Tri-Valley – San Joaquin Valley Regional Rail Authority

January 2020 Board Meeting

January 8, 2020

Valley Link

Connecting People, Housing, and Jobs

Agenda Item #6 Executive Directors Report

Executive Director Report

- Briefings
- FASTER Bay Area
- Transit and Intercity Rail Capital Program Grant Application
- Measure BB and Expenditure Plan
- Negotiations with AECOM toward potential contract amendment to complete CEQA
- David Kutrosky working on Authority's project team

Executive Director Report, Cont.

- Briefings
  - Assemblymember Bauer-Kahan
  - State Senator Wieckowski
  - State Senator Glazer
  - Chad Edison at CalSTA

Executive Director Report, Cont.

- FASTER Bay Area
  - Organizers continuing with Technical Advisory Group and putting together expenditure plan for review by legislature in Sacramento.
  - Bay Area Caucus actively engaged in discussing FASTER. Retreat this week.
  - Expect to see an expenditure plan that is fluid and evolving through April/May for approval in May/June by legislature.
  - ACTC request is to fund Valley Link and the Altamont Corridor Vision to the Alameda/San Joaquin County Line.

Executive Director Report, Cont.

- Transit and Intercity Rail Capital Program Grant Application
  - Application due January 16th
  - Co-application with San Joaquin Joint Powers Authority and San Joaquin Regional Rail Commission
  - Authority seeking funding for study of zero emission technologies for multi-unit vehicle trains
  - Letters of support

Executive Director Report, Cont.

- Amendment to Measure BB Expenditure Plan
- Negotiations with AECOM on potential contract amendment and the next 24-month budget for Authority.
- David Kutrosky new to Authority's project management team

