

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

**Martinelli Event Center  
3585 Greenville Road  
Livermore, CA 94550**

**AGENDA  
OF BOARD OF DIRECTORS**

**March 11, 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 February 12, 2020 Board of Directors Meeting – **ACTION**
  - B. One Voice Application – **ACTION**
5. Executive Director's Report – **INFORMATION**
6. Reimbursement Agreement with BART – **ACTION**
7. Contract Addendum 2 with AECOM – **ACTION**
8. Directors' Discussion: Comments, Questions and Agenda Requests
9. Next Meeting Date: April 8, 2020 at Tracy City Hall, City Council Chambers, 333 Civic Center Plaza, Tracy 95376
10. 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](mailto: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 2:02pm.

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  
Director John Marchand, City of Livermore  
Director Philip O'Loane, City of San Ramon  
Director Benjamin Cantu, City of Manteca  
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 Kathy Narum, City of Pleasanton  
Director Karen Stepper, Town of Danville  
Director Sol Jobrack, City of Stockton  
Director Bob Woerner (Livermore), LAVTA

Chair Scott Haggerty acknowledged Robert (Bob) S. Allen's contributions to public transportation in the Bay Area and requested a moment of silence.

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. 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 Meetings – **ACTION**

The Board of Directors approved the minutes of December 11, 2019 and January 8, 2020 Board of Directors Meetings.

- B. Treasurer's Report – **ACTION**

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

Approved: O'Loane/Vargas

Aye: Haggerty, Elliott, Marchand, Vargas, Akinjo, Zuber, O'Loane, Hernandez, Cantu,

McPartland, Tingle  
No: None  
Abstain: None  
Absent: Jobrack, Woerner, Stepper, Narum

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

Executive Director Michael Tree provided the Board of Directors a short briefing on the Executive Director's Report. Executive Director Michael Tree informed that AECOM is finalizing PSR/PDS and then will embark on PA/ED approval process with Caltrans. Executive Director Michael Tree noted that ACTC and BART have been good partners. Executive Director Michael Tree also highlighted FASTER Bay Area tax measure and Valley Link efforts. Executive Director Michael Tree informed that SJCOG Executive Director Andrew Chesley is taking an agenda item to his Board in March to amend their Regional Transportation Plan to include Valley Link in the fiscally constrained section of that plan to allow for funding opportunities. In closing, Executive Director Michael Tree stated that the TIRCP grant was submitted and is a joint effort with ACE to obtain funds from the state for a zero-emission study on multiple unit technology.

The item was discussed by the Board of Directors.

This was informational only.

6. TOD Update: Isabel Neighborhood Plan – **INFORMATION**

Chair Scott Haggerty congratulated Livermore staff on this important work and commended them on the extensive outreach that has been conducted to reach a consensus on the Isabel Neighborhood Plan.

Principal Planner Steve Riley from the City of Livermore provided a PowerPoint presentation to the Board of Directors on the Isabel Neighborhood Specific Plan (INSP). Steve Riley briefly mentioned the background history and informed that in April 2019 the City Council directed staff to update INSP documents to consider re-adoption of the Plan with Valley Link. The INSP is located in the northwest corner of the City of Livermore and is within the city's boundaries and urban growth boundary. Principal Planner Steve Riley noted the planning process and outreach efforts. The City of Livermore outreach had over fifty meetings, with over eight hundred participants, and over three thousand survey responses. The City of Livermore received 6 important findings: 1. Complete mix of uses and amenities; 2. Well-connected pedestrian and bike network; 3. Access to open space; 4. High quality design; 5. Community gathering spaces; and 6. Compatibility with existing uses. Principal Planner Steve Riley explained that after outreach a land use plan was developed and adopted by the City Council and now a draft plan will be brought back to the City Council for approval. Principal Planner Steve Riley went through the specifics of the design and how the City of Livermore showed options for high density housing to residents. One Key feature of the INSP is the affordable housing and partnering with non-profit housing developers. Principal Planner Steve Riley provided the build-out plan with 4,095 residential housing units and potentially 9,100 jobs created. Principal Planner Steve Riley discussed the INSP schedule and they hope to have the plan re-adopted by the Planning Commission and City Council in Summer 2020.

The item was discussed by the Board of Directors.

