



Tri-Valley – San Joaquin Valley Regional Rail Authority February 2020 Board Meeting

February 12, 2020



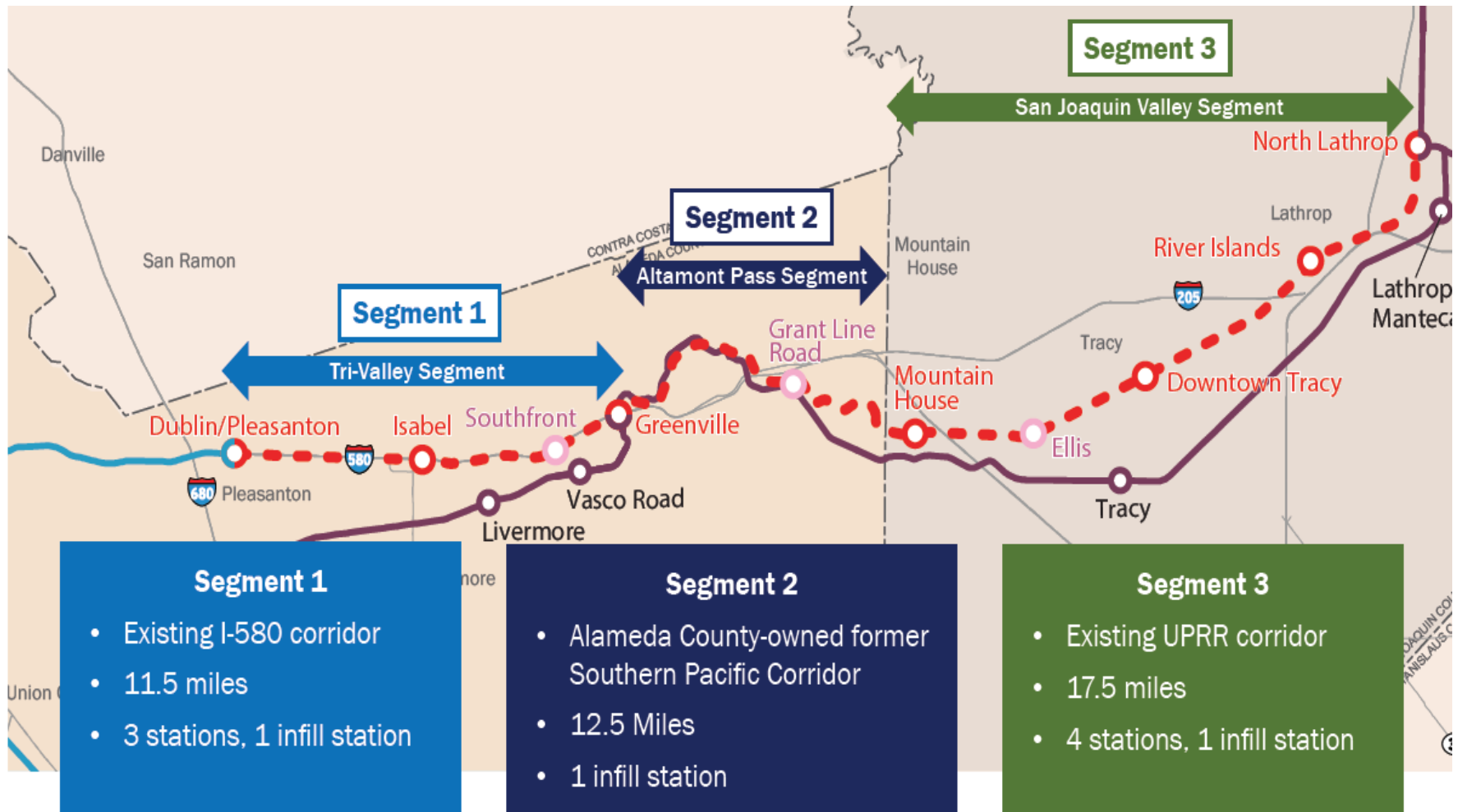
In Memory of:
Robert S. Allen, 1926 – 2020





