



Tri-Valley – San Joaquin Valley Regional Rail Authority September Board Meeting

Martinelli Event Center, Livermore

September 11, 2019







Item 5: Executive Director's Report

Topics

- **FASTER Bay Area**
- **Trip to LA METRO**
- **Comments on Feasibility Report**
- **Briefings & Community Events**
- **San Joaquin Council of Governments Study**
- **Near future Board discussions**

Altamont Corridor Vision Phase 1



SAN JOAQUIN
REGIONAL
RAIL COMMISSION



Connecting People, Housing, and Jobs



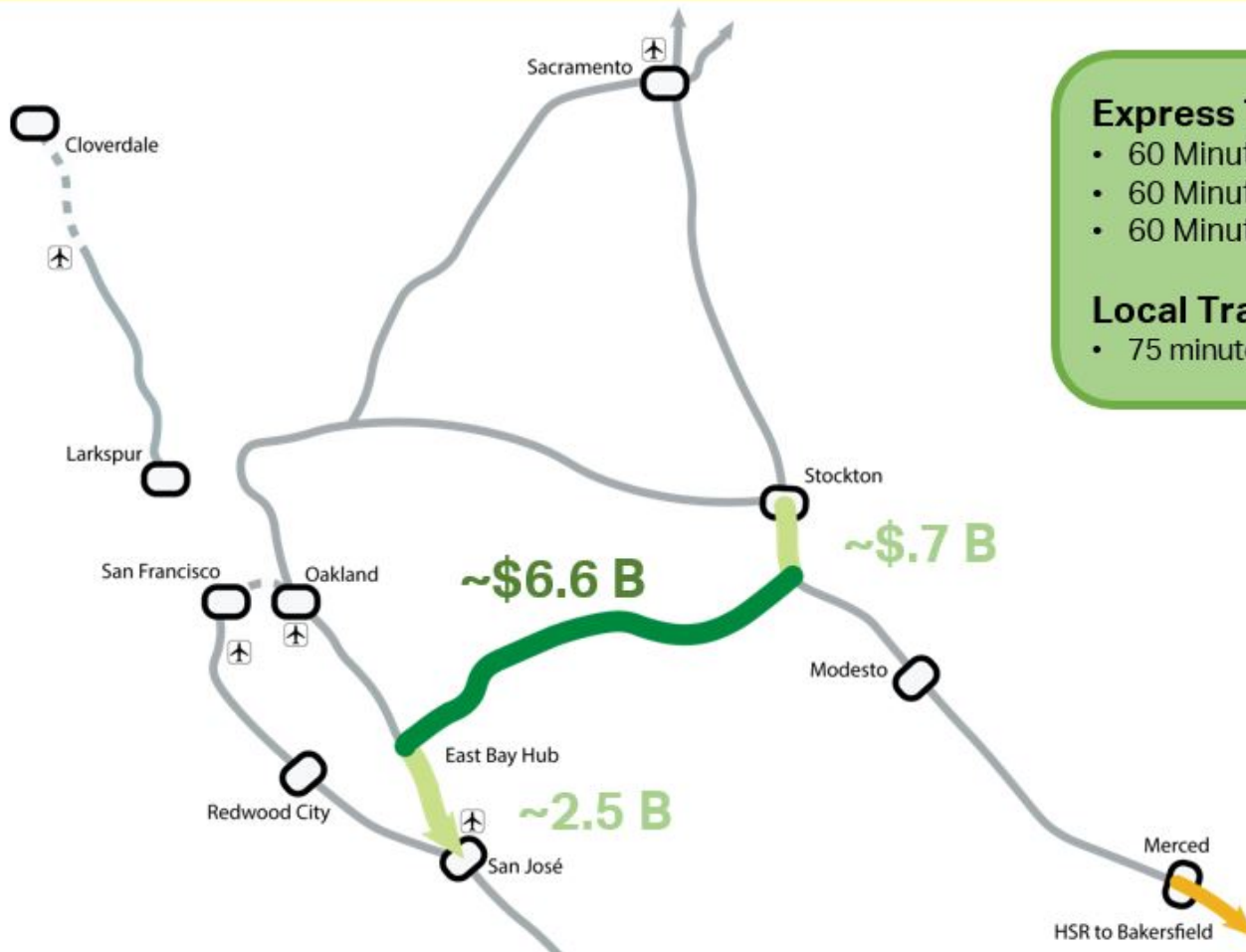
Tri-Valley & San Joaquin Valley
REGIONAL RAIL AUTHORITY