Agenda Item #7
TOD Update

Valley Link
Board of Directors Meeting

Downtown TOD Project

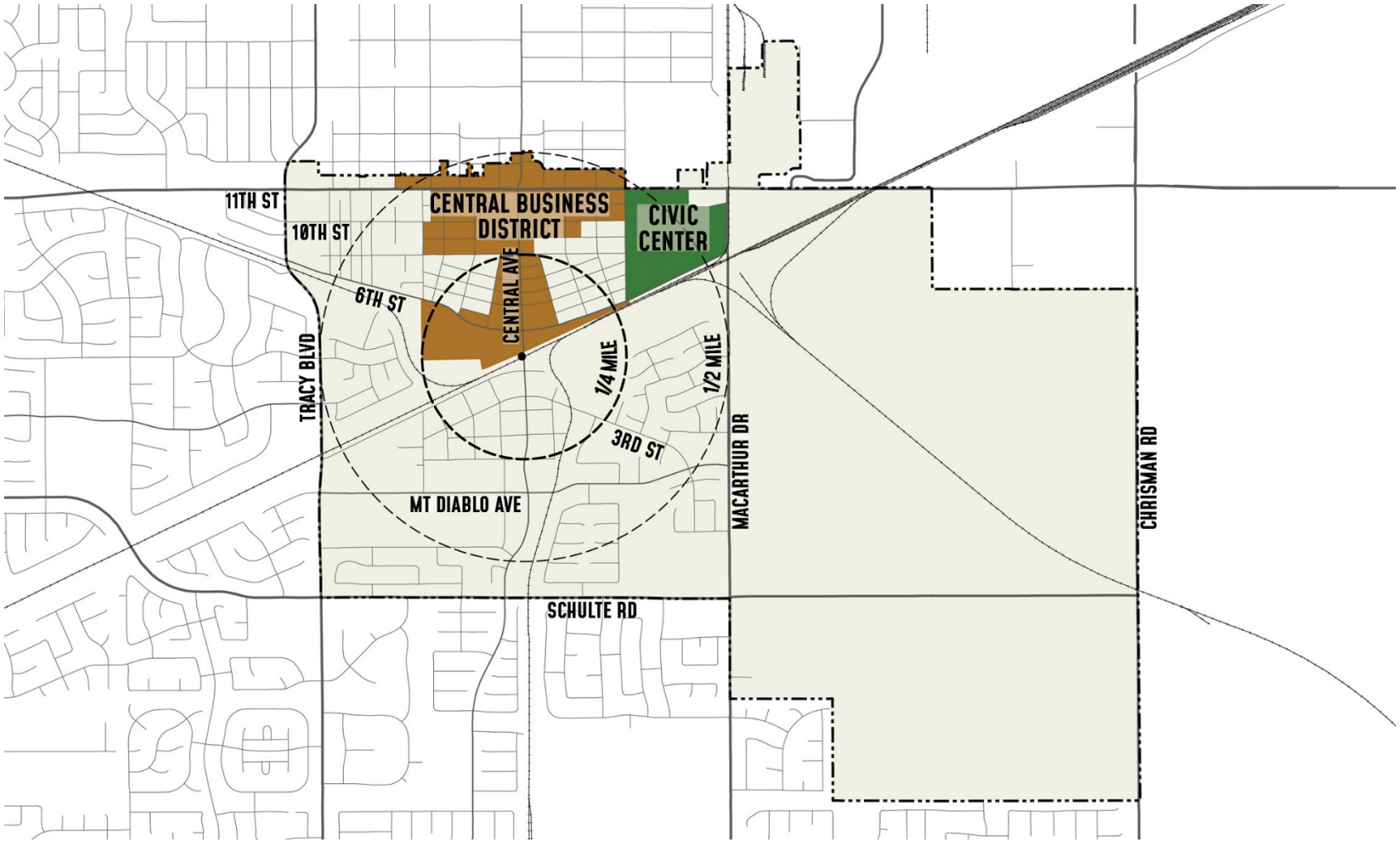
January 8, 2020

What is the Project?

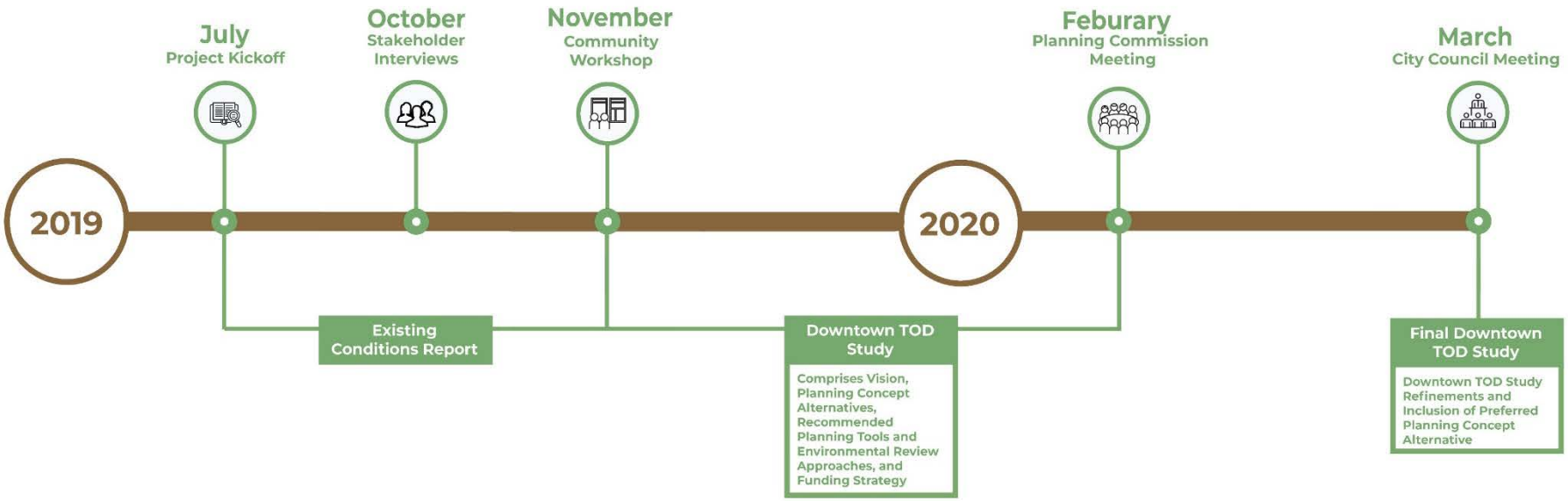
- **Long-Range Planning and Urban Design Study**
  - How will Valley Link Commuter Rail Service Impact Development Opportunities in the Downtown Area?
- **First of Multiphase Effort**
  - How can the City plan for the Development Opportunities?

What Will be in the Study?

- **The Planning Concept**
  - Vision
  - Preferred Planning Concept
  - Conceptual Site Designs
- **Implementation Strategy**
  - Planning Tools Recommendations
  - Environmental Review Requirements
  - Funding Strategy
- **Planning Process**


11TH ST
10TH ST
6TH ST
CENTRAL BUSINESS DISTRICT
CIVIC CENTER
CENTRAL AVE
1/4 MILE
1/2 MILE
TRACY BLVD
3RD ST
MT DIABLO AVE
MACARTHUR DR
CHRISMAN RD
SCHULTE RD

What is the Project Schedule?



Who is Participating in the Outreach Process?

- **Key Stakeholders**
  - Tracy Center City Association (TCCA)
  - Southside Neighborhood Residents
  - Valley Link
  - Property Owners
  - Tracy Transportation Advisory Commission
- **Community Workshop**
  - 20 Attendees
- **Online Survey**
  - 84 Respondents

What Topics Does the Outreach Process Address?