Agenda Item #6
TOD Update: Isabel
Neighborhood Plan

Valley Link Alignment





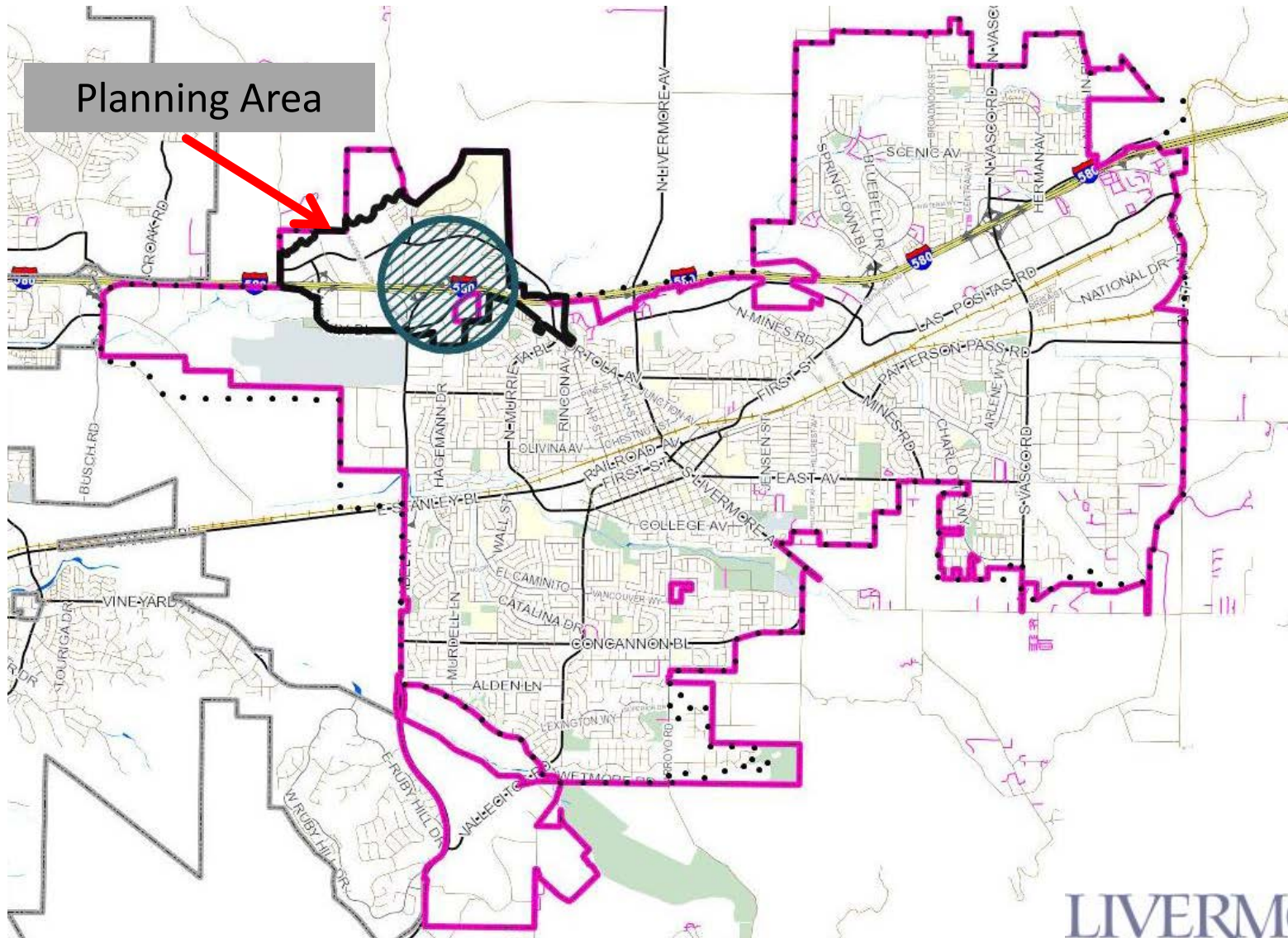
Isabel

Neighborhood Specific Plan

Background History

- May 14, 2018 - INSP adopted and EIR certified, Plan contingent on full BART to Livermore Extension
- May 24, 2018 – BART Board of Directors did not approve the extension
- July 1, 2018 – Tri-Valley San Joaquin Valley Regional Rail Authority is responsible party for achieving transit connectivity through the Valley Link project between the Tri-Valley and San Joaquin Valley.
- April 2019 – City Council directs staff to update INSP documents to consider readoption of the Plan

Isabel Neighborhood Specific Plan





Planning Process

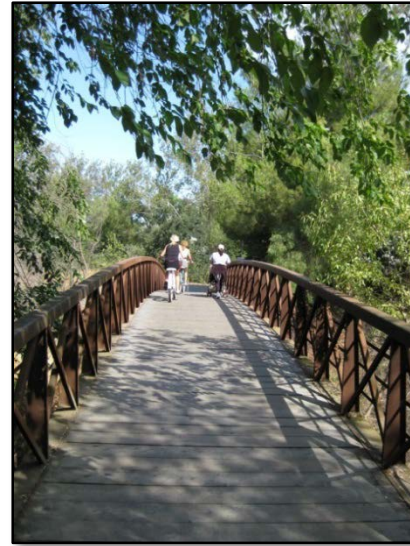
1. Visioning
2. Alternatives
3. Preferred Plan
4. Draft Plan and Draft EIR

Outreach: over 50 meetings with over 800 participants + over 3,000 survey responses



Vision for the Neighborhood

1. Complete mix of uses and amenities
2. Well-Connected Pedestrian and Bike Network
3. Access to Open Space, Arroyos, and Views
4. High Quality Design
5. Community Gathering Spaces
6. Compatibility with Existing Uses