San Joaquin
Joint Powers Authority

Briefing Material September 2019



Universal corridors, shared facilities



Express Travel Times – One seat ride

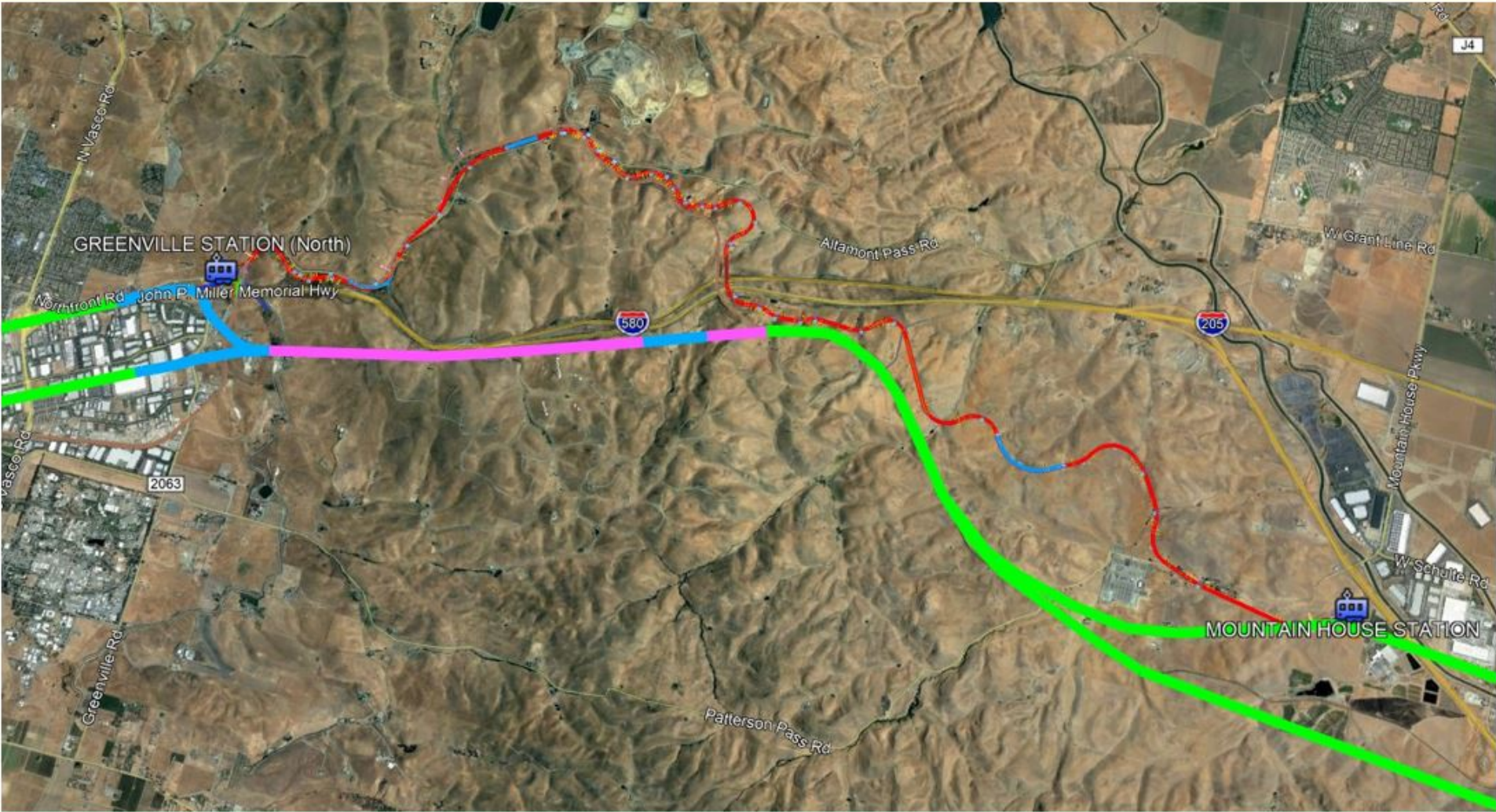
- 60 Minutes Stockton to San Jose
- 60 Minutes Stockton to Oakland
- 60 Minutes Stockton to Redwood City