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

Elizabeth Judge, Livermore resident, commended the Livermore City Planners on working with BART on the INSP, commented that some Livermore citizens may be surprised with buildings that are six stories high, expressed concern that the Livermore Airport positioning is not mentioned on any of the development plans, spoke regarding FASTER Bay Area interests/funding, and suggested working with Amazon and calling our project "Prime Rail."

Director John Marchand informed that the Airport Protection Zone is to protect the airport from complaints about its presence and not a zone that protects people from the airport for safety or noise issues. There are discussions to move the airport departure end of the south runway and have more traffic go to the south. Director John Marchand also informed that numerous people support increasing residential densities in downtown to 150 units to the acre and the INSP is 100 units to the acre.

This was informational only.

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**

Consultant David Kutrosky provided the Board of Directors a PowerPoint presentation regarding the \$3M allocation request to MTC. David Kutrosky informed that the EIR draft was moved to September to reset the design to go to 12-minute headways in the peak throughout the corridor; evaluate Greenville and Mountain House stations for separate IOS's; double track entrances to terminus stations at Lathrop and BART; and locate signal houses within I-580 envelope. MTC will take the resolution and allocation request to their Programming and Allocations Commission on March 11, 2020 and upon their approval it will move to the Full Commission on March 25, 2020. David Kutrosky provided details regarding the budget and the intended uses for the \$3M allocation. David Kutrosky discussed the current organizational chart and the planned organizational chart changes that are all subject to future allocation of funds.

The item was discussed by the Board of Directors.

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

There were no public comments.

The Board of Directors approved 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.

Approved: McPartland/Vargas

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

No: None

Abstain: None

Absent: Jobrack, Woerner, Stepper, Narum

After the 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, Agenda Item 12 was moved up on the agenda for the convenience of the group in managing the balance of

the meeting.

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

Director John McPartland thanked David Kutrosky for the work that was put into the presentation.

8. Adjourn to CLOSED SESSION

Meeting adjourned to closed session at 3:10pm in memory of Bob S. Allen.

9. Closed Session pursuant to Government Code Section 54957(b):  
PUBLIC EMPLOYEE PERFORMANCE EVALUATION

Title: Executive Director

10. Reconvene to OPEN SESSION

Meeting reconvened at 3:29pm.

11. Consideration of Stipend Arrangement with Executive Director Michael Tree

Legal Counsel Michael Conneran informed that the Board of Directors provided Executive Director Michael Tree with an evaluation of his performance. It is now an open session item to consider Executive Director Michael Tree's stipend payment that he receives through LAVTA. Currently his stipend is \$125,000 a year.

The Board of Directors approved the stipend arrangement with Executive Director Michael Tree with an adjusted salary based on the increase of living in the City of Livermore which is 3% to \$128,750 a year and it will be effective February 15, 2020.

Approved: Vargas/Tingle

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

No: None

Abstain: None

13. Next Meeting Date: March 11, 2020 at Martinelli Event Center, 3585 Greenville Road, Livermore, CA 94550

14. Adjourn

Meeting adjourned at 3:33pm.

**AGENDA**

**ITEM 4 B**





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

**STAFF REPORT**

SUBJECT: Application for Inclusion in the San Joaquin One Voice®, Inc. 2020 program  
FROM: Michael Tree, Executive Director  
DATE: March 11, 2020

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**Action Requested**

The recommendation is that the Board Authorize the Executive Director to submit an application for inclusion in San Joaquin One Voice® program for 2020.

**Background/Discussion**

San Joaquin One Voice®, Inc. is San Joaquin Council of Government's regional advocacy effort that assembles a public-private delegation to visit its Congressional and federal departmental representatives in Washington, D.C. The goal of this effort is to educate Congressional and federal departmental representatives on federal funding and regulatory relief needs, issues and projects of regional significance to the San Joaquin region. The San Joaquin One Voice® delegation members also receive first-hand information on grants and other funding available to meet regional priority needs.

As with the prior year, the 2020 application includes information on the merits of the Valley Link project and emphasizes the upcoming BUILD grant application for the project where the Authority anticipates requesting \$25 million (the maximum award amount) for funding towards the downtown Tracy and River Islands stations, and the Valley Link Operations & Maintenance Facility in west Tracy.

