

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



Board of Directors

Meeting Packet

Sept. 9, 2020 at 2 p.m.

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

**AGENDA – BOARD OF DIRECTORS**  
**September 9, 2020 at 2:00 p.m. via teleconference**

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**CORONAVIRUS DISEASE (COVID-19) ADVISORY AND MEETING PROCEDURE**

On March 16, 2020, the Health Officer of Alameda County issued an Order that has been continued through May 31, 2020, that directed that all individuals living in the county to shelter at their place of residence except that they may leave to provide or receive certain essential services or engage in certain essential activities and work for essential businesses and governmental services.

Under the Governor’s Executive Order N-29-20, this meeting may utilize teleconferencing. As a precaution to protect the health and safety of staff, officials, and the general public. Councilmembers will not be physically in attendance, but will be available via video conference.

The regular meeting facilities for the meetings of the Board of Directors are currently closed to the public and will remain closed for the duration of the shelter-in-place order. Consequently, there will be no physical location for members of the public to participate in the meeting. We encourage members of the public to shelter in place and access the meeting online using the instructions listed on the agenda. Online attendees will have the opportunity to speak during Public Comment.

If you are would like to submit public comment via email, please do so by 11:00 a.m. on Wednesday, September 9, 2020 to [comments@valleylinkrail.com](mailto:comments@valleylinkrail.com). Please include “Public Comment 9/9/2020” and the agenda item in the subject line. In the body of the email please include your full name. Public comments submitted will be read during Public Comment and will be subject to the regular three-minute time restriction.

This Board of Directors meeting will be conducted on the web-video communication platform Zoom. To view and/or participate in this meeting, members of the public will need to either download Zoom from the website [zoom.us](https://zoom.us). It is recommended that anyone wishing to participate in the meeting complete the download process before the start of the meeting. To listen without viewing, members of the public may also join the meeting by calling in via telephone. A live stream will also be available on our YouTube channel without the ability to make public comment. All public comments will be subject to the regular three-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.

# TRI-VALLEY – SAN JOAQUIN VALLEY REGIONAL RAIL AUTHORITY

## AGENDA – BOARD OF DIRECTORS September 9, 2020 at 2:00 p.m. via teleconference

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### How to listen and view meeting online:

- From a PC, Mac, iPad, iPhone or Android device click the link below:  
<https://zoom.us/j/93548110883>  
Password: **ValleyLink**
- To supplement a PC, Mac, tablet or device without audio, please also join by phone:  
Dial: 1 (669) 900-6833  
Webinar ID: 935-4811-0883  
Password: **898381**

*To comment by video conference, click the “Raise Your Hand” button to request to speak when Public Comment is being taken on the Agenda item. You will then be unmuted when it is your turn to make your comment for up to 3 minutes. After the allotted time, you will be muted.*

- Livestream online at: [Valley Link Rail YouTube Channel](#)

*No option to make Public Comment on YouTube live stream.*

### How to 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 to submit public comment via telephone dial \*9 on your dial pad. The meeting’s host will be informed that you would like to speak. If you are chosen, you will be notified that your request has been approved and you will be allowed to speak. You will then be unmuted when it is your turn to make your comment for up to 3 minutes. After the allotted time, you will be muted.*

### To submit 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 11:00 a.m. on Wednesday, September 9, 2020 to [comments@valleylinkrail.com](mailto:comments@valleylinkrail.com)*

*Please include “Public Comment 9/9/2020” 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 submitted will be read during Public Comment and letters will be posted on the Authority’s website along with other meeting material.*

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

**AGENDA – BOARD OF DIRECTORS**  
**September 9, 2020 at 2:00 p.m. via teleconference**

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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 – **ACTION**  
Recommend approval of all items on Consent Agenda as follows:
  - a. Minutes of July 8, 2020 Board of Directors Meeting.
  - b. Treasurer’s Report for June and July 2020.
5. Executive Director’s Report – **INFORMATION**
6. Station Operations and Maintenance – Amendment to TOD Policy – **ACTION**
7. Resolution R07-2020 Authorizing the Executive Director to Award Agreement No. R016 For General Engineering Consultant Services – **ACTION**
8. Revised Ridership Forecasts and Conceptual Cost Estimate – **INFORMATION**
9. Directors’ Discussion  
  
Comments, Questions and Agenda Requests
10. Next Meeting Details: October 14, 2020 – Location to be determined
11. 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: [comments@valleylinkrail.com](mailto:comments@valleylinkrail.com)*

**AGENDA**

**ITEM 4 A**



Tri-Valley San Joaquin Valley Regional Rail Authority (TVSJVRRRA)  
Minutes of July 8, 2020 meeting via Zoom Teleconference

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

Meeting was called to order by Board Chair Scott Haggerty at 2:04pm.

2. **Roll Call of Members**

**Members Present**

Chair Scott Haggerty, Alameda County

Vice Chair Veronica Vargas, City of Tracy

Director Paul Akinjo, City of Lathrop

Director Benjamin Cantu, City of Manteca

Director Bob Elliott, San Joaquin County

Director Melissa Hernandez, City of Dublin

Director Bernice King Tingle, Mountain House

Director John Marchand, City of Livermore

Director Kathy Narum, City of Pleasanton

Director Philip O'Loane, City of San Ramon

Director Karen Stepper, Town of Danville

Director Bob Woerner (Livermore), LAVTA

Director Leo Zuber (Ripon), ACE

**Members Absent**

Director Sol Jobrack, City of Stockton

Director John McPartland (District 5), BART

3. **Public Comments**

Public comments were heard from Ester Ann Waltz, Adrian Brandt and Roland Lebrun. Letters/emails were received from Terra land Group and Roland Lebrun.

4. **Consent Calendar – ACTION**

A motion was made to approve all items on Consent Calendar as follows:

- a. Approve minutes of May 13, 2020 Board of Directors meeting.
- b. Approve Treasurer's Report for April and May 2020

**Motion:** Vargas/Stepper

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

**Nay:** None

**Abstain:** None

**Absent:** Jobrack, McPartland

**Motion Passed**

5. **CTF – Person of the Year Award, Scott Haggerty – INFORMATION**

Chair Haggerty's CTF acceptance speech video was played and a slide show collection of congratulatory quotes from fellow board members was displayed.

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

An update was given by Executive Director Michael Tree.