Local Travel Times

- 75 minutes Stockton to San Jose



Straightening to Save Riders Time



Altamont Corridor Vision Phase 1



Valley Link with Phase 1 Improvements



FASTER Bay Area Request

Element	Cost
Valley Link: I-580 Segment	\$0.6 billion
Altamont Pass Tunnel / Alignment (for ACE & Valley Link)	\$1.1 billion
ACE Station Improvements / Equipment / Infrastructure	\$0.2 billion
TOTAL \$1.9 billion	

✓ **Travel time
savings:
11 to 15
minutes**



FASTER Bay Area: Support

- More than 100 organizations working on letters of support for the Altamont Corridor Vision Phase 1 to be included in FASTER Bay Area measure
- Continuous briefings with organizers of FASTER Bay Area (Silicon Valley Leadership Group, Bay Area Council and Spur) and MTC
- Near future meetings with representatives in Sacramento, Mayors, County Supervisors and MTC Commissioners

Trip to LA METRO

- Arrow Link – 9 Mile Rail Project from San Bernardino to Redlands.
- Lessons learned in planning for Transit Oriented Development
- Important to have Operations involved in planning of rail project.
- Anticipating cost escalation and schedule delays
- Procurement

Comments on Feasibility Report

- Through July 31st the Authority received 144 comments
- General tone of comments was support for Valley Link
- Staff has met with key strategic partners to discuss comments and proposed responses
- Executive Committee has reviewed the comments
- Anticipate the Board considering approval of the final Valley Link Feasibility Report in October

Briefings/Presentations/Events/Meetings

- Staff of Congressman Eric Swalwell
- State Senator Jim Beall
- State Senator Steve Glazer
- Vice Mayor David Breitenbucher of Manteca
- Ray Tellis, FTA Regional Administrator
- SPUR & Bay Area Council
- MTC, ACTC, & SJCOG
- Innovation Tri-Valley Transportation Committee
- Cities of Livermore, Dublin, Lathrop & Tracy

Briefings/Events/Meetings Attended

- San Joaquin Partnership – Michael Ammann
- Healthy Neighborhood Collaborative
- 5th Annual Chicano Program Radio Reunion & Car Show
- Chambers of Commerce: Livermore, Dublin & Pleasanton
- Tracy Downtown Association
- Lions Club in Tracy
- Hacienda

Briefings/Events/Meetings Attended

- Sutter Health
- Prologis

Other

- Multiple meetings with BART regarding connection with Valley Link
- Northern California Rail Working Group

San Joaquin Council of Governments

David Ripperda from San Joaquin Council of Governments



Near Future Board Discussions

- Study to identify entity or entities that will deliver and operate Valley Link
- Strategic Goals/Communications Plan for funding
- Review of the draft Environmental Impact Report



Item 9: Valley Link
Draft Feasibility
Report Comments
Received

Summary of Comments Received

144 total comment letters received

- Agency & jurisdiction comments
 - Caltrans District 4 & District 10
 - MTC
 - ACTC
 - BART
 - SJCOG
 - City of Dublin
 - Delta Stewardship Council
- Organizations
 - Innovation Tri-Valley
 - Sierra Club
 - TRAC
 - Tri-Valley Chamber of Commerce
- 111 form comments from Mountain House residents

Public Comments

- General support for the project
- Possible for Valley Link to operate on a more frequent schedule than planned?
- Placement of “backup” documentation between each section is confusing
- Confusion between ACE and Valley Link
- Potential for a non-rail project (Bus/BRT)
- Approximately 111 Mountain House residents requested the Grant Line Road station be included in Phase 1

Public Comments

- Make sure transfers are timed
- Design stations to accommodate multiple transportation modes (park and ride, TNC, bus, scooters, bikes, kiss and ride, etc.)
- Sufficient parking needed
- Provide a station at El Charro Road