**Fiscal Impact**

None

Attachments:

1. San Joaquin One Voice® Application from Tri-Valley – San Joaquin Valley Regional Rail Authority



**San Joaquin One Voice® Project Request**  
**Valley Link Commuter Rail Project**

**Requesting Entity:** (please include address)

Tri-Valley – San Joaquin Valley Regional Rail Authority

**Lobbyist/Governmental Affairs Representative:**

Michael Tree  
Executive Director  
Tri-Valley – San Joaquin Valley Regional Rail Authority  
925-605-8442  
mtree@valleylinkrail.com

**Project Title:**

Valley Link Commuter Rail Project

**Project Summary:**

*Background*

The growth of Northern San Joaquin Valley commuters to the Bay Area on the I-580 has been dramatic, increasing 63% to more than 98,000 per day from 2010 to 2018, with traffic anticipated to increase 75% by 2040. Additionally, more than 14,000 trucks per day slowly travel the Altamont Corridor on the I-580 between the San Joaquin Valley and the Port of Oakland causing further congestion and delay. The I-580 is consistently ranked as one of the most congested corridors in the Northern California Megaregion.

To ease congestion by better connecting people, housing and jobs, and to improve the overall mobility in this key freight movement corridor, Assembly Bill 758 (Eggman) created the Tri-Valley – San Joaquin Valley Regional Rail Authority to plan and deliver a transportation project that would connect commuters in the San Joaquin Valley with the BART system in the Tri-Valley, with connections to the ACE rail system.

Member Agencies of the Tri-Valley – San Joaquin Valley Regional Rail Authority include the City of Tracy, City of Manteca, City of Lathrop, City of Stockton, Mountain House Community Services District, County of San Joaquin, San Joaquin Regional Rail Commission (ACE), the Bay Area Rapid Transit District (BART), Livermore Amador Valley Transit Authority (LAVTA), County of Alameda, City of Livermore, City of Dublin, City of Pleasanton, City of San Ramon and the City of Danville.

*The Project and Project Benefits*

This important project will initially connect San Joaquin Valley communities to the Tri-Valley and the Bay Area Rapid Transit District (BART) through frequent and fast hybrid multiple unit trains that will utilize the Union Pacific right of way from the planned ACE N Lathrop Station to

stations in River Islands, Downtown Tracy, and Mountain House. The Valley Link hybrid trains will then travel in the Altamont Corridor on the former Southern Pacific Railroad right of way now owned by the County of Alameda to the Greenville station in Livermore where the trains will enter the I-580 median and travel to the Isabel station before entering into the BART Dublin/Pleasanton station for an easy transfer onto the BART trains for continued trips into all areas of the Bay Area.

The initial service characteristics of Valley Link will feature 24 minute frequency in the peak periods and hourly service in the off-peak hours for stations in the San Joaquin Valley. The hours of service for Valley Link are initially planned for 5am to 8pm. Initial travel times shows Valley Link competitive with the automobile in current travel conditions. The initial project cost range for the initial phase of the 41.6 mile Valley Link is \$1.88 - \$2.4 billion. The ridership range is estimated at 25,000 – 28,000 per day in 2040.

Sustainability will be improved as Valley Link will facilitate more reliable commutes from the San Joaquin Valley to destinations on the BART system, unaffected by traffic congestion on I-580 across the Altamont Corridor. These direct connections via rail will have fewer emissions than SOV trips, increasing health and health equity.

Valley Link will also improve quality of life by reducing commute times, improving access to jobs and housing, and providing a framework for infill development and compact communities that preserves open space and encourages active transportation modes. This project will preserve the environment through predominate use of existing rights-of-way.

Safety will be increased as the rail service of Valley Link will shift travel from auto to rail travel, with a lower crash, accident and fatality rate, and thus improving safety. The project will utilize new grade crossing safety devices, grade separations and safety fencing at stations.

Valley Link will also utilize innovation by the use of hybrid technology and innovative designs to improve the performance and social equity of the transportation system. At a mega-regional level, the connection represents an innovative inter-regional structure for solving cross-jurisdictional planning and sustainability problems.

Finally, the Valley Link rail project will support economic vitality of the area, enabling increased global competitiveness, increased productivity, efficiency and economic equity by making the shared corridor more accessible, efficient and attractive as a business location. The rail connection will promote job accessibility at employment centers along and connected to the corridor.