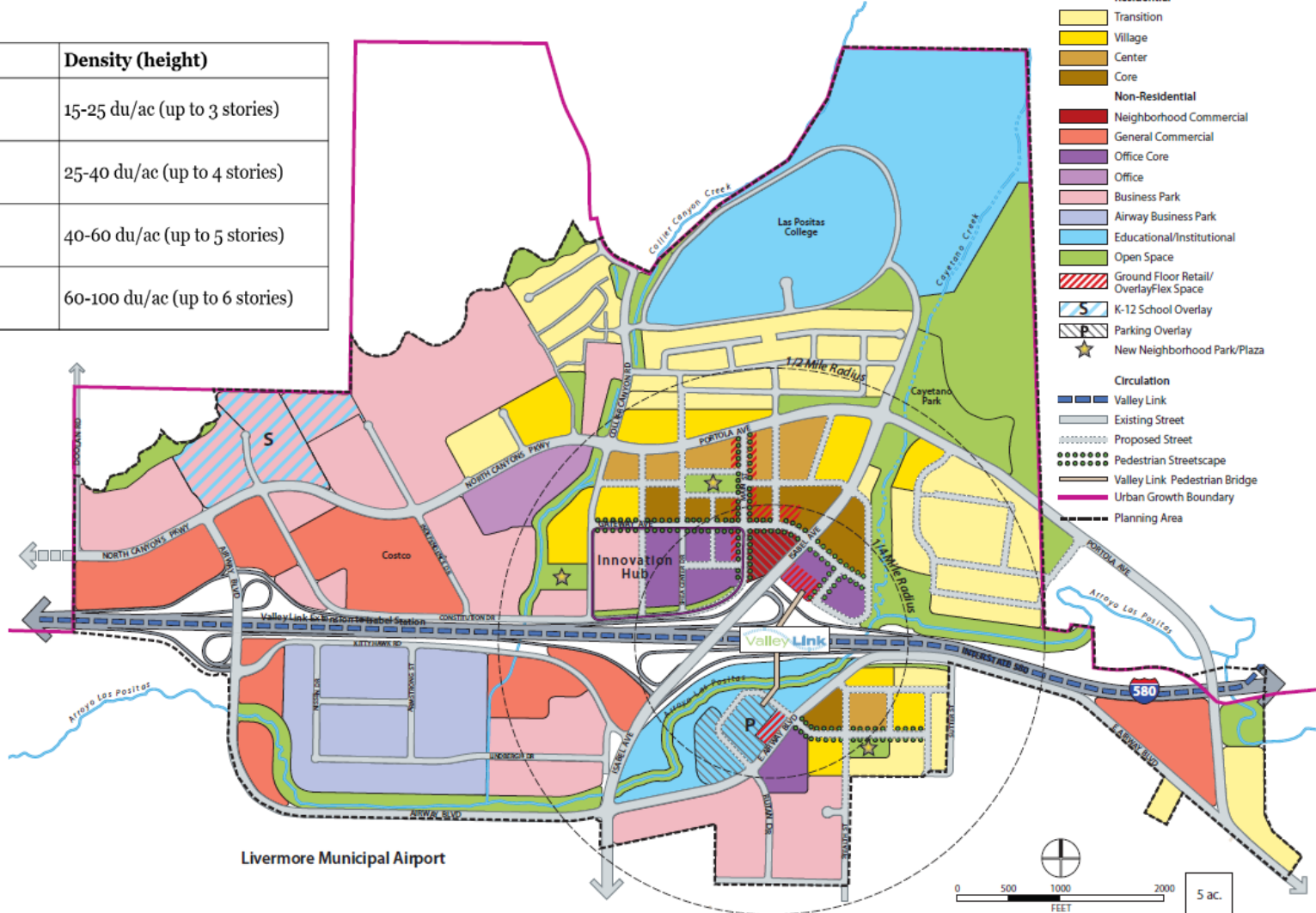


Land Use Diagram

Category	Density (height)
Transition	15-25 du/ac (up to 3 stories)
Village	25-40 du/ac (up to 4 stories)
Center	40-60 du/ac (up to 5 stories)
Core	60-100 du/ac (up to 6 stories)