**Tri-Valley San Joaquin Valley Regional Rail Authority (TVSJVRRA)  
Minutes of July 8, 2020 meeting via Zoom Teleconference**

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- Staff is working to release the draft EIR for public comment in September. The goal is to have the EIR certified and adopt the Valley Link project by the end of the calendar year.
- The Authority is working with Caltrans on the I-580 segment of the Valley Link project. A portion of the \$46.8 M MTC allocation will be used to fund the approval process.
- Operations were modelled on 12-minute headways and staff is preparing the ridership forecasts that will go along with the modelling.
- Information on double tracking will be available for presentation at the next board meeting.
- The May 28<sup>th</sup> ACTC meeting opened a 45-day comment period regarding the \$400M Measure BB allocation to Valley Link. This comment period will end on Jul. 13<sup>th</sup>.
- We are continuing to work with the city of Tracy on the 200-acre property for use as the location of the Valley Link Operations and Maintenance Facilities. MOU anticipated to be ready for board consideration in September.

Public comment was heard from Ester Ann Waltz.

**7. MTC Regional Transportation Plan – Plan Bay Area 2050 – ACTION**

Staff has been working in partnership with the San Joaquin Regional Rail Commission (SJRRC) to have Valley Link, the Altamont Corridor Vision Phase 1 and the ACE Rail Service Increase Program included in the MTC's fiscally constrained Regional Transportation Plan.

Directors discussed this item; public comment was heard from Roland Lebrun and Adrian Brandt; one letter was received from Jason Bezis.

**Motion: To approve Resolution R06-2020 supporting Valley Link and the ACE Rail Service Increase Program to be included in the fiscally constrained Period 1 (before 2035) MTC Regional Transportation Plan – Plan Bay Area 2050** Vargas/Narum

**Aye:** Akinjo, Cantu, Elliott, Haggerty, Hernandez, Marchand, Stepper, O'Loane, Tingle, Woerner, Zuber  
**Nay:** None

**Abstain:** None

**Absent:** Jobrack, McPartland

**Motion Passes unanimously.**

**8. Program Management and Support Services (PMSS) Agreement – ACTION**

Staff requests that the board authorize the Executive Director to award PMSS Agreement No. R015 to Cole Management and Engineering, Inc. (CME) in a form approved by legal counsel, for a not-to-exceed amount of \$15 million for an initial three-year period with two (2) one-year options.

Directors discussed this item; no public comment was received.

**Motion: To approve Resolution R03-2020 Authorizing the Executive Director to Award Agreement No. R015 for PMSS to CME.** Vargas/Marchand

**Aye:** Akinjo, Cantu, Elliott, Haggerty, Hernandez, Narum, Stepper, O'Loane, Tingle, Woerner, Zuber  
**Nay:** None

**Abstain:** None

**Absent:** Jobrack, McPartland

**Motion Passed**

Tri-Valley San Joaquin Valley Regional Rail Authority (TVSJVRRA)  
Minutes of July 8, 2020 meeting via Zoom Teleconference

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**9. Cooperative Agreement with ACTC for Project Support Services – ACTION**

Staff requests that the Board of Directors approve Resolution R04-2020 authorizing the Executive Director to execute a cooperative agreement with the Alameda County Transportation Commission (ACTC). This will allow us to reimburse them for support services.

Directors discussed this item. No public comment was received.

**Motion: To approve Resolution R04-2020 authorizing the Executive Director to execute a Cooperative agreement With ACTC For Project Support Services of the Valley Project I-580 Segment.** Marchand/Stepper

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

**Nay:** None

**Abstain:** None

**Absent:** Jobrack/ McPartland

**Motion Passed**

**10. Budget Amendment for Receipt of Allocation of Bridge Toll Funds from MTC – ACTION**

Staff requests that the board recognize the recent allocations of \$3M and \$46.8M in Bridge Toll funds from the MTC and incorporate them into the Authority's budget and financial reports.

There was no director discussion on this item. No public comment was received.

**Motion: To approve Resolution R05-2020 amending the Authority's budget for receipt of allocation of Bridge Toll Funds from MTC.** Tingle/Cantu

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

**Nay:** None

**Abstain:** None

**Absent:** Jobrack/ McPartland

**Motion Passed**

**11. Directors' Discussion**

Vice Chair Vargas reminded all board members about the upcoming MTC and suggested they all submit comments to the commission in support of the Valley Link Project.

**12. Next Meeting**

Date: August 12, 2020 via teleconference.

**13. Adjourn**

Meeting adjourned at 3:41 p.m.



**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: September 9, 2020

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**Action Requested**

Staff requests that the Tri-Valley – San Joaquin Valley Regional Rail Authority Board accept the Treasurer's Reports for June (Preliminary) and July 2020.

**Background/Discussion**

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

The report for June is preliminary and the final will be presented in the form of audited financial statements for the Board probably in November.

The report for July has been updated to reflect the additional allocations that the Authority has received from MTC in the budgeted column.

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. Preliminary June 2020 Treasurer's Report
2. July 2020 Treasurer's Report

## **ATTACHMENT 1**



**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY  
BALANCE SHEET  
FOR THE PERIOD ENDING:  
June 30, 2020**

**ASSETS:**

108 CASH-GENERAL CHECKING	1,987,967	
120 ACCOUNTS RECEIVABLE	1,031,485	
150 PREPAID EXPENSES	139	
<b>TOTAL ASSETS</b>		<b>3,019,591</b>

**LIABILITIES:**

205 ACCOUNTS PAYABLE	357,128	
20501 DUE TO LAVTA	2,463,699	
211 PRE-PAID REVENUE	198,765	
<b>TOTAL LIABILITIES</b>		<b>3,019,591</b>

**FUND BALANCE:**

301 FUND RESERVE	0	
304 GRANTS, DONATIONS, PAID-IN CAPITAL	0	
30401 SALE OF BUSES & EQUIPMENT	0	
FUND BALANCE	0	
<b>TOTAL FUND BALANCE</b>		<b>0</b>
<b>TOTAL LIABILITIES &amp; FUND BALANCE</b>		<b>3,019,591</b>

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY  
REVENUE REPORT  
FOR THE PERIOD ENDING:  
June 30, 2020**

<b>ACCOUNT</b>	<b>DESCRIPTION</b>	<b>BUDGET</b>	<b>CURRENT MONTH</b>	<b>YEAR TO DATE</b>	<b>BALANCE AVAILABLE</b>	<b>PERCENT BUDGET EXPENDED</b>
	Caltrans	87,521	0	0	87,521	0.0%
	MTC-Bridge Tolls	7,257,567	1,093,084	2,385,409	4,872,158	32.9%
	Alameda County/Strategic Development	125,000	65,100	85,050	39,950	68.0%
	Government Relations/Community Engage	477,500	209,185	418,685	58,815	87.7%
	<b>TOTAL REVENUE</b>	<b>7,947,588</b>	<b>1,367,369</b>	<b>2,889,144</b>	<b>5,058,444</b>	<b>36.4%</b>

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY  
EXPENDITURE REPORT  
June 30, 2020