### **Specific Segment to be Funded/Total Project Cost**

The United States Department of Transportation's (USDOT) Better Utilizing Investments to Leverage Development (BUILD) program is likely the most relevant federal discretionary grant program to the Valley Link project because it seeks to award funds to innovative partnerships between government and the private sector that benefit multi-modal transportation and freight needs, particularly in rural areas. The objectives and benefits of the Valley Link project are conceptually well aligned with the goals of the BUILD federal discretionary grant program.

Project Segment: West Tracy to North Lathrop

Segment Cost: \$334 million

- Right of way improvements (\$216 million)
  - Track improvements from the West Tracy OMF Facility to the North Lathrop Station
- Stations (Downtown Tracy at \$19 million and River Islands at \$19 million)
  - Includes Construction \$ and ROW \$ for Downtown Tracy and Construction \$ only for River Islands
- Valley Link Maintenance Facility in Tracy (\$80 million)

**Amount Being Requested (if less than total):**

BUILD Grant Application

- Downtown Tracy and River Islands Stations
- Valley Link Maintenance Facility in Tracy

The requesting entities ask that a BUILD grant award of \$25 million be added to the One Voice trip agenda. \$25 million is the maximum award amount in the BUILD grant program.

**Sources and Amounts of Matching Funds:**

River Islands Development and City of Tracy will contribute the land required for the two stations in the grant application and the Valley Link Maintenance Facility. The current market value on the two station sites and the 140-acre Tracy Maintenance Facility have yet to be identified.

**Funding History:**

Caltrans Sustainable Communities Grant	\$750,000
MTC Bridge Toll Funds	\$521,400
SJCOG State Transit Assistance Funds	\$300,000
MTC RM1 Bridge Toll Funds	\$10,121,000

Other funds available for the \$1.8 billion Valley Link Project include:

Alameda County Measure BB	\$400,000,000
MTC Bridge Toll funds	\$188,000,000

**Current Project Status:**

The Tri-Valley – San Joaquin Valley Regional Rail Authority has a contract with AECOM and LTK and to date has completed the Valley Link Feasibility Report, and has initiated environmental work. It is anticipated that the Authority will complete the environmental work and 15% design later in the early fall of 2020. The project will then advance into final design and construction phases, with service starting as early as 2027.