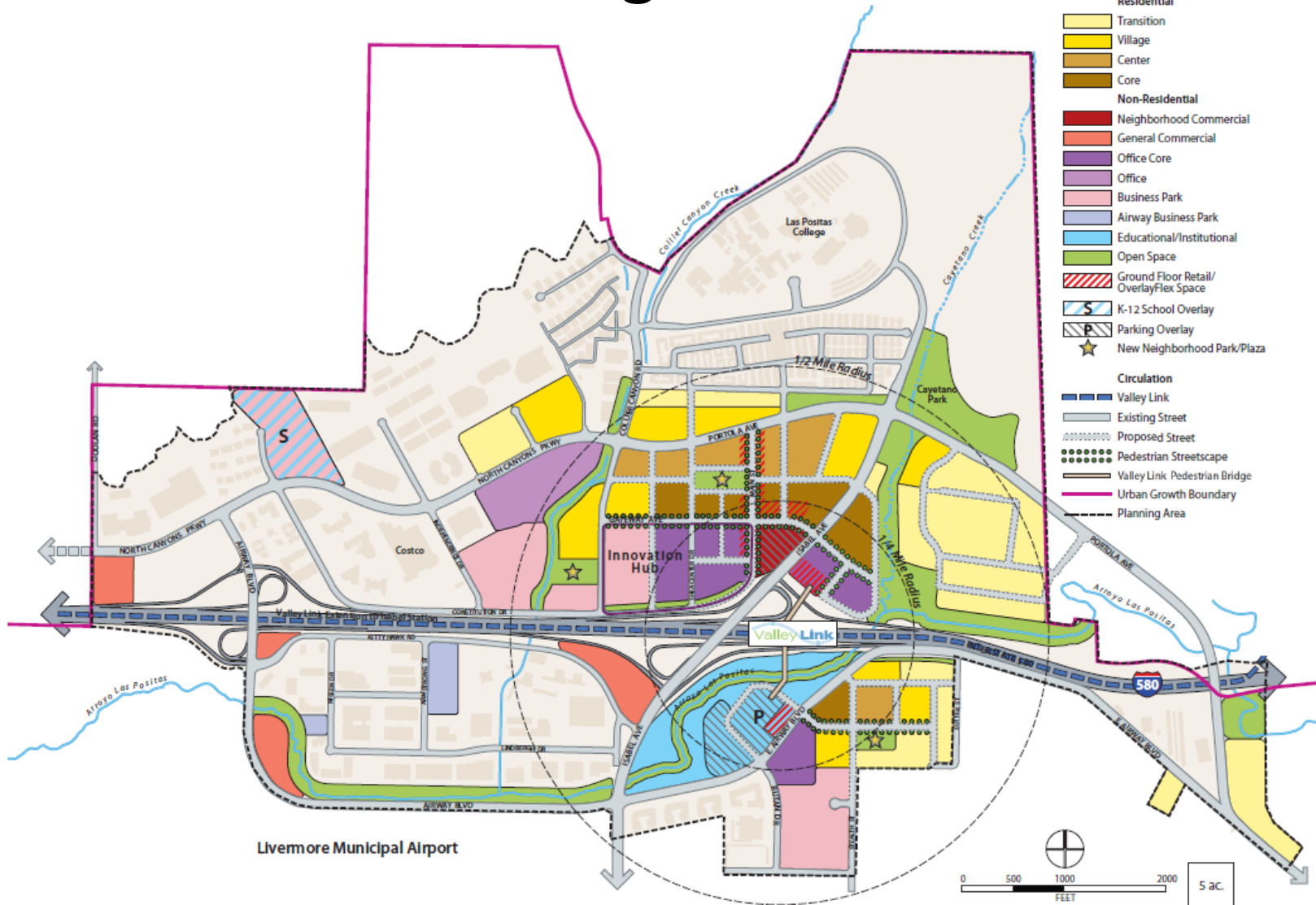


- Residential**
 - Transition
 - Village
 - Center
 - Core
- Non-Residential**
 - Neighborhood Commercial
 - General Commercial
 - Office Core
 - Office
 - Business Park
 - Airway Business Park
 - Educational/Institutional
 - Open Space
 - Ground Floor Retail/ Overlay/Flex Space
 - K-12 School Overlay
 - Parking Overlay
 - New Neighborhood Park/Plaza
- Circulation**
 - Valley Link
 - Existing Street
 - Proposed Street
 - Pedestrian Streetscape
 - Valley Link Pedestrian Bridge
 - Urban Growth Boundary
 - Planning Area