ACCOUNT	DESCRIPTION	BUDGET	CURRENT MONTH	YEAR TO DATE	BALANCE AVAILABLE	PERCENT BUDGET EXPENDED
<b>Stipends</b>						
	Executive Director	129,016	10,114	128,398	618	99.52%
	Finance Director	30,435	2,536	30,435	0	100.00%
	Marketing Director	30,435	2,536	30,435	0	100.00%
	<b>TOTAL - Stipends</b>	<b>189,886</b>	<b>15,187</b>	<b>189,268</b>	<b>618</b>	<b>99.67%</b>
<b>Consultants</b>						
	Environmental/30% Design Feasibility Report	6,157,408	751,954	1,628,065	4,529,344	26.44%
	Senior Project Manager	177,315	0	87,587	89,728	49.40%
	Senior Lead Engineer	227,723	33,600	196,208	31,514	86.16%
	Strategic Development Dir	304,364	0	159,336	145,027	52.35%
	Administrative Assistant	125,000	0	51,450	73,550	41.16%
	Government Relations/Community Engagement	61,758	(7,130)	41,895	19,862	67.84%
		477,500	0	321,300	156,200	67.29%
	<b>TOTAL - Consultants</b>	<b>7,531,067</b>	<b>778,424</b>	<b>2,485,842</b>	<b>5,045,225</b>	<b>33.01%</b>
<b>Other Direct Costs</b>						
	Legal	106,081	36,000	105,105	977	99.08%
	Meeting Materials	9,295	1,592	6,482	2,813	69.74%
	Insurance	10,656	0	7,328	3,328	68.77%
	Travel/Mileage/Mis	14,785	675	11,913	2,872	80.57%
	Office Remodel	4,500	3,989	4,386	114	97.46%
	Caltrans Reimbursement	81,319	2,849	78,821	2,498	96.93%
	Union Pacific Reimbursement	-	0	0	0	0.00%
	<b>TOTAL OTHER DIRECT COSTS</b>	<b>226,635.75</b>	<b>45,105.44</b>	<b>214,034.20</b>	<b>12,602</b>	<b>94.44%</b>
	<b>TOTAL OPERATING EXPENDITURES</b>	<b>7,947,589</b>	<b>838,716</b>	<b>2,889,143</b>	<b>5,058,445</b>	<b>36.35%</b>
	<b>FUND BALANCE (OPERATING)</b>	<b>-0.44</b>	<b>528,653</b>	<b>0</b>		

## **ATTACHMENT 2**



**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY  
BALANCE SHEET  
FOR THE PERIOD ENDING:  
July 31, 2020**

**ASSETS:**

108 CASH-GENERAL CHECKING	1,987,967	
120 ACCOUNTS RECEIVABLE	1,031,485	
150 PREPAID EXPENSES	139	
<b>TOTAL ASSETS</b>		<b>3,019,591</b>

**LIABILITIES:**

205 ACCOUNTS PAYABLE	357,128	
20501 DUE TO LAVTA	2,490,336	
211 PRE-PAID REVENUE	198,765	
<b>TOTAL LIABILITIES</b>		<b>3,046,228</b>

**FUND BALANCE:**

301 FUND RESERVE	0	
304 GRANTS, DONATIONS, PAID-IN CAPITAL	0	
30401 SALE OF BUSES & EQUIPMENT	0	
FUND BALANCE	(26,637)	
<b>TOTAL FUND BALANCE</b>		<b>-26,637</b>
<b>TOTAL LIABILITIES &amp; FUND BALANCE</b>		<b>3,019,591</b>



**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY  
REVENUE REPORT  
FOR THE PERIOD ENDING:  
July 31, 2020**

<b>ACCOUNT</b>	<b>DESCRIPTION</b>	<b>BUDGET</b>	<b>CURRENT MONTH</b>	<b>YEAR TO DATE</b>	<b>BALANCE AVAILABLE</b>	<b>PERCENT BUDGET EXPENDED</b>
	Caltrans	87,521	0	0	87,521	0.0%
	MTC-Bridge Tolls	55,562,159	0	0	55,562,159	0.0%
	Alameda County/Strategic Development	39,950	0	0	39,950	0.0%
	Government Relations/Community Engage	58,815	0	0	58,815	0.0%
	<b>TOTAL REVENUE</b>	<b>55,748,445</b>	<b>0</b>	<b>0</b>	<b>55,748,445</b>	<b>0.0%</b>

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY  
EXPENDITURE REPORT  
July 31, 2020

ACCOUNT	DESCRIPTION	BUDGET	CURRENT MONTH	YEAR TO DATE	BALANCE AVAILABLE	PERCENT BUDGET EXPENDED
<b>Direct Labor</b>						
	Executive Director	245,618	0	10,885	234,733	4.43%
	Administrative Assistant	343,862	0	10,129	333,734	2.95%
	Finance Director	60,000	0	2,536	57,464	4.23%
	Program Management Staff	2,990,000	0	0		
	Community outreach manager	50,000	0	0		
	IT support	300,000	0	0		
	Counsel	525,000	0	0		
	Marketing Director	24,000	0	2,536	21,464	10.57%
	<b>TOTAL - Direct Labor</b>	<b>4,538,481</b>	<b>0</b>	<b>26,086</b>	<b>4,512,395</b>	<b>0.57%</b>
<b>Consultants</b>						
	Program Manager	291,000	0	0	291,000	0.00%
	Project Management support	625,000	0	0	625,000	0.00%
	ZEV Study	350,000	0	0	350,000	0.00%
	30% Design Review	350,000	0	0	350,000	0.00%
	Prelim. Hazard Analysis	150,000	0	0	150,000	0.00%
	Operating Network Simulation	75,000	0	0	75,000	0.00%
	Oversite of Technical Reports	450,000	0	0	450,000	0.00%
	Rail Vehicle Specs/Design	1,800,000	0	0	1,800,000	0.00%
	ROW Planning	670,000	0	0	670,000	0.00%
	Operations Study	385,000	0	0	385,000	0.00%
	Project Partner Agreements	2,187,000	0	0	2,187,000	0.00%
	Station Area outreach/TOD	350,000	0	0	350,000	0.00%
	Gov't Affairs/Community Outreach	350,000	0	0	350,000	0.00%
	Prime Contractor	33,534,000	0	0	33,534,000	0.00%
	Environmental/30% Design	5,629,344	0	0	5,629,344	0.00%
	Feasibility Report	89,728	0	0	89,728	0.00%
	Senior Project Manager	106,514	0	0	106,514	0.00%
	Senior Lead Engineer	145,027	0	0	145,027	0.00%
	Strategic Development Dir	73,550	0	0	73,550	0.00%
	Strategic Planner	100,000	0	0	100,000	0.00%
	LTK	226,000	0	0	226,000	0.00%
	DBK Services	116,000	0	0	116,000	0.00%
	Kimley Horn	38,000	0	0	38,000	0.00%
	Government Relations/Community Engagement	156,200	0	0	156,200	0.00%
	<b>TOTAL - Consultants</b>	<b>48,247,363</b>	<b>0</b>	<b>0</b>	<b>48,247,363</b>	<b>0.00%</b>
<b>Other Direct Costs</b>						
	Legal	220,977	0	0	220,977	0.00%
	Grant Writing	125,000	0	0	125,000	0.00%
	Meeting Materials/office supplies/promotional materials	57,813	0	551	57,262	0.95%
	Insurance	88,328	0	0	88,328	0.00%
	Audits	45,000	0	0	45,000	0.00%
	Travel/Mileage/Mis	1,022,872	0	0	1,022,872	0.00%
	Office space/furnishings	850,114	0	0	850,114	0.00%
	BART	550,000	0	0	550,000	0.00%
	Caltrans Reimbursement	2,498	0	0	2,498	0.00%
	Union Pacific Reimbursement	-	0	0	0	0.00%
	<b>TOTAL OTHER DIRECT COSTS</b>	<b>2,962,601.55</b>	<b>0.00</b>	<b>551.10</b>	<b>2,962,050</b>	<b>0.02%</b>
	<b>TOTAL OPERATING EXPENDITURES</b>	<b>55,748,445</b>	<b>0</b>	<b>26,637</b>	<b>55,721,808</b>	<b>0.05%</b>
	<b>FUND BALANCE (OPERATING)</b>	<b>-</b>	<b>0</b>	<b>(26,637)</b>		