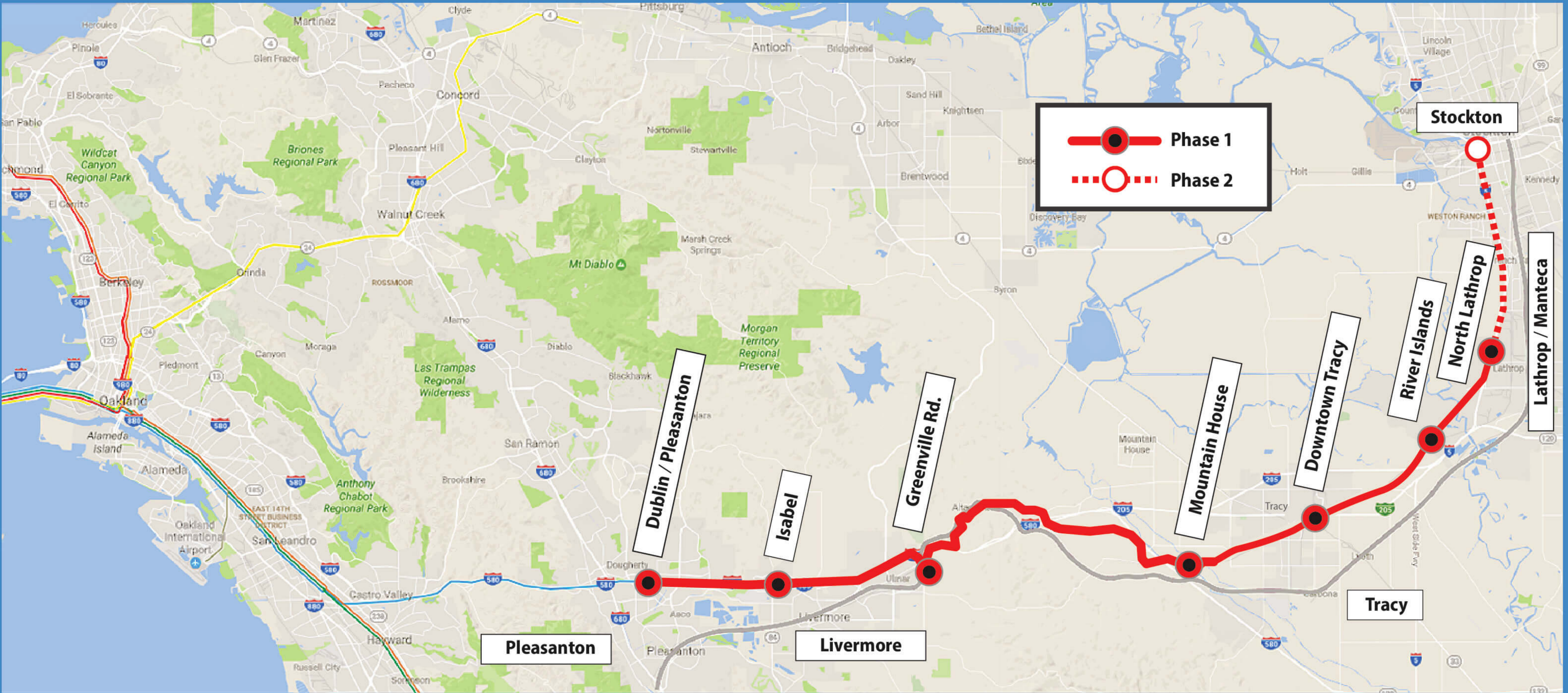
**Attachments:**

Valley Link Project Map  
Talking Points  
Minutes or resolution

Valley Link Commuter Rail Project  
Connecting People, Housing and Jobs

- The jobs and housing imbalance in the Bay Area is causing major congestion on the I-580, with traffic expected to increase 75% from 2010 to 2040.
- The Tri-Valley – San Joaquin Valley Regional Rail Authority was created by the State of California to plan and construct a commuter rail connection between San Joaquin Valley cities and the BART rail system in the Tri-Valley, including connections with the ACE rail system. The commuter rail system being planned for construction is Valley Link.
- Valley Link estimated to carry 25,000 -28,000 commuters a day by 2040 and will provide significant benefits, including a reduction in commute times, improvements to freight movement, greater access to jobs and housing, fewer emissions, a framework for transit oriented development and preservation of open space and increases in safety.





**Valley Link**

Connecting People, Housing, and Jobs



**AGENDA**

**ITEM 5**





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

**STAFF REPORT**

SUBJECT: Executive Director's Report  
FROM: Michael Tree, Executive Director  
DATE: March 11, 2020

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**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:** Reimbursement Agreement with the San Francisco Bay Area Rapid Transit District to Provide Funding for Review of the Valley Link Project.

**FROM:** Michael Tree, Executive Director

**DATE:** March 11, 2020

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**Action Requested**

Authorize the Executive Director to execute a reimbursement agreement with the San Francisco Bay Area Rapid Transit District (“BART”) for BART’s support of the Valley Link Project

**Background/Discussion**

Pursuant to the Board of Directors’ approval of Resolution R01-2020 at its February 12, 2020 meeting, the Executive Director submitted a completed Initial Project Report (IPR) to the Metropolitan Transportation Commission (MTC) requesting \$3 million in bridge toll funds for the purposes of updating and completing the 15% design plans and EIR. Included within this request are funds to continue the support activities from LAVTA and project partners as well as the project support/management activities.

This agenda item specifically focuses on the support the Authority will receive from BART for activities relating to the Valley Link connection to the Dublin/Pleasanton BART station and the update of the 15% design plans and EIR. As part of engaging with the project partners through the Executive Steering Committee (ESC), which includes BART, MTC, Alameda County Transportation Commission (ACTC), San Joaquin Council of Governments (SJCOG), Caltrans, San Joaquin Regional Rail Commission (SJRRRC), and California State Transportation Agency (CalSTA), the Executive Director has been in discussions with BART to get their support as the Authority updates the 15% design plans. BART provided a cost estimate of \$550,000 to support the updated 15% design plans and EIR, which was included in the IPR allocation request of \$3 million to MTC. At its January 23, 2020 meeting, the BART Board authorized the BART General Manager to enter into an agreement with the Authority for the reimbursement of its support for the planning, environmental review, and preliminary engineering for the Valley Link Project.