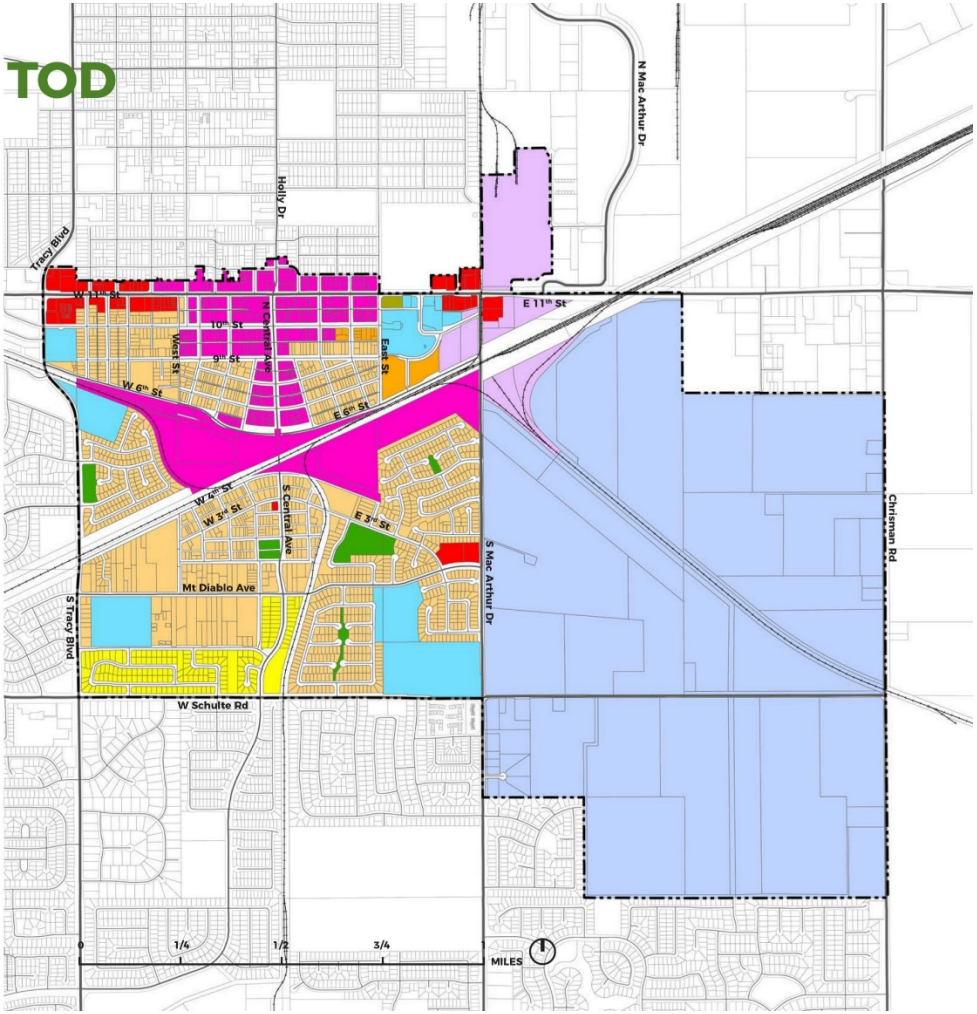
- **Project Vision**
- **Opportunity Sites**
- **Development Character and Access Typologies**
- **Development Concept Prioritization**

What Concepts is the Project Exploring?

- Focus on Station Area (½ Mile Radius) & Key Opportunity Sites Beyond
- Housing Options to Meet Needs/Requirements
- Employment-Generating Development
- Emphasize CBD as Commercial Core
- Other Synergistic Uses
- Transportation Options and Access

TRACY DOWNTOWN TOD
EXISTING LAND USE

Downtown TOD - Existing Land Use									
Color	Land Use	Ac	% of TOD	Approx. DU	DU/Ac Range Low	DU/Ac Range High	DU Range Low	DU Range High	Max FAR	Max GSF
	Downtown TOD	**1,560.3**								
	Residential									
	Low Density Residential	32.1	2.06%	184	2.0	5.8	64	186		
	Medium Density Residential	225.1	14.42%	1,479	5.9	12.0	1,328	2,701		
	High Density Residetial	7.8	0.50%	14	12.0	25.0	93	195		
	Commercial									
	Commercial	23.2	1.49%						1.0	1,010,625
	Office	0.9	0.06%						1.0	40,734
	Industrial	58.6	3.76%						0.5	1,276,523
	Downtown	120.1	7.70%		15.0	50.0	1,802	6,005	1.0	5,231,832
	Non-Developable									
	Public Facility	66.3	4.25%							
	Park	10.9	0.70%							
	Urban Reserve	782.3	50.14%							
	Railroad	38.4	2.46%							
	Streets	194.6	12.47%							
	Total	**1,560.3**		**1,677**			**3,287**	**9,087**		**7,559,714**