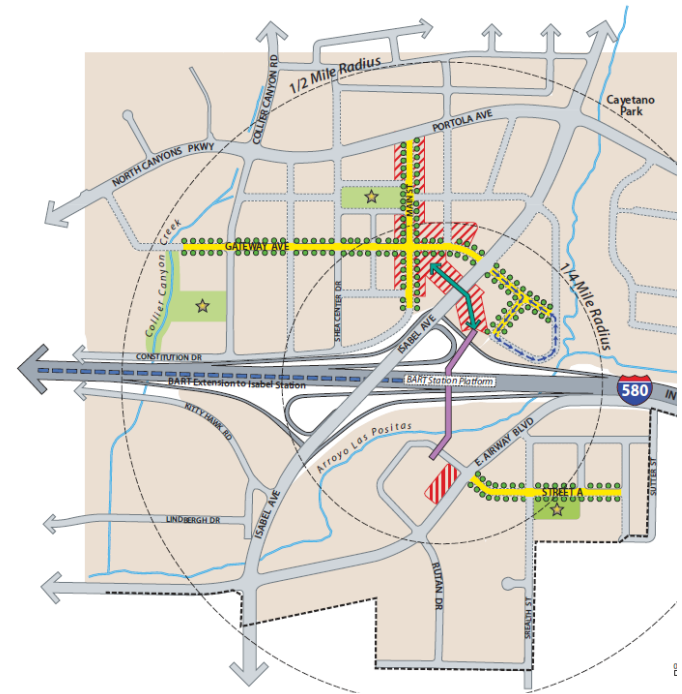
Livermore Municipal Airport

Change Areas



Design Standards and Guidelines

1. Urban Design Principles
2. Public Realm
3. Building and Site Design



Main Street is the central spine of the Isabel Neighborhood, with parallel and angled on-street parking, wide sidewalks, a range of pedestrian-scaled amenities, and Ground Floor Retail Flex Space lining the entire length of the street south of Portola Avenue.

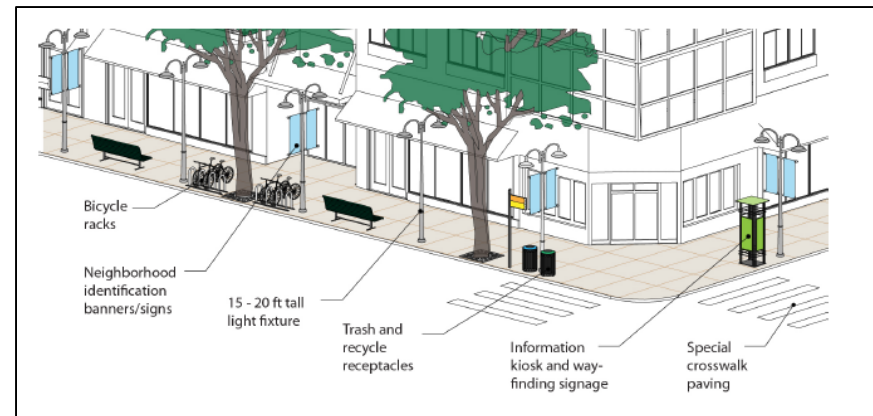


Figure 2-4:
Land Use Diagram — Change Areas

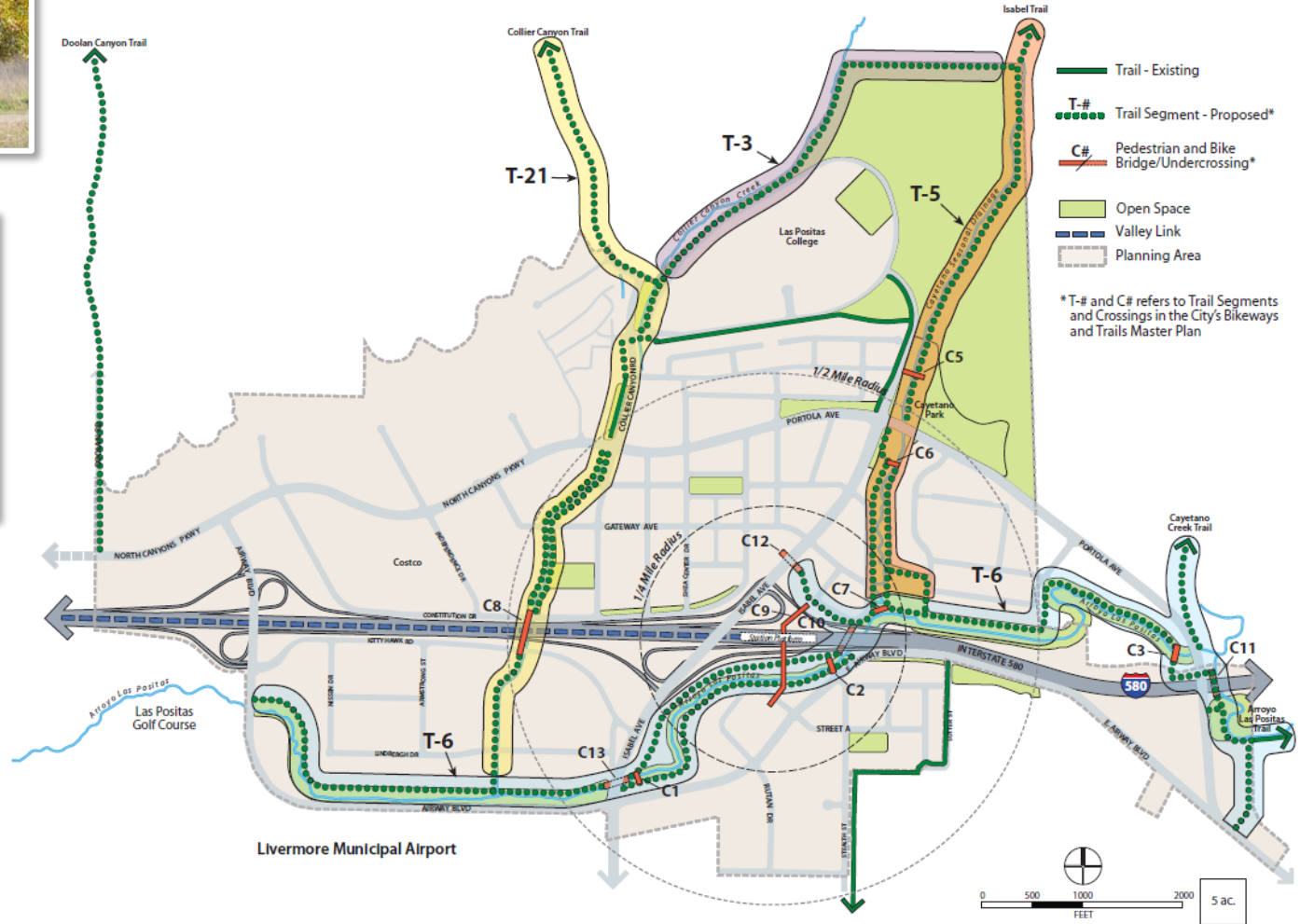
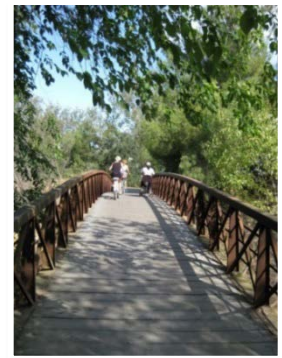