**AGENDA**

**ITEM 5**





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

STAFF REPORT

SUBJECT: Executive Director's Report  
FROM: Michael Tree, Executive Director  
DATE: September 9, 2020

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**Action Requested**

Informational only.

**Background/Discussion**

An oral report will be provided at the Board meeting.

**AGENDA**

**ITEM 6**





## STAFF REPORT

SUBJECT: Station Operations and Maintenance – Amendment to TOD Policy

FROM: Michael Tree, Executive Director

DATE: September 9, 2020

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### Action Requested

Approve and add the following implementing strategy to the Valley Link TOD policy as a required Station Area Plan element to be completed for each station prior to completion of 30% design:

- Concept for the operation and maintenance of station facilities including, but not limited to completion of an emergency response plan for fire and police services; station security; facility cleaning; landscape maintenance; and all ongoing needs to support station operations and state of good repair.
- A funding/finance plan to support ongoing station operations and maintenance.
- Identification of a plan to secure the right-of-way identified as needed for station development.

### Background/Discussion

Consistent with implementing strategies in the Board-adopted Sustainability Policy (Attachment 1), proposed stations are being planned to provide the baseline transportation infrastructure needed to:

*Initiate service at earliest possible date and preserve land and right-of-way to allow for the implementation of phased design and infrastructure in support of Sustainable Community Strategies (Senate Bill 375).*

Consistent with this policy direction, baseline plans for all stations include basic passenger amenities such as platform shelters, benches, lighting, security cameras, signage, ticketing machines, bicycle storage facilities, landscaping, and emergency call boxes. Electric car charging stations and photovoltaic panels to offset electricity requirements are identified at specific stations as well as areas for passenger drop off and pick up (kiss and ride) and bus bays. Surface parking lots are included for each of the stations based on projected demand. These baseline station improvements are included as part of the Proposed Project in the Draft Environmental Impact Report (DEIR) currently under development.

The Valley Link TOD Policy, adopted in December 2019, provides further direction and guidance regarding station area plans to be developed by local jurisdictions prior to completion of final design. These plans, in combination with a requirement to meet corridor-level housing thresholds of 2,200 housing units per station, are intended to advance stations that will facilitate transit-oriented, pedestrian-friendly station areas; seamless connections between rail, shuttle buses, and fixed bus service; promotion of active transportation (bicycling and walking); use of zero emission vehicles; and shared rides.

The guidelines for development of Valley Link station plans, however, do not include the identification of key baseline elements necessary to develop a concept for station operations including an emergency response plan for fire and police services; security, facility cleaning; landscape maintenance; and all ongoing needs to support station operations and state of good repair. The inclusion of these key critical path items, along with a targeted timeline for needed commitments, will facilitate the advancement of efficient and effective project design. In addition, the development of funding and finance plans to support ongoing station operations and maintenance will further demonstrate cost-effectiveness when seeking highly competitive regional, state and federal funding. The proposed amendment to the Valley Link TOD Policy is redlined in Attachment 2.

**Next Steps:**

The Authority design team will immediately meet with each local jurisdiction to discuss and confirm an initial emergency response plan for fire and police services and station security so that requirements needed to support these services can be integrated into system design. The Authority will continue to advance baseline station infrastructure and work in partnership with local jurisdictions to support the development of station area plans that advance: “[p]roject implementation that is fast, cost-effective and responsive to the goals and objectives of the communities it will serve.”

**Fiscal Impact:**

There are no fiscal impacts associated with approval of this item.

**Recommendation:**

Amend the TOD policy to include an implementing strategy for station operations and maintenance as identified in Attachment 2.

**Attachments:**

1. Valley Link Sustainability Policy
2. Valley Link TOD Policy – Proposed Amendments

## **ATTACHMENT 1**







## ***Valley Link Sustainability Policy***

**Adopted 12/11/19**

### Goal

Be a model of sustainability in the design, construction and operation of the Valley Link Rail Project.

### Policy Objectives and Strategies

#### *Environment*

- Reduce Greenhouse Gas (GHG) Emissions
- Renewable Energy – Operate system on renewable energy to the extent feasible.
- 100% Self-Sufficient – Strive to create a system that can operate largely on its own stored and created energy.
- Design and construct sustainable infrastructure using global best practices for preserving natural resources.

#### *Connectivity*

- Integrate rail services with state's rail and transit operations (including High Speed Rail System).
- Expand and improve connectivity through improved transit and/or feeder bus services.
- Promote active transportation (bicycling and walking).
- Encourage use of zero emission vehicles and shared rides.

#### *Equitable Access*

- Encourage engagement in planning and decision-making for the project to ensure a meaningful level of participation from disadvantaged communities and low- income communities and households.
- Strive to maximize benefits to disadvantaged communities and low-income communities and households in project planning and design.

#### *Station Area Plans*

- Work in partnership with communities to identify and incorporate high priority local goals and objectives for individual stations
- Initiate service at earliest possible date and preserve land and right-of-way to allow for the implementation of phased design and infrastructure in support of Sustainable Community Strategies (SB375).