**Fiscal Impact**

The \$550,000 for the BART support related to the Valley Link connection at the Dublin/Pleasanton BART station and 15% design plans/EIR is included within the Authority’s allocation request to MTC for \$3M in bridge tolls (pursuant to Resolution R01-2020).

**AGENDA**

**ITEM 7**





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

## STAFF REPORT

SUBJECT: Contract Addendum 2 with AECOM

FROM: Michael Tree, Executive Director

DATE: March 11, 2020

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### **Action Requested**

Authorize the Executive Director to execute Addendum 2 to the existing contract with AECOM in the amount of \$1,100,000, for an overall fixed-price amount not to exceed \$9,600,000, in a form to be approved by legal counsel, pending approval of Metropolitan Transportation Commission (MTC) allocation request at the MTC March meeting. Addendum 2 will include all revisions necessary to release project level Draft Environmental Impact Report by September 2020.

### **Background**

At the January 17, 2018 inaugural meeting of the Authority, the Board approved an approach to work program advancement that included direction to negotiate a single source contract with AECOM for the preparation of a Project Feasibility Report and project level environmental documentation. The culmination of this effort resulted in the Board's July 25, 2018 adoption of a preferred project alternative and 12-month schedule for the completion of project-level environmental clearance. The Board also gave direction to initiate negotiations for a scope of work for a contract addendum for environmental clearance and project design work, which was approved at the October 10, 2018 meeting.

### **Discussion**

During the course of environmental analysis and engineering design issues, it was determined that changes to basic project assumptions are required due to information gained during the environmental process and as the result of outreach meetings with project partners. The ridership analysis conducted as part of the environmental analysis concluded that the ridership demand was larger than expected and that BART's Dublin-Pleasanton station would be overwhelmed with passengers from Valley Link trains operated on 24-minute headways during peak periods. This meant that the requirements for train frequency had to change in order to serve the expected ridership, while not overwhelming BART with passengers. These design changes will require changes to the language in the Environmental Impact Report (EIR), which is already in progress.

Valley Link staff and AECOM have agreed that these changes are needed and Valley Link is seeking changes to the scope of work for preparation of the 15% design and EIR. A summary list of changes to the scope follows; revisions are required throughout the design and EIR chapters:

- The double-track sections will be arranged for 12-minute frequencies end-to-end, which will accommodate peak frequency, as well as, non-peak frequency of 24 minutes.
- Design optimization supporting passing siding location.
- Initial Operating Segments to Greenville and to Mountain House will both be analyzed.
- Technical studies to help decision-making in key project areas.
- Environmental clearance for four alternate maintenance facility locations.
- Pedestrian bridge at Isabel station is added to the design and EIR, supporting the planned transit-oriented development in that location.

The scope of work for Addendum 2 is described in Attachment 1. These changes effect elements throughout the contract work, and are not discrete design or environmental elements. The list of deliverables and compensation amounts is included as Attachment 2. The schedule for key deliverables is included in the addendum text and supports the overall project schedule presented to the Valley Link Board at the January 8, 2020 meeting. The key event is the release of the Draft EIR in September 2020.

### **Fiscal Impact**

The cost of Addendum 2 is \$1,100,000.

Attachments:

1. Scope of Work
2. List of Deliverables and Compensation Amounts

## AECOM Addendum 2

### Scope of Work

#### *I. General:*

- AECOM is an ISO9001 company and will adhere to all quality procedures as required by their certification, and submit the project quality plan.
- AECOM will support Valley Link at all regularly scheduled Board, Metropolitan Transportation Commission Executive Steering Committee, and TAC meetings as well as weekly project status calls, until the Environmental Impact Report (EIR) is certified. AECOM will also attend meetings with project partners (Caltrans, UPRR, ACTC, BART, and other potential stakeholders, etc.) as requested, up to four per month, and will staff up to four workshops until the EIR is certified.
- AECOM to prepare the first schedule update; Valley Link Program Manager to update monthly based on weekly meetings.
- All geotechnical work not required for Revised 15% design and compliant EIR is deferred to the 30% design phase, with the cost to be negotiated prior to initiation of 30% design.
- Revised project organization chart to be submitted for Valley Link approval