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	Total	**1,560.3**		**1,677**			**3,287**	**9,087**		**7,559,714**

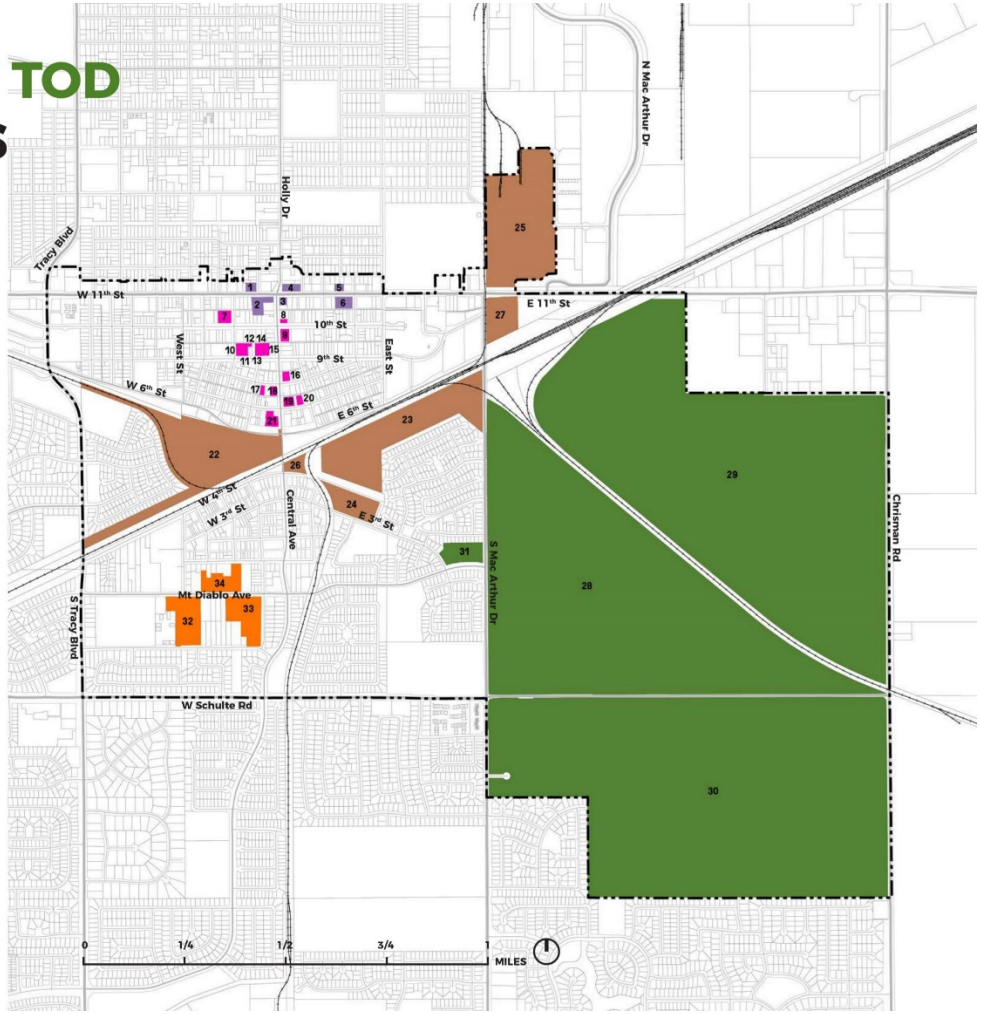
~1,500 DU Currently in the Station Area

Current LU Will Support Housing in Excess of Valley Link Requirement

TRACY DOWNTOWN TOD
OPPORTUNITY SITES

Downtown TOD - Opportunity Sites

Site #	Color	Typology	Land Use	Ac	DU/Ac Range Low	DU/Ac Range High	DU Range Low	DU Range High	Max FAR	Max GSF
1		Urban Infill - Corridor	Downtown	0.4	15.0	50.0	5	18	1.0	15,696
2		Urban Infill - Corridor	Downtown	1.0	15.0	50.0	15	52	1.0	44,981
3		Urban Infill - Corridor	Downtown	0.2	15.0	50.0	3	11	1.0	9,816
4		Urban Infill - Corridor	Downtown	0.5	15.0	50.0	8	27	1.0	23,352
5		Urban Infill - Corridor	Downtown	0.3	15.0	50.0	4	13	1.0	11,312
6		Urban Infill - Corridor	Downtown	0.8	15.0	50.0	12	39	1.0	34,313
7		Urban Infill - CBD	Downtown	0.6	15.0	50.0	10	32	1.0	28,017
8		Urban Infill - CBD	Downtown	0.1	15.0	50.0	2	5	1.0	4,738
9		Urban Infill - CBD	Downtown	0.4	15.0	50.0	6	20	1.0	17,727
10		Urban Infill - CBD	Downtown	0.4	15.0	50.0	6	19	1.0	16,269
11		Urban Infill - CBD	Downtown	0.2	15.0	50.0	3	10	1.0	8,735
12		Urban Infill - CBD	Downtown	0.1	15.0	50.0	1	3	1.0	2,348
13		Urban Infill - CBD	Downtown	0.2	15.0	50.0	2	8	1.0	6,698
14		Urban Infill - CBD	Downtown	0.2	15.0	50.0	2	8	1.0	6,897
15		Urban Infill - CBD	Downtown	0.4	15.0	50.0	6	19	1.0	16,441
16		Urban Infill - CBD	Downtown	0.3	15.0	50.0	4	13	1.0	11,318
17		Urban Infill - CBD	Downtown	0.2	15.0	50.0	2	8	1.0	6,982
18		Urban Infill - CBD	Downtown	0.3	15.0	50.0	4	13	1.0	10,946
19		Urban Infill - CBD	Downtown	0.4	15.0	50.0	6	19	1.0	16,677
20		Urban Infill - CBD	Downtown	0.2	15.0	50.0	3	11	1.0	9,779
21		Urban Infill - CBD	Downtown	0.7	15.0	50.0	10	33	1.0	29,118
22		Brownfield	Downtown	30.5	15.0	50.0	457	1,524	1.0	1,328,100
23		Brownfield	Downtown	26.2	15.0	50.0	393	1,311	1.0	1,142,351
24		Brownfield	Medium Density Residential	4.5	5.9	12.0	27	54	1.0	197,346
25		Brownfield	Industrial	32.7	-	-	-	-	0.5	712,089
26		Brownfield	Downtown	1.2	15.0	50.0	18	61	1.0	53,456
27		Brownfield	Commercial, Industrial	8.6	-	-	-	-	0.5	187,971
28		Greenfield	Urban Reserve	214.7	-	-	-	-	-	-
29		Greenfield	Urban Reserve	280.3	-	-	-	-	-	-
30		Greenfield	Urban Reserve	275.3	-	-	-	-	-	-
31		Greenfield	Commercial	3.2	-	-	-	-	1.0	139,335
