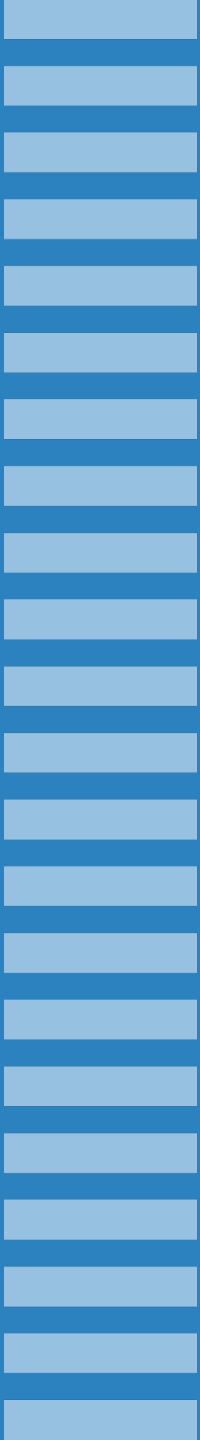




Tri-Valley – San Joaquin Valley Regional Rail Authority

March 2020 Board Meeting

March 11, 2020



Agenda Item #5
Executive
Director's Report

Executive Director's Report

Meetings and Briefings:

- FASTER Bay Area
- MTC and SJCOG meetings on Regional Transportation Plan Updates
- Northern California Megaregional Mtg
- Valley Link Executive Committee
- Congested Corridor Planning Mtgs
- 580 Altamont Pass Executive Working Group
- Negotiations with AECOM on Addendum 2
- Meetings with MTC and Assemblymember Eggman on funding allocations



Detailed \$3M Budget [Apr – Dec 2020]

AECOM		\$	1,000,000
AECOM CEQA/15% Design Change Order	TBD	\$	1,000,000
Project Partners		\$	550,000
BART design review - env'l docs, 30% design plans	BART	\$	550,000
LAVTA/TLSJVRRRA		\$	1,052,000
Executive Director	V-L	\$	95,000
Exec Asst	V-L	\$	115,000
LAVTA CFO support	V-L	\$	19,000
LAVTA Community Outreach Manager support	V-L	\$	23,000
Program Manager	TBD	\$	250,000
Strategic Planning	VPA	\$	75,000
Legal - Basic	Hanson/Bridgett	\$	250,000
Grant writing	TBD	\$	125,000
Insurance	V-L	\$	20,000
Office Supplies/Promotional Materials	V-L	\$	30,000
Financial Audits (inc software)	V-L	\$	25,000
Travel and Meetings	V-L	\$	25,000
Project Support/Management		\$	398,000
Program & Engineering Support	LTK/Subs	\$	398,000
TOTAL		\$	3,000,000



Agenda Item #7
Contract Addendum
2 With AECOM

AECOM Contract History

- AECOM was originally under contract to provide the Feasibility Study, which was completed and approved in October 2019
- Addendum 1 to the contract added the EIR and 15% and 30% design, for \$8.5 M fixed price
- Addendum 2 includes additional work needed to complete the EIR and 15% design, adding \$1.1 M to the fixed price portion of the contract for a total of \$9.6 M

Additional Work to EIR/15% Design

- The single-track cross-platform arrangement planned for the BART transfer did not offer a reliable connection. A double-track is being planned.
- 24-minute train frequency (headways) from San Joaquin County in 2040 overwhelms the Dublin/Pleasanton BART station with passengers. 12-minute train frequency is being modelled.
- The modelling outcome of 12-minute train headways throughout the Valley Link system will likely require adjustments to location/length of double-track areas (areas where trains can pass each other), and the potential for additional double-track areas.

Additional Work to EIR/15% Design

- Initial Operating Segments to Greenville and to Mountain House will both be analyzed
- Environmental clearance for four alternate maintenance facility locations
- At the request of City of Livermore, Pedestrian bridge at Isabel station is added to the design and EIR, supporting the planned transit-oriented development and Southfront station will be analyzed at project level
- Double-track at North Lathrop Station for a reliable connection
- Station designs to reflect capacity for the initial service and 2040 service

Cost

- The cost of the Addendum 2 is \$1.1 M, and is paid according to a list of 28 individual items.
- The main products are
 - 15% design revision, \$661k
 - EIR modifications, \$439k
- New contract total is \$9.6 M

Schedule

- The overall project schedule remains the same as reported in January 2020, with the Draft EIR delivered in September 2020
- The Revised 15% will be delivered by June 15, 2020 – in time to support the EIR
- Funding for Contract Addendum 2 [\$1.1M] is contingent upon MTC approval at its March 25 meeting pursuant to the Authority's \$3M allocation request approved by the Board at its February 12 meeting



Questions