Affordable Housing

- Goal for 25% of the new housing units to be affordable workforce housing → About 1,000 affordable units!
 - Inclusionary requirement of 20% (versus 15% citywide)
 - Partnering with non-profit housing developers



Parks & Trails



Net New Development under Build-out of Plan

Land Use	Planning Area Total
Residential	4,095 housing units
Office	1,655,900 sf
Business Park	240,800 sf
Neighborhood Commercial	324,300 sf
General Commercial	296,300 sf
General Industrial	413,100 sf
Total	2,104,200 sf
Jobs	9,100 jobs

INSP Schedule

- Winter/Spring 2020 – Update Specific Plan and Environmental documents, hold targeted outreach meetings
- Spring 2020 – Release Supplemental EIR documents, Advisory Body Public Hearings
- Summer 2020 – Planning Commission and City Council Adoption Hearings

Questions?



Agenda Item #8
\$3M Allocation
Request to MTC

Project Status – Hit “Reset Button”

- EIR draft is moved to September to capture project footprint with confidence.
- 15% design revisions are required for EIR:
 - 12/12 headway project requires new passing sidings
 - Evaluate Greenville and Mountain House IOS's
 - Double track at Lathrop, BART stations
 - BART coordination and revised platform layout
 - Train control equipment houses located within I-580 envelope

Allocation Amount and Timeline

- Meeting with MTC Executive Staff on 1/2/2020
 - Project Status and challenges with draft 15% Design Plans
 - Presented draft 2020-2021 (2-Year) Workplan [~\$19M Budget]
 - MTC Executive Staff preferred tiered/phased allocations
- Project staff has been working with MTC to prepare an allocation request for \$3M for March 2020 MTC Commission Meeting cycle
- Timeline:
 - 1) VL Board approves resolution at its Feb 12 meeting
 - 2) Resolution + Allocation to MTC for approval by
 - 1) MTC Programming and Allocations Comm – March 11
 - 2) MTC Full Commission – March 25