32		Residential Infill	Medium Density Residential	5.4	5.9	12.0	32	65	-	-
33		Residential Infill	Medium Density Residential	5.2	5.9	12.0	31	62	-	-
34		Residential Infill	Medium Density Residential	3.3	5.9	12.0	19	39	-	-
Total				898.8			1,092	3,499		4,092,807



What are the Next Steps?

- **Draft Downtown TOD Study:** Mid February
- **Planning Commission Meeting:** February 26
- **City Council Meeting:** March 17
- **Final Downtown TOD Study:** End of March
- **Initiate Phase II:** May
  - Pending City Council Direction
  - Draft Planning Tools, Ordinances, Zoning, Specific Plan, CEQA, etc.

- **Visit www.TracyDowntownTOD.org**

Agenda Item #8
Project Update and Schedule

CEQA Update

- PSR-PDS submitted to Caltrans August 2019
  - Includes approach to ED
  - Received comments from Caltrans
  - PSR/PDS approval from Caltrans expected by end of Jan 2020
  - Caltrans PA&ED process to start 2020
- Adjustments based on Feasibility, 15% Design and Executive Committee input
  - Initial Operating Service
  - Service Characteristics
- Updated CEQA Schedule

Initial Operating Service

Board Decision

Rail service from the existing Dublin/Pleasanton BART Station to the proposed ACE North Lathrop Station, utilizing existing transportation rights-of-way where feasible:

- **Phase 1** – Rail service from the existing Dublin/Pleasanton BART Station to the proposed ACE North Lathrop Station
- **Phase 2** - Rail service extended from the ACE North Lathrop Station to the existing ACE and Amtrak Stockton Station
- Further explore opportunities for early action (a minimum operable segment)

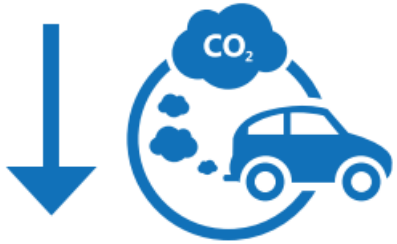
Initial Operating Service

Project Delivery

- If not all the funding is secured in a timely manner or if construction can be expedited, the Authority could choose to implement a minimum operable segment (MOS) to Greenville or an early phase to Mountain House or Downtown Tracy. Based on preliminary air quality and greenhouse gas analysis, longer segments to Mountain House and beyond would provide significantly higher greenhouse gas reduction benefits when compared to the MOS to Greenville alone.
- The MOS will be evaluated in forthcoming EIR. A decision on whether to move forward with the MOS would be made following certification of Final EIR by the Authority Board.