## **ATTACHMENT 2**



## Valley Link TOD Policy Proposed Amendments

### **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 prior to completion of station final design. Ideally, planned land uses will be formally adopted through a specific plan (or equivalent), zoning codes and general plan amendments along with an accompanying programmatic Environmental Impact Report (EIR) as part of the overall station area planning process. Minimum densities will be used in the calculations to assess achievement of the thresholds.
- An existing end station is included as part of the transit corridor for the purposes of calculating the corridor thresholds; optional stations will not be included in calculating the corridor thresholds.
- New below-market housing units will receive a 50 percent bonus toward meeting the corridor threshold (i.e. one planned below-market housing unit counts for 1.5 housing units for the purposes of meeting the corridor threshold. Below market for the purposes of this policy is affordable to 60% of area median income for rental units and 100% of area median income for owner-occupied units).

### **Station Area Plans**

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

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

- TOD-oriented parking demand and parking requirements for station area land uses, including consideration of pricing and provisions for shared parking;
- Implementation plan for the station area plan, including local policies required for development per the plan, market demand for the proposed development, potential phasing of development and demand analysis for proposed development.
- Concept for the operation and maintenance of station facilities including, but not limited to completion of an emergency response plan for fire and police services; station security; facility cleaning; landscape maintenance; and all ongoing needs to support station operations and state of good repair. \*
- A funding/finance plan to support ongoing station operations and maintenance. \*
- Identification of a plan to secure the right-of-way identified as needed for station development. \*

\*To be completed prior to completion of 30% design.

**AGENDA**

**ITEM 7**





## STAFF REPORT

SUBJECT: Resolution R07-2020 Authorizing the Executive Director to Award Agreement No. R016 For General Engineering Consultant Services

FROM: Michael Tree, Executive Director

DATE: September 9, 2020

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### **Action Requested**

Staff requests that the Board of Directors (Board) authorize the Executive Director to award Professional Services Agreement No. R016 to WSP USA Inc./PGH Wong Engineering, Inc. Joint Venture (WSP/PGH Wong Joint Venture) for On-Call General Engineering Consultant (GEC) Services, in a form approved by legal counsel, for a not-to-exceed amount of \$40 million for an initial three-year period with three additional two-year options, subject to the issuance of Annual Work Plans (AWP) and Work Directives (WD). Additional AWP's and WD's that exceed the Authority's current funding availability will require prior approval by the Board. Additionally, staff requests that the Board authorize the Executive Director to resolve any protests received during the protest period, ending five working days after the Notice of Intent to Award is issued, in accordance with the RFP and the Authority's Procurement Policy.

### **Background/Discussion**

Additional engineering services are required as the Valley Link project (Project) moves through the environmental and preliminary engineering phases. These services will support the Project through the Caltrans Project Approval and Environmental Document (PA/ED) process and the pursuit of federal approvals under the National Environmental Quality Act (NEPA). Some of these services were included in the scope of work for the contract with AECOM, dated March 26, 2018, as amended, although they would require separate authorization from the Authority before that work can proceed. However, as the Project has evolved and more issues are uncovered, the scope of the engineering work required for the 30% design phase has increased substantially, expanding to include work that is several times the scope included in the AECOM contract. While good procurement practice alone would require that these services be re-procured, the prospect of obtaining federal funding mandates that this work be procured by means of competitive process that will qualify for federal reimbursement. The prior contract was awarded using a single source process and work under that contract would not be eligible for reimbursement with federal grant funds. By entering into this contract, there would not be a need to re-procure the services if and when federal grant funds are secured.

Staff issued a Request for Proposals (RFP) for GEC Services on July 2, 2020 to support the Project schedule and initiate Valley Link train operations in 2027-28 timeframe. On July 14, the Authority conducted a pre-proposal conference via Zoom with over 100 attendees expressing interest in the RFP. The Authority received timely and responsive submittals to the RFP on August 6, 2020 from three firms: WSP/PGH Wong JV, AECOM Technical Services and T.Y. Lin International.

An evaluation committee was established consisting of seven members representing five public transportation agencies (the Authority, Bay Area Rapid Transit, Alameda County Transportation Commission, Altamont Corridor Express, and Contra Costa Transportation Authority) with extensive experience in highway and rail capital projects. In addition, three subject matter experts were added to the committee for oral interviews with experience in funding, system integration, and environmental clearance. The committee unanimously concluded that the most qualified firm was WSP/PGH Wong JV. Additionally, the direct and indirect rates submitted in the cost proposal were found to be fair and reasonable.

Accordingly, staff recommends award under RFP No. 2020-02 to WSP/PGH Wong JV, in an amount not-to-exceed \$40 million for an initial three-year period, with three additional two-year options. There is no minimum guaranteed amount of spending under the proposed agreement. Staff intends to issue AWP and WDs that will commit specific dollar amounts to WSP/PGH Wong JV during the period of performance. Each AWP or WD will include a detailed work scope, schedule and budget.

On June 24, 2020, the Metropolitan Transportation Commission (MTC) approved the Authority's allocation request for \$46.8 million for the Project. Included within this request was the funding for the 30% design, PA/ED and the NEPA clearance that will be performed by the consultant as required for the Project. In addition to this allocation, the Authority had previously received approximately \$4 million for this effort, totaling approximately \$50 million.

### **Fiscal Impact**

The \$40 million for the award of this GEC Services agreement with WSP/PGH Wong JV combined with the previously approved not to exceed amount of \$15 million for program management support services is in excess of the current available funding. Staff is actively seeking additional funding sources, including taking steps to become a federal grantee, and has structured the agreement to give the Authority the flexibility to shift the scope of work and utilize any additional funds that may become available. WSP/PGH Wong JV is not guaranteed a minimum amount of work under this agreement, and the Authority will issue AWP and WDs that will be verified as to availability of funding prior to issuance. Staff intends to provide quarterly updates on commitments and expenditures to the Board and will seek Board authorization prior to issuing AWP or WDs that will expend funds beyond the Authority's funding availability, identifying the new fund source.

### **Recommended Action**

Authorize the Executive Director to award Professional Services Agreement No. R016 to WSP USA Inc./PGH Wong Engineering, Inc. Joint Venture (WSP/PGH Wong Joint Venture) for GEC Services, in a form approved by legal counsel, for a not-to-exceed amount of \$40 million for an initial three-year period with three additional two-year options. Additionally, authorize the Executive Director to resolve any protests received during the protest period, ending five working days after the Notice of Intent to Award is issued, in accordance with the RFP and the Authority's Procurement Policy.