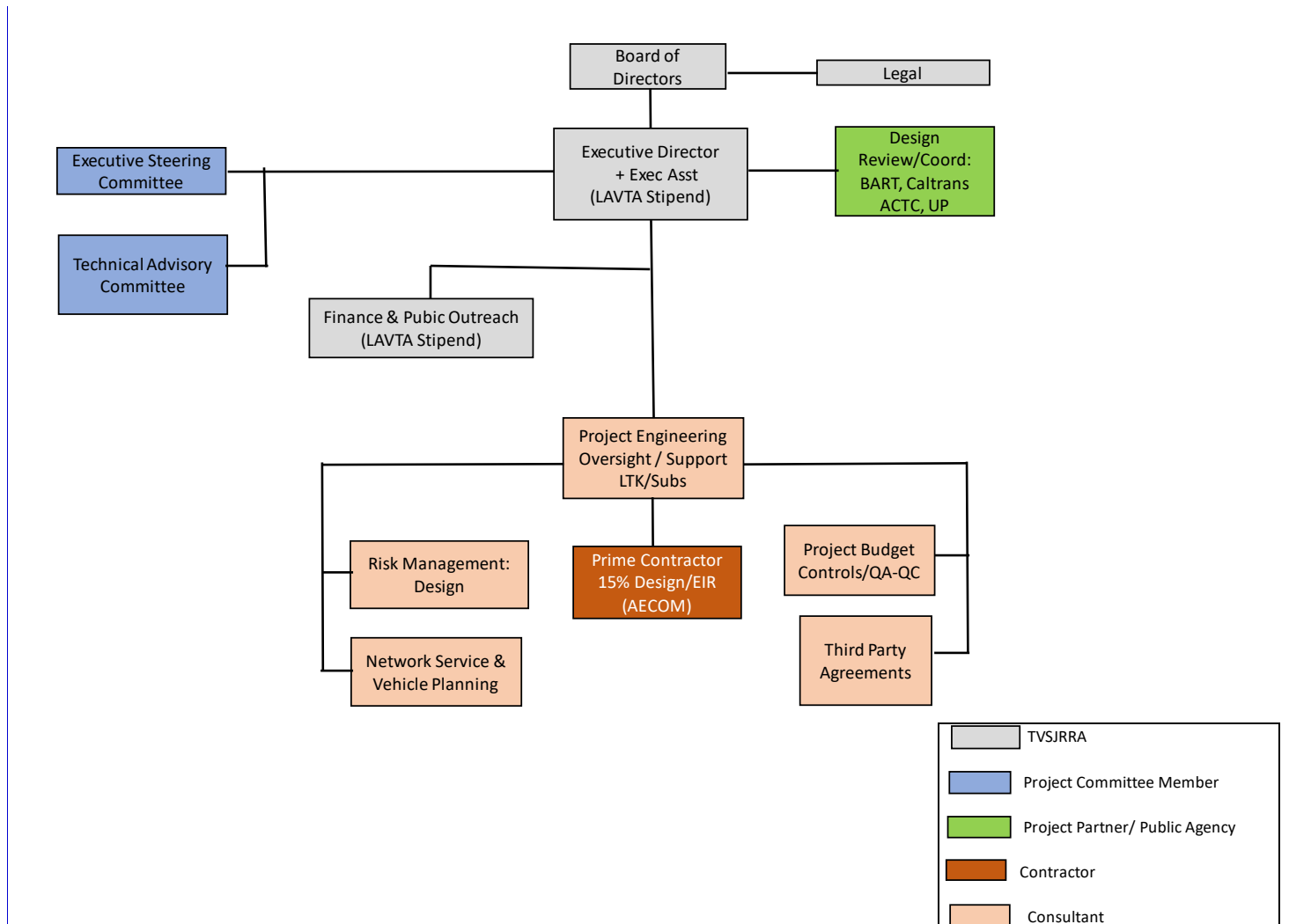
Intended Uses of \$3M Allocation

1. Revisions to 15% Design Plans + Update CEQA [Apr – Dec 2020] (\$1.0M)
 - Execute AECOM Change Order
2. Enter into Cooperative Agreement with BART [Apr – Dec 2020] (\$0.6M)
 - Update Reimbursement Agreement for review of 15% design plans + CEQA docs
3. Continue LAVTA+LTK Project Support/Management [May – Dec 2020] (\$1.4M)
 - Maintain LAVTA staff/carrying costs (insurance, legal, etc.)
 - Update Task Order with LTK
 - Hire Internal Day-to-Day Project Leadership Staff (i.e., Program Manager) [Jun/Jul 2020]