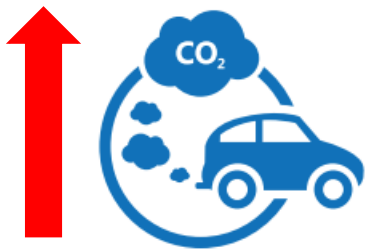
GHG Emissions (Preliminary Estimates)

- Valley Link Project Operational GHG emissions
  - Multiple Units: Increase in GHG Emissions
  - Maintenance Facility: Increase in GHG Emissions
  - Mode Shift from Vehicles to Trains: Decreases GHG emissions
- 2025 Operational GHG Emissions (Phase 1)
  - Multiple Units: +5,600 MTCO2e/year
  - Maintenance Facility: +500 MTCO2e/year
  - Mode Shift from Vehicles to Trains: -25,000 MTCO2e/year
  - NET = -19,000 MTCO2e/year



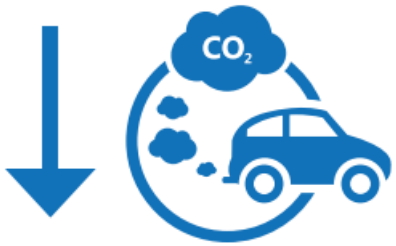
GHG Emissions (Preliminary Estimates)

- 2025 Interim Operating Scenario (IOS) to Greenville
  - Multiple Units:: **+ 2,700 MTCO2e/year**
  - Maintenance Facility:: **+200 MTCO2e/year**
  - Mode Shift from Vehicles to Trains: **+1,300 MTCO2e/year**
  - NET = **+1,600 MTCO2e/year**
- Implications
  - Net increase in emissions
  - Would require mitigation to reduce annual emissions; additional cost to project
  - Would make it challenging to obtain state funding, as project must compete with other transit projects that reduce GHG emissions.
  - Thus difficult to fund initial phase.



GHG Emissions (Preliminary Estimates)

- Solution: 2025 Interim Operating Scenario (IOS) to Mtn. House
  - Multiple Units:: **+4,600 MTCO2e/year**
  - Maintenance Facility:: **+200 MTCO2e/year**
  - Mode Shift from Vehicles to Trains: **-9,300 MTCO2e/year**
  - NET = **-4,500 MTCO2e/year**



- Benefits
  - Net reduction in emissions
  - No mitigation necessary
  - Project can be competitive with other transit applications for state funding sources.
  - More favorable funding potential for initial phase.

Feasibility Service Characteristics

Initial Service

- "BART-like" service in Tri-Valley (BART plans to have 12-minute service after 2025)
- Robust service across the congested Altamont Pass to and from San Joaquin County

SCENARIO	PEAK	OFF-PEAK*
BETWEEN DUBLIN/ PLEASANTON AND GREENVILLE	12 min (meeting every BART train)	30 min (meeting every other BART train)
BETWEEN DUBLIN/ PLEASANTON AND SAN JOAQUIN COUNTY	24 min (meeting every other BART train)	60 min (meeting every 4th BART train)

*BART's core capacity plan includes future off-peak headways at 15 minutes.

Proposed Initial Hours of Operation

PEAK	OFF-PEAK
5 am – 8 am	Midday (8 am–4 pm)
4 pm – 7 pm	Early evening (7 pm–8pm)
	Weekends (8 am–8pm)

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PEAK	OFF-PEAK
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	Weekends (8 am–8pm)

Feasibility Service Characteristics

Future Service

	SCENARIO	PEAK	OFF-PEAK*
OPTION 1 ("12/24")	BETWEEN DUBLIN/ PLEASANTON AND GREENVILLE	12 min (meeting every BART train)	30 min (meeting every other BART train)
	BETWEEN DUBLIN/ PLEASANTON AND SAN JOAQUIN COUNTY	24 min (meeting every other BART train)	60 min (meeting every 4th BART train)
OPTION 2 ("12/12")	BETWEEN DUBLIN/ PLEASANTON AND GREENVILLE	12 min (meeting every BART train)	30 min (meeting every other BART train)
	BETWEEN DUBLIN/ PLEASANTON AND SAN JOAQUIN COUNTY	12 min (meeting every BART train)	60 min (meeting every 4th BART train)

Valley Link Demand on BART

Dublin/Pleasanton Station:

72% of the 5000 Valley Link boardings occur during the peak period ⇨ 3,600 Valley Link boardings at Dublin/Pleasanton during the peak period

2025 Distribution of Riders on Valley Link Trains

90% of total peak-period ridership would occur on San Joaquin Valley "full route" trains ⇨ **430** Valley Link riders on each "full route" peak-period train ⇨ **67%** of capacity of a 6-car DMU train that can hold 642 riders

2025 Distribution of Valley Link Riders on BART Trains

380 of the Valley Link riders on each "full route" peak period train would be transferring to BART ⇨ **240** of them would be new BART riders ⇨ **20%** of capacity of a 10-car BART train

BART's analysis of the need for additional BART cars and storage determined that the increment of new riders on BART attracted by Valley Link would not require additional BART car capacity in 2025.