## **ATTACHMENT 1**





**RESOLUTION NO. R07-2020**

\* \* \*

**RESOLUTION OF THE BOARD OF DIRECTORS OF THE TRI-VALLEY-SAN JOAQUIN VALLEY REGIONAL RAIL AUTHORITY AUTHORIZING THE BOARD CHAIR, LEGAL COUNSEL AND EXECUTIVE DIRECTOR TO AWARD PROFESSIONAL SERVICES AGREEMENT WITH WSP USA INC./PGH WONG ENGINEERING, INC. (WSP/PGH WONG JOINT VENTURE FOR GENERAL ENGINEERING CONSULTANT (GEC) 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; and

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

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

**WHEREAS**, the Authority prepared and issued a Request for Proposals (RFP) for General Engineering Consultant (GEC) Services on July 2, 2020; and

**WHEREAS**, timely and responsive submittals to the RFP were received on August 6, 2020 and an evaluation committee comprised of Project partners reviewed and evaluated the proposals based on the evaluation criteria contained in the RFP and determined that the most qualified firm was WSP USA Inc./PGH Wong Engineering, Inc. Joint Venture (WSP/PGH Wong Joint Venture); and

**WHEREAS**, the committee recommends an award under RFP No. 2020-02 to WSP/PGH Wong Joint Venture in an amount not to exceed \$40 million for an initial three-year period with three additional two-year options; and

**WHEREAS**, staff will develop Annual Work Plans and Work Directives that will include detailed work scope, schedule and budget to be issued, subject to funding availability.

**NOW, THEREFORE, BE IT RESOLVED** that the Board of Directors of the Tri-Valley-San Joaquin Valley Regional Rail Authority hereby:

1. Authorizes the Executive Director to award Professional Services Agreement No. R016 to WSP USA Inc./PGH Wong Engineering, Inc. Joint Venture (WSP/PGH Wong Joint Venture) for General Engineering Consultant Services, in a form approved by legal counsel, for a not-to-exceed amount of \$40 million for an initial three-year period with three additional two-year options, with issuance of Annual Work Plans and Work Directives in excess of the Authority's current funding availability contingent upon prior approval by the Board; and
2. Authorizes the Executive Director to resolve any protests received during the protest period regarding the GEC award, in accordance with the RFP and the Authority's Procurement Policy.

**APPROVED AND PASSED**, this 9<sup>th</sup> day of September 2020.

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Scott Haggerty, Chair

**ATTEST:**

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Michael Tree, Executive Director

**AGENDA**

**ITEM 8**





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

## STAFF REPORT

SUBJECT: Revised Ridership Forecasts and Conceptual Cost Estimate

FROM: Michael Tree, Executive Director

DATE: September 9, 2020

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### **Action Requested**

For the Board of Directors to receive a presentation on updates to ridership forecasts and the conceptual cost estimate. No action is required from the Board at this time.

### **Background**

As presented in a prior update on the Valley Link Project the Board received in May 2020, the proposed revisions to the 15% Design Plans have been completed. The initial ridership forecasts determined that the 24-minute interval would create heavy surges of Valley Link passengers to and from the BART Dublin/Pleasanton transfer station and create capacity constraints for every other BART train.

### **Discussion**

The corresponding draft 15% design plans were revised to support:

- 2040 Build-out year: 12-minute peak-period intervals system-wide North Lathrop-BART Dublin/Pleasanton;
- Initial service operating plan (circa 2027-28): 24-minute peak-period intervals from North Lathrop to BART Dublin/Pleasanton with 12-minute intervals from Greenville/Southfront or Mountain House Stations to BART Dublin-Pleasanton Station

A railroad operation simulation tool ensured that the revised 15% Design Plans would optimize the performance of the future Valley Link service through effective location and length of passing sidings and would reduce projected travel times along the route by 7 minutes.

With these improved design plans, ridership projections initially prepared in 2019 as part of the Feasibility Report were updated with the reduced travel times, resulting in significant increases of forecasted weekday riders (ranging between 23%-34%, depending on scenario).

The revised 15% Design Plans resulted in cost increases to complete the design and construct the Project. Overall, the capital cost for the Project increased by 16%. The main reasons for these capital cost increases are:

- Location and length of extended sidings
- Increase in number of rail vehicles to support increased ridership
- The sizing of the Operations/Maintenance Facility (OMF)

### **Financial Impact**

There is no financial impact as this item is for information only.

## **ATTACHMENT 1**





# TVSJVRRRA BOARD MEETING SEPTEMBER 9, 2020

## REVISED RIDERSHIP FORECASTS AND CONCEPTUAL COST ESTIMATE



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



Connecting People, Housing, and Jobs



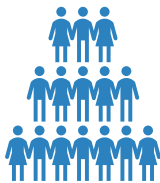
# REVISED RIDERSHIP FORECASTS

# OVERVIEW

1. Travel Time Savings due to 15% design revisions
2. Reduced Headways in Mid-Day



**-7 MINUTES**



**+6,800 WEEKDAY RIDERS**





# RIDERSHIP ASSUMPTIONS

- Valley Link
  - Phase 1 to North Lathrop
  - IOS to Greenville / Southfront or Mountain House
- ACE
  - Implementation of extension to Sacramento and Ceres/Merced
  - Shared North Lathrop Station
- BART
  - Operates at 12-minute weekday period headways when Valley Link enters service
  - 12-minute weekday headways still in effect in 2040
  - Transfers at Dublin/Pleasanton will range 3-6 minutes

# RIDERSHIP COMPARISON

	2025		2040
	Mountain House IOS	Full Route	Full Route
Updated Total Weekday Ridership (Total Boardings)	11,100* <b>+34%</b>	13,400* <b>+23%</b>	33,000* <b>+26%</b>
Prior Total Weekday Ridership (Total Boardings)	8,200	10,900	26,200

*\*scenario includes Southfront Station rather than Greenville Station*



# UPDATED RIDERSHIP OVERVIEW

	2025		2040
	Mountain House IOS*	Full Route*	Full Route*
Total Weekday Ridership (Total Boardings)	11,100	13,400	33,000
One-way Trips (Inbound SJ Co → Tri Valley)	5,550	6,700	16,500
Alightings at BART Dublin/Pleasanton	- Daily	5,400	16,100
	- Peak	3,800	11,500
BART Transfers in each direction Peak Period	3,400	4,100	10,700