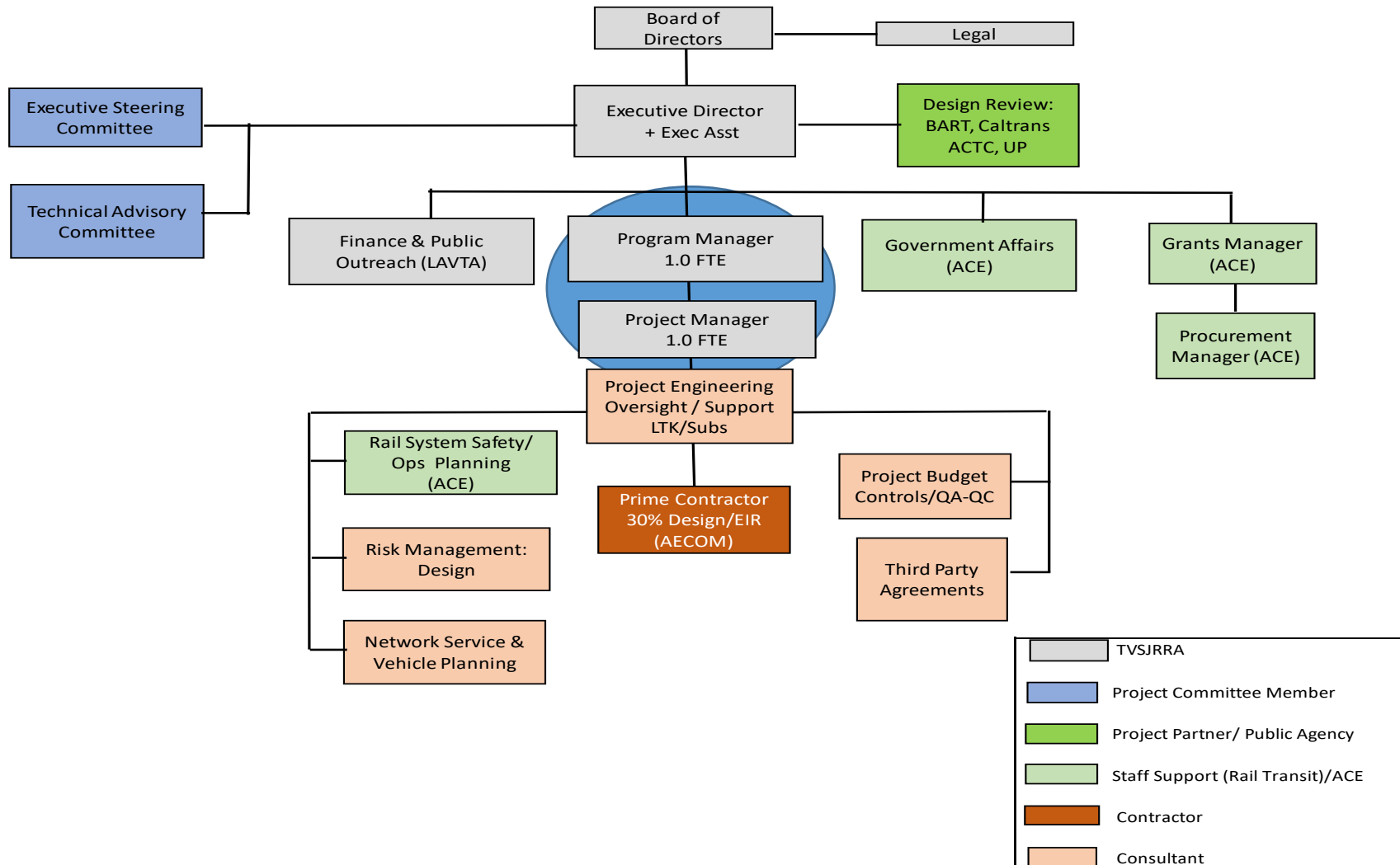
Detailed \$3M Budget [Apr – Dec 2020]

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

Current Organization – 15% Design [Feb – Jun 2020]



Planned Organization – EIR/30% Design + PA&ED [eff. 3QCY20]



- TVSJRR
- Project Committee Member
- Project Partner / Public Agency
- Staff Support (Rail Transit)/ACE
- Contractor
- Consultant

Tiered Allocation Approach [2020-2021]

Activities	Jan-20	Feb-20	Mar-20	Apr-20	May-20	Jun-20	Jul-20	Aug-20	Sep-20	Oct-20	Nov-20	Dec-20	Jan-21	Feb-21	Mar-21	Apr-21	May-21	Jun-21	Jul-21	Aug-21	Sep-21	Oct-21	Nov-21	Dec-21	
	Operations Modelling Verification																								
15% Design Revision																									
Staff and 3rd Party Review of 15% Rev's																									
30% and PA/ED Scoping																									
EIR Analysis																									
Staff EIR Review / Finalize DRAFT EIR																									
Publish DRAFT EIR																									
Certify Final EIR																									
30% Railroad Design																									
Caltrans PA/ED Analysis / Submittals																									

Current \$10M MTC Allocation - runs through completion of 30% design

MTC Bridge Funds - Tier 1

PA&ED - Tier 2 Allocation

Tier 3 Allocation - TBD Pending Faster Bay Area



Planned Tiered Allocation Approach

- **Tier 0: Current Allocation of \$10.1M by MTC**
 - ✓ Progress project towards completed EIR + 30% Design plans by end of 2020
 - ✓ Lack funds to address issues with 15% design/service assumptions/ridership impacts
- **Tier 1: VLSJVRRA allocation request of \$3M to MTC [Apr – Late 2020]**
 - ✓ Will address issues of 15% design/support 12-12 service plan
 - ✓ Funds to hire internal Program Manager, retain project oversight team, increase project controls
 - ✓ Initiates reimbursement agreements for project partners
- **Tier 2: Caltrans PA&ED (\$TBD) [July/Aug 2020- Dec 2021]**
 - ✓ Assumes FASTER legislation passes legislature
 - ✓ Complete critical path Caltrans PA&ED approval document (tech studies)
 - ✓ Hire Internal Project Manager
 - ✓ Need to secure cost sharing arrangement with San Joaquin County/cities
- **Tier 3: Continue Project Oversight (\$TBD) [Jan – Dec 2021]**
 - ✓ Assumes passage of FASTER in Nov 2020
 - ✓ Integrate key full-time staff with early operator support/input



Discussion