#### *II. Deliverable: Revised 15% Design, Task 5*

The existing 15% design shall be revised to support 12-minute headways from the BART Dublin-Pleasanton Station to the North Lathrop Valley Link Station. Changes required to support a functioning single-track railroad with passing sidings and to support the Revised Project EIR will be completed, including but not limited to the following:

- The Revised 15% will include all elements needed to complete the EIR for the initial operating project from BART Dublin-Pleasanton to North Lathrop.
- Passing siding optimization will be a cooperative effort between AECOM and Valley Link.
- Siding locations to be approved by Valley Link using LTK TrainOps model for verification of operational viability. Valley Link will share initial modelling results with AECOM and coordinate optimal locations meeting minimum performance criteria as defined by Valley Link.
- Passing sidings on the I-580 segment will include no more than two freeway overpass reconstructions
- All curve speeds to be optimized for the designer's selected hybrid diesel MU maximizing unbalanced superelevation to the 5" typical for modern rail passenger vehicles, including those made by Stadler
- Double-track stations at BART Dublin-Pleasanton and North Lathrop
- Dublin-Pleasanton BART station design adjustments and facilities needed to accommodate Valley Link passengers transferring to BART
- Field investigations including geotechnical evaluation needed to support Revised 15% design and EIR requirements including those contained in EIR Sections 6 and 20.
- Technical study of I-580 managed lanes. Analyze keeping the managed lanes in service during construction vs. temporary conversion to non-tolling HOV lanes with traditional enforcement. Study to include comparisons of order of magnitude capital cost, impact to public, construction

duration, general differences in infrastructure needs including support structures, fiber-optic and electrical conduit arrangements, and list of requirements from Caltrans and ACTC to assist Valley Link and ACTC in decision-making. It is assumed that ACTC will provide revenue and other relevant cost information.

- Technical study of extent of construction in the I-580 segment will consist of a technical memo of the listed concepts evaluating order of magnitude capital cost, disruption to the public, impacts to environmental process, real estate takings, utilities, Caltrans and ACTC. Simple graphics such as KMZ to show areas. Options to be evaluated:
  - Leaving passing sidings in their current position as shown in the 15% design delivered in 2019
  - Optimizing length and location of double-track segments without disturbing highway overpasses, based on modelling now underway by Valley Link
  - Widening I-580 to support a double-track footprint for entire length except at overpasses, for later construction as needed
  - Building double track in the locations determined by Valley Link to maximize performance at the 12-minute headway using concept vehicles
- Sketch and brief summary evaluation of eBART-style Valley Link-BART transfer station at El Charro Road I-580 overpass
- Ped bridge at Isabel connecting Valley Link station to planned transit-oriented development area
- Station designs to reflect capacity for the initial, “2025” service and 2040 service
- Revised 15% design cost estimate

### *III. Deliverable: Project Environmental Impact Report, Task 6*

- Headways to be analyzed at a project level: 12-minutes peak throughout for 2025 and 2040 service. Non-peak headway to be 24 minutes in order to maintain operational functionality of the single-track railroad.
- Maximum rolling stock capacity per Stadler concept DMU estimated AW2 will be the maximum load on the train, including at the last station where passengers board. In other words, capacity will be available at all stations or the train must be lengthened.
- Right of way requirements to be environmentally cleared to include all signal control houses needed to support 12-minute headways as defined through 12-minute headway improvements, including control points and intermediates for those analyses requiring a footprint other than railroad ROW line to ROW line
- Mountain House and Greenville Initial Operating Segment to have equal level of analysis detail in CEQA document
- Bus alternative to a lesser level of detail in CEQA document
- BART core system impacts defined to the level required for EIR mitigation section. After completion of ridership analysis these impacts will be discussed with BART, Valley Link and AECOM. Impacts included in the EIR to be limited to BART Dublin-Pleasanton, and cost estimate for additional BART rolling stock. BART-requested capacity improvements elsewhere in the system will be addressed by inclusion of BART-supplied cost estimate.
- Parking: For Greenville, structured (south option) and surface (both options) to be included in CEQA document. In Downtown Tracy, a mix of both surface and structured parking to be included in CEQA document. At North Lathrop, surface parking only in CEQA document.