\*scenario includes Southfront Station rather than Greenville Station



# MOUNTAIN HOUSE IOS 2025

**3,800** Valley Link alightings at D/P during the weekday peak period

**“Mountain House” trains (15 each peak period)**



**260** riders on each peak-period Valley Link train



**40%** of capacity of a 6-car MU train that can hold 642 riders

**3,400** Valley Link to BART transfers during the weekday peak period



**900** Transfers of New BART riders during the weekday peak period

**Transfers from “Mountain House” VL trains (15 trains each peak period)**



**230** of Valley Link riders on each peak-period “Mountain House” train would transfer to BART



**60** of them would be new BART riders



**5%** of capacity of a 10-car BART train

# UPDATED RIDERSHIP OVERVIEW

	2025		2040
	Mountain House IOS*	Full Route*	Full Route*
Total Weekday Ridership (Total Boardings)	11,100	13,400	33,000
One-way Trips (Inbound SJ Co → Tri Valley)	5,550	6,700	16,500
Alightings at BART Dublin/Pleasanton	- Daily	5,400	16,100
	- Peak	3,800	11,500
BART Transfers in each direction Peak Period	3,400	4,100	10,700

\*scenario includes Southfront Station rather than Greenville Station



# PHASE 1 TO NORTH LATHROP 2025

**4,600** Valley Link alightings at  
Dublin/Pleasanton during the weekday peak period

**78%** of total peak-period ridership would occur on  
San Joaquin Valley “full route” trains

**22%** of total peak-period ridership would occur on  
“Mountain House” trains

## “Full route” trains (8 trains each peak period)



**3,600** riders on  
San Joaquin Valley  
“full route” trains



**450** riders on each  
“full route” peak-period train



**71%** of capacity of  
a 6-car MU train that  
can hold 642 riders

## “Mountain House” trains (7 trains each peak period)



**1,000** riders on  
“Mountain House” trains



**140** riders on each peak-  
period “Mountain House” train



**22%** of capacity of a  
6-car MU train that can  
hold 642 riders

# PHASE 1 TO NORTH LATHROP 2025

**4,100** Valley Link transfers to BART during the weekday peak period      **3,000** Transfers of New BART riders during the weekday peak period

**78%** of total peak-period ridership would occur on San Joaquin Valley “full route” trains

**22%** of total peak-period ridership would occur on “Mountain House” trains

→ **3,200** transfers to/from “full route” peak-period trains

→ **900** transfers to/from peak-period “Mountain House” trains

## Transfers from “Full route” VL trains (8 trains each peak period)



**400** of Valley Link riders on each San Joaquin “full route” peak-period train would transfer to BART

→ **300** of them would be new BART riders

→ **25%** of capacity of a 10-car BART train

## Transfers from “Mountain House” VL trains (7 trains each peak period)



**130** of Valley Link riders on each peak-period “Mountain House” train would transfer to BART

→ **90** of them would be new BART riders

→ **8%** of capacity of a 10-car BART train

# UPDATED RIDERSHIP OVERVIEW

	2025		2040
	Mountain House IOS*	Full Route*	Full Route*
Total Weekday Ridership (Total Boardings)	11,100	13,400	33,000
One-way Trips (Inbound SJ Co → Tri Valley)	5,550	6,700	16,500
Alightings at BART Dublin/Pleasanton	- Daily	5,400	16,100
	- Peak	3,800	11,500
BART Transfers in each direction Peak Period	3,400	4,100	10,700

\*scenario includes Southfront Station rather than Greenville Station

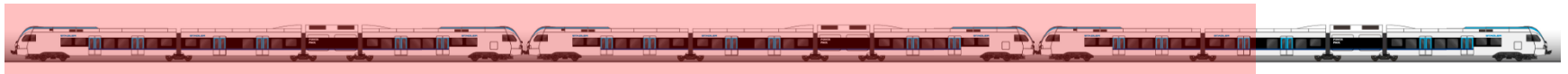




# PHASE 1 TO NORTH LATHROP 2040

**11,500** Valley Link alightings at  
Dublin/Pleasanton during the weekday peak period

**“Full route” trains (15 each peak period)**



**770** riders on each peak-period  
Valley Link train



**80%** of capacity of a 9-car MU  
train that can hold 963 riders

**10,700** Valley Link to BART  
transfers during the peak period



**6,200** Transfers of New BART  
riders during the peak period

**Transfers from “Full route” VL trains (15 trains each peak period)**



**710** of Valley Link riders on each  
San Joaquin “full route” peak-period  
train would transfer to BART



**410** of them would  
be new BART riders



**34%** of capacity of  
a 10-car BART train



# TRAINSET CAPACITY UTILIZATION SUMMARY

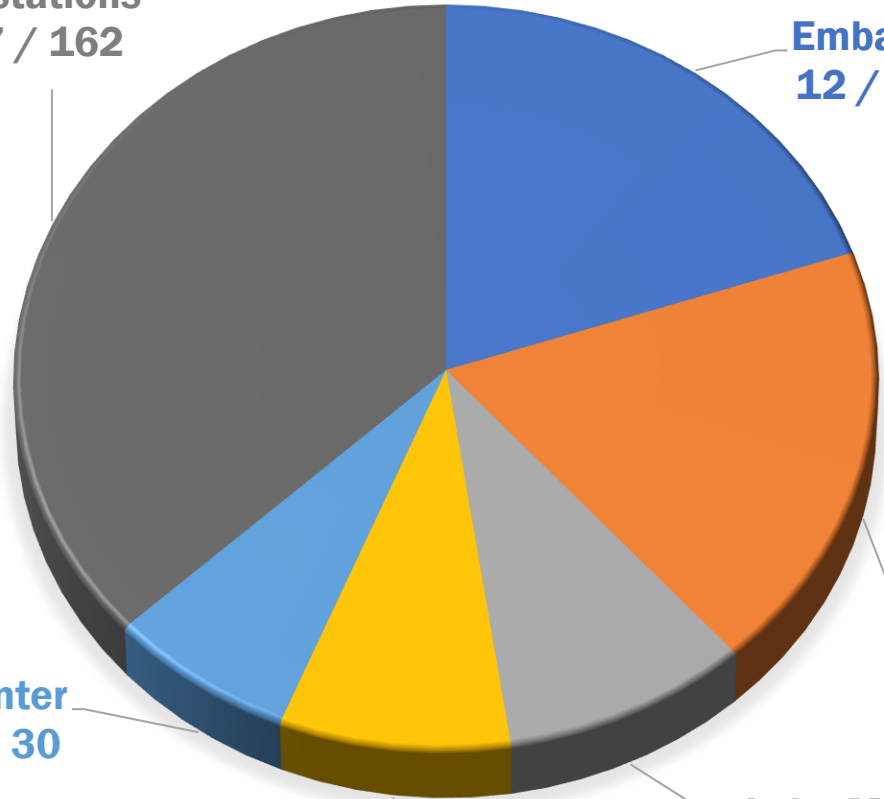
	2025		2040
	Mountain House IOS*	Full Route*	Full Route*
<b>Total Daily Ridership</b>	11,100	13,400	33,000
<b>One-way Trips (Inbound SJ Co → Tri Valley)</b>	5,550	6,700	16,500
<b>Alightings at D/P in the Peak Period</b>	3,800	4,600	11,500
<b>Riders per Peak-Period “Mountain House” Train</b>	260 40% of 6-car VL Train	140 22% of 6-car VL Train	—
<b>Riders per Peak-Period “Full Route” Train</b>	—	450 71% of 6-car VL Train	770 80% of 9-car VL Train
<b>Peak-Period VL to BART Transfers</b>	3,400	4,100	10,700
<b>New BART riders per Peak-Period “Mountain House” Train</b>	60 5% of 10-car BART Train	90 8% of 10-car BART Train	—
<b>New BART riders per Peak-Period “Full Route” Train</b>	—	300 25% of 10-car BART Train	410 34% of 10-car BART Train