Valley Link Demand on BART

Dublin/Pleasanton Station in 12/12 Scenario:

73% of the 13,300 Valley Link boardings occur during the peak period ⇨ 9,700 Valley Link boardings at Dublin/Pleasanton during the peak period

Dublin/Pleasanton Station in 12/24 Scenario:

73% of the 12,400 Valley Link boardings occur during the peak period ⇨ 9,000 Valley Link boardings at Dublin/Pleasanton during the peak period

2040 Distribution of Riders on Valley Link Trains

12/12 Scenario

640 riders on each Valley Link "full route" peak-period train ⇨ **100%** of capacity of a 6-car DMU train that can hold 642 riders

12/24 Scenario

85% of total peak period ridership would occur on San Joaquin Valley "full route" trains ⇨ **1,000** riders on each Valley Link "full route" peak-period train ⇨ **104%** of capacity of a 9-car DMU train that can hold 963 riders

Valley Link Demand on BART

2040 Distribution of Valley Link Riders on BART Trains

12/12 Scenario

600 of the Valley Link riders on each "full route" peak period train would be transferring to BART ⇨ **320** of them would be new BART riders ⇨ **27%** of capacity of a 10-car BART train

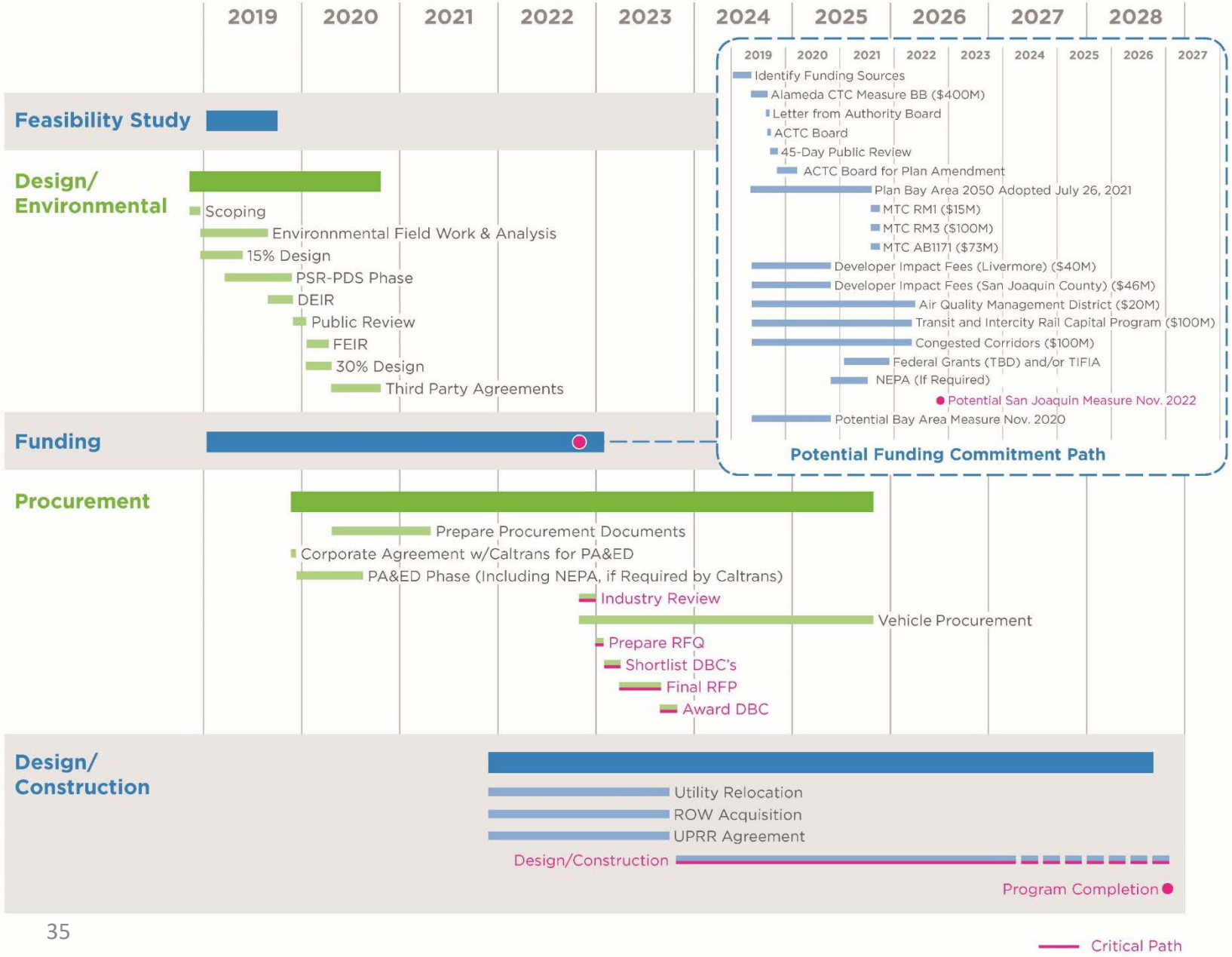
12/24 Scenario

950 of the Valley Link riders on each "full route" peak period train would be transferring to BART ⇨ **510** of them would be new BART riders ⇨ **43%** of capacity of a 10-car BART train