Agency Comments

Caltrans



Creator: Ken Lund

- Clarify ridership catchment area
- Noted other projects in the PA&ED phase
- Request that reconstructed features be constructed to correct existing nonstandard design features
- Specific comments related to concrete barrier width and height; poles, fences, lighting standards, overhead signs; vertical clearances
- Request to identify drains and other structures in Design

MTC



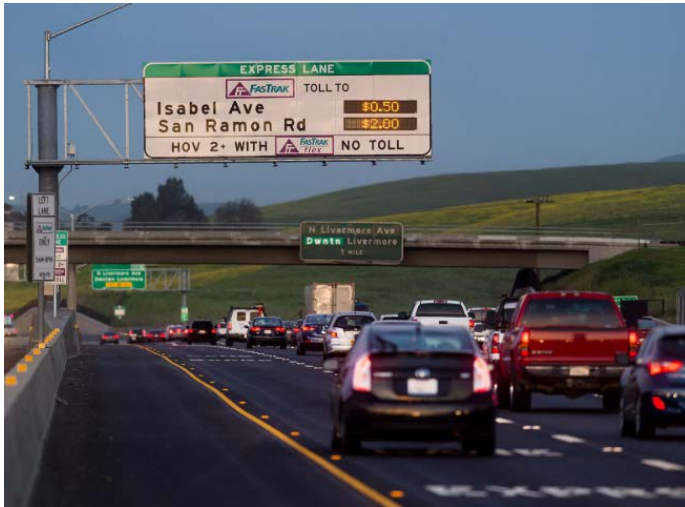
- Suggested detailed review of capital cost estimates and associated contingencies
- Suggested updates to project schedule
- Include more detail on schedule for decisions on Minimum Operable Segment
- Valley Link will be submitted for adoption in Plan Bay Area 2050
- Continue to engage MTC in evaluation of organizational structure and governance

SJCOG



- Add more detail regarding ridership projections
- Elaborate on coordination with UPRR
- Provide more detail on potential funding streams and adjust sources
 - The most likely and successful source would include Valley Link in a new, additional half cent sales tax measure in San Joaquin County

ACTC



Creator: Noah Berger
Copyright: noahb@hotmail.com

- Engage ACTC and the Executive Steering Committee on development of organizational structure
- Review project schedule for potential NEPA process, PSR-PDS process
- Escalate cost estimates to year of expenditure (YOE)
- Provided detailed comments and requests for more information regarding avoiding potential impacts to the I-580 express lanes
 - Specific responses to each point provided
 - Meeting to discuss

BART



- Add discussion of potential impacts to the BART system
- Provide more detail on assumptions and results of ridership projections
- Add updated ridership numbers (12 minute peak-period headways from Dublin/Pleasanton to San Joaquin Valley)
- Identify new transit riders in ridership estimates
- Provide more detail on fare system, parking fee
- Request more detail on assumptions used to generate estimated revenue
- Discuss feasibility to operate on UPRR tracks

BART



- Review construction costs in more detail
 - Escalate to year of expenditure
 - Provide a range for capital cost estimates
- Provide more detail on avoiding construction-period impacts to BART operations
- Clarify what is included in operating costs and operating revenue
 - Consider and plan for a range of operational costs
- Review schedule
- Ensure Design-Build contractor plans for construction staging that allows BART to continue to provide safe service

Delta Stewardship Council



- Demonstrate consistency with policies of the Delta Plan when carrying out, approving, or funding a covered action
- Future flood control and ecosystem restoration needs – continue coordination with DSC

City of Dublin



- Clarify vehicle technology to be used
- Clarify GHG emissions reductions calculations
- Clarify ridership modeling assumptions
- Provide reasoning for no parking at Dublin/Pleasanton Station



Updates to Report

- Minor edits and clarifications throughout
- Revise schedule based on funding and procedural requirements; present schedule in ranges
- Capital cost and O&M cost → review items listed by agencies in comments, present in ranges and YOE
- Funding plan updates based on sources and new costs/schedule
- Provide detail on analysis underway with MTC Executive Steering Committee on organizational structure and governance, might not have the conclusion in report
- Provide detail on BART coordination and capacity analysis
- Conclusions & Next Steps



Item 10: Valley Link
Environmental
Impact Report
Update