# INCREMENTAL NEW RIDERS BY BART STATION

All other stations  
23 / 117 / 162

Embarcadero  
12 / 63 / 78

Incremental new riders per peak-period train, by station  
Approx. 60 new riders per "IOS" train /  
2025 300 new riders per "full route" train /  
2040 410 new riders per "full route" train /



Montgomery  
11 / 59 / 74

Civic Center  
5 / 22 / 30

12th St Oakland  
5 / 27 / 32

Lake Merritt  
5 / 29 / 39





# CONCEPTUAL COST ESTIMATE

(2018 DOLLARS – FULL BUILDOUT TO NORTH LATHROP  
WITH 2040 RIDERSHIP)



# -7 MINUTES

1. Sidings
2. Vehicles
3. OMF



# CAPITAL COST ESTIMATES

## 2019 Capital Cost Estimate

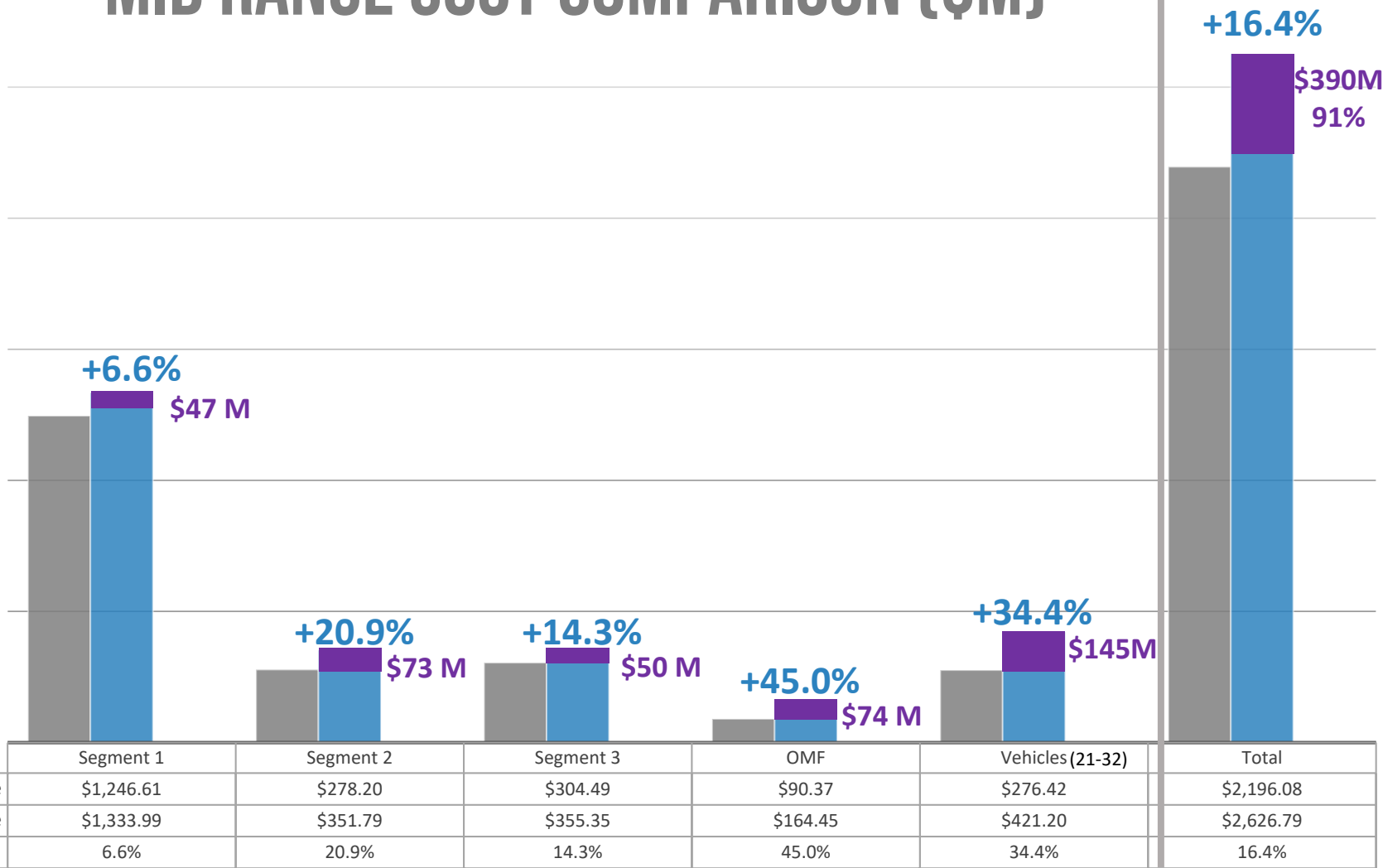
Project	Low Range Cost (FY18)	Mid Range Cost (FY18)	High Range Cost (FY18)
Phase 1: D/P to North Lathrop	\$1.88 B	\$2.20 B	\$2.51 B

## 2020 Capital Cost Estimate

Project	Low Range Cost (FY18)	Mid Range Cost (FY18)	High Range Cost (FY18)
Phase 1: D/P to North Lathrop	\$2.33 B	\$2.63 B	\$2.92 B



# MID RANGE COST COMPARISON (\$M)



■ 2019 Mid Range   ■ 2020 Mid Range   ■ Pct Delta



# COST VARIANTS

- Costs Variants (Mid Range)
  - EMU (Added Cost \$281 M)
    - Added cost for each vehicle \$2.25 M
    - \$72 M for 32 Vehicles
    - Added cost of OCS \$209 M
  - Full double track
    - Total - \$3.9 B
    - Incremental Increase \$1.3 B



# PLAN BAY AREA COST SUBMITTAL

## Alameda County Portion (FY18) - \$1.93 B

- Alignment from D/P BART to County Line - \$1,581 M
- Vehicles (64% based on portion of length in Alameda County) - \$270 M
- OMF (50% of the total facility cost) - \$82 M

## Alameda County Portion (FY24) - \$2.34 B