, ALLOCATED, APPROVED FUNDING)															
Caltrans - Sustainability	Feas Rpt					750									750
MTC Bridge tolls	Feas Rpt							660							660
San Joaq COG - STA	Feas Rpt							300							300
MTC Bridge tolls	ENV/PID							10,121							10,121
UNCOMMITTED FUNDING PLAN (NON-PROGRAMMED/ALLOCATED, BUT PLANNED FUNDING)															
MTC Bridge tolls	ENV/PID								3,000						3,000
FUNDING SOURCE STILL TO BE DETERMINED (LIST POTENTIAL SOURCES THAT WILL LIKELY BE PURSUED)															
Combination of:	PS&E/PA&ED								20,713	51,783	31,070				103,565
- FASTER - MTC	R/W								10,164	25,411	15,246				50,821
- TIRCP - CalSTA	Const											197,035	1,773,311		1,970,346
- RM3 - MTC Bridge tolls															
- Federal - FTA/FRA															
- San Joaquin Co															
- Other - TBD															
TOTAL PROJECT: COMMITTED + UNCOMMITTED + TBD FUNDING TOTAL															
								11,831	3,000	30,877	77,193	46,316	197,035	1,773,311	2,139,563

Comments:

Enter all funding for the project - both Committed and Uncommitted. Enter amounts in thousands and escalated to the year of funding
 Eligible Phases: ENV (or PA&ED), PS&E, R/W or CON. For planning activities use ENV. For Vehicles, Equipment or Operating use CON. OK to use CT R/W SUP or CT CON SUP for Caltrans support, but not necessary (optional).

Bridge Toll Initial Project Report

EXPENDITURES TO-DATE BY PHASE AND FUND SOURCES

Phase	Fund Source	Date of Last Expenditure	Amount Expended to date (Thousands)	Available Balance Remaining (Thousands)
ENV / PID	RM1	Oct-19	\$ 3,854	\$ 6,268
PS&E/PA&ED				
R/W				
CON / Operating				
Total to date (in thousands)				

Comments:

As required by RM-2 Legislation, provide funds expended to date for the total project. Provide both expenditure by Fund Source and Expenditure by Phase, with the date of the last expenditure, and any available balance remaining to be expended.

Project ID: 0
 Date: 2/7/2020

Bridge Toll Initial Project Report

**Bridge Toll FUNDING CASH FLOW PLAN For Allocation
(Bridge Toll Allocation Funding Only)**

(Amounts Escalated in Thousands)

Project Title: Valley Link													Project ID:		
Agency: Tri-Valley San Joaquin Valley Regional Rail Authority													Plan Date: 02/07/20		
BRIDGE TOLL CASH FLOW PLAN															
Bridge Toll Expenditures															
	Prior	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	Future	TOTAL	
ENV/PID								1,200	1,800					3,000	
PS&E/PA&ED															
R/W															
CON															
	Prior	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	Future	TOTAL	
BRIDGE TOLL CASH FLOW PLAN TOTAL															
								1,200	1,800					3,000	

Comments:

Funding request of \$3M will allow for the completion of revised 15% design plans that have been updated to support new increased service frequencies for the Valley Link train service. This deliverable of final 15% design plans will allow for the completion of previously funded final CEQA documents and followed by completion of 30% design plans. Funds will allow be used to enter into cooperative agreements with project partners for reimbursement of their staffing and resources used to assist in review of the design plans and the environmental documents and to continue providing project management and support services including the recruitment and hiring of internal Valley Link project management staff..

Provide the expected Bridge Toll expenditures – by phase and year. (This is the amount of the allocation needed for that fiscal year to cover expenditures through June 30th of that fiscal year).

Enter Bridge Toll amounts in thousands and escalated to the year of funding. The total amount cannot exceed the amount programmed by MTC.

Eligible Phases: ENV (or PA&ED), PS&E, R/W or CON. For planning activities use ENV. For Vehicles, Equipment or Operating use CON. OK to use CT R/W SUP or CT CON SUP for Caltrans support, but not necessary (optional).

Regional Measure 2 Program
Estimated Budget Plan

Please complete this form based the proposed allocation for your project. The scope should be consistent with the funding you are requesting the MTC allocate. Projects with complementary fund sources, should list the estimated cost of the entire work scope. Note that this information may not only represent the Bridge Toll funding. A separate EBP needs to be completed for each allocation request or each phase of such request.

VALLEY LINK	0
TRI VALLEY SAN JOAQUIN VALLEY REGIONAL RAIL AUTHORITY 1362 Rutan Court, Suite 100 Livermore, CA 94551 925-455-7555	

DETAIL DESCRIPTION	ESTIMATED HOURS	RATE/HOUR	TOTAL ESTIMATED COST (Dollars)
1. DIRECT LABOR of Implementing Agency (Specify by name & job function)			
Executive Director			95,000
Admin Asst			115,000
CFO			22,500
Program Manager			250,000
Community Outreach Manager			18,750
Counsel			250,000
TOTAL DIRECT LABOR			751,250
2. OVERHEAD & DIRECT BENEFITS (Specify)			
	RATE	X BASE	
Overhead		751,250	
Direct Benefit		751,250	
TOTAL OVERHEAD & DIRECT BENEFIT			0
3. DIRECT CAPITAL COSTS (include enigneer's estimate on construction, right-of-way, or vehicle acquisition)			
	Unit (if applicable)	Cost per Unit (\$)	
TOTAL DIRECT CAPITAL COSTS			0
4. CONSULTANTS (Identify purpose and or consultant)			
LTK	1595	250	398,750
BART/Project Partner Cooperative Agreement			550,000
Strategic Planner			75,000
Grant Writing			125,000
AECOM			1,000,000
TOTAL CONSULTANTS			2,148,750
5. OTHER DIRECT COSTS (Specify - explain costs, if any)			
Insurance			20,000
Office Supplies/Promotional Materials			30,000
Financial Audits (inc software)			25,000
Travel and Meetings			25,000
TOTAL OTHER DIRECT COSTS			100,000
6. TOTAL ESTIMATED COST			3,000,000

Comments: **CERTIFICATE**

Funding request of \$3M will allow for the completion of revised 15% design plans that have been updated to support new increased service frequencies for the Valley Link train service. This deliverable of final 15% design plans will allow for the completion of previously funded final CEQA documents and followed by completion of 30% design plans. Funds will allow be used to enter into cooperative agreements with project partners for reimbursement of their staffing and resources used to assist in review of the design plans and the environmental documents and to continue providing project management and support services including the recruitment and hiring of internal Valley Link project management staff..

Date: 2/7/2020