- Four maintenance facilities to be cleared in the EIR including: Hansen Road, West Tracy, Tracy property variant 1 and 2, and Initial Operating Segment interim facility in Altamont

#### IV. Schedule

Materials will be delivered according to the following schedule:

Revised project organizational chart	Monday, March 30, 2020
I-580 Options Technical Study	Wednesday, April 15, 2020
Revised 15% Design	
o Progress PDF print, informal*	Friday, May 1, 2020
o Return of all comments to AECOM	Friday, May 22, 2020
o Final deliverable	Monday, June 15, 2020
eBART-style transfer platform at El Charro memo	Friday, May 22, 2020
Managed lanes technical report	
o Draft for review	Wednesday, July 1, 2020
o Return of all comments to AECOM	Wednesday, July 22, 2020
o Final deliverable	Thursday, August 13, 2020
Revised demand forecast complete and submitted to Valley Link as info	Thursday, May 14, 2020
Revised ridership memorandum complete and submitted to Valley Link as info	Wednesday, July 1, 2020
EIR administrative draft, complete with all attachments and back-up analyses, delivered as DRAFT to Valley Link so that it can be reviewed in its final form	Wednesday, July 15, 2020
Valley Link will return comments no later than	Wednesday, August 5, 2020
Deadline to notify Valley Link of any comments that will not be incorporated, with explanation for each	Friday, August 7, 2020
Revised EIR screen check deadline for return to Valley Link for verification comments were incorporated	Wednesday, August 26, 2020
Revise and prepare final Draft EIR, print and circulate	September 30, 2020
Upload of Draft EIR by Valley Link	Wednesday, September 30, 2020

\*Assumes operations modeling effort is concluded in March 2020, so design can progress and Draft 15% design can be complete by May 1.



Total Contract Addendum 2 Fee

\$1,100,000

**NOTE: These deliverables are associated with Addendum 2 only; base contract deliverables and payment schedule are unchanged.**

**TASK 5**

<i>Deliverable #</i>	<i>Deliverable</i>	<i>Fee</i>
5.1	I-580 Technical Memorandum	\$70,000
5.2	eBART Transfer Station Memo	\$9,000
5.3	Managed Lanes Technical Report	\$30,000
5.4	Draft Revised 15% Plans - Cover and Key Map	\$5,000
5.5	Final Revised 15% Plans - Cover and Key Map	\$2,000
5.6	Draft Revised 15% Plans - Alignment (Plan & Profile)	\$90,000
5.7	Final Revised 15% Plans - Alignment (Plan & Profile)	\$10,000
5.8	Draft Revised 15% Plans - Temporary Construction Facilities	\$40,000
5.9	Final Revised 15% Plans - Temporary Construction Facilities	\$4,000
5.10	Draft Revised 15% Plans - Stations	\$80,000
5.11	Final Revised 15% Plans - Stations	\$10,000
5.12	Draft Revised 15% Plans - Bridges, Elevated Structures & Tunnels	\$70,000
5.13	Final Revised 15% Plans - Bridges, Elevated Structures & Tunnels	\$5,000
5.14	Draft Revised 15% Plans - Utilities	\$50,000
5.15	Final Revised 15% Plans - Utilities	\$4,000
5.16	Draft Revised 15% Plans - Right-of-Way	\$20,000
5.17	Final Revised 15% Plans - Right-of-Way	\$4,000
5.18	Draft Revised 15% Plans - Roadway Plans	\$60,000
5.19	Final Revised 15% Plans - Roadway Plans	\$10,000
5.20	Basis of Design Summary for 15% Revision	\$10,000
5.21	Draft Capital Cost Estimate - Revised 15%	\$30,700
5.22	Final Capital Cost Estimate - Revised 15%	\$7,000
5.23	Supplemental Field Survey - Revised 15%	\$40,000
<b>TOTAL TASK 5</b>		<b>\$660,700</b>

**TASK 6**

<i>Deliverable #</i>	<i>Deliverable</i>	<i>Fee</i>
6.1	Revised Demand Forecast	\$25,000
6.2	Revised Ridership Memorandum and Results	\$105,000
6.3	Revised Alternatives Memorandum	\$35,000
6.4	Revised Cost Memorandum	\$34,300
6.5	Administrative Draft EIR	\$240,000
<b>TOTAL TASK 6</b>		<b>\$439,300</b>