What does this mean?

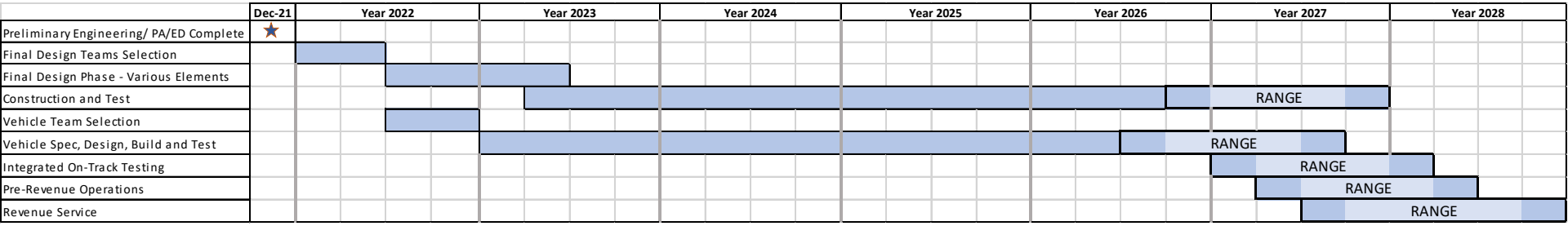
Feasibility Schedule

✓Opening in 2027 - 2028



New Schedule

✓Opening 2027 - 2028



Tri-Valley • San Joaquin Valley
REGIONAL RAIL AUTHORITY

ValleyLink
Connecting People, Housing, and Jobs

Major Milestones

- End Stations need to be reworked to be 2-tracks
  - January
- Modeling to confirm the number and length of additional sidings for 12-min passing
  - January - March
- New ridership runs for the 12/12 service
  - April - May
- Update the Admin Draft EIR
  - June - July

Major Milestones

- Draft EIR Published
  - Fall
- Public Comment Period
  - Fall
- Final EIR
  - Winter

Agenda Item #9 Draft 24-month Budget

Background Information

Feasibility Report

Funding: $750,000 Caltrans (sustainability grant)
$660,000 MTC (Bridge Toll)
$300,000 SJCOG (State Transit Assistance)
$1,710,000

Cost of Feasibility Report was $1,341,126.80. Work performed by AECOM. Authority costs were $368,874.

Deadline for project was met with publication of draft in June 2018. Approval of final Feasibility Report in October of 2018.

CEQA/EIR and 30% Design

- After Authority selection of preferred project concept (Valley Link) in Phase 1 of Feasibility Report, in September of 2018 MTC approved the following to perform CEQA/EIR, complete 15% and 30% design for Valley Link:

• CEQA/EIR and Public Outreach	$3,000,000
• Continued 15% Design	$1,573,500
• 30% Design	$3,926,500
	$8,500,000

Potential Contract Amendment

- Strong ridership in 2040 does not allow for 24-minute frequency in the peak in San Joaquin County:
  - Need to model operations at 12-minute frequency throughout system
  - With additional service and performance need to remodel the ridership and GHG calculations
  - Need to update the 15% design with locations and length of sidings in the Altamont corridor and in San Joaquin County per 12-minute modeling.

Potential Contract Amendment

- Do work associated with a Mountain House minimal operable segment:
  - Greenville Station has an impact with GHG increases. Mountain House will have a benefit with GHG reductions.
- Continued AECOM team support
- Assure that sufficient funds are available for advanced geotech work in the Altamont corridor (additional borings) and performing NEPA on project

VALLEY LINK PROJECT (Env'l Docs + 30% Design Plans + PA-ED)

DRAFT 24-Month Budget

A.	**Activities/Deliverables**	**$ 8,925,000**	
1	Complete rail risk register for design/construction/operations	AECOM/LTK/Sub	$ 135,000
2	Design Criteria	LTK/Sub	$ 150,000
3	Governance and Organizational planning report	TBD	$ 350,000
4	Zero-emission design 30%	TBD	$ 300,000
5	Caltrans Project Approval/Environmental Documentation (PA-ED)	AECOM/LTK/Sub	$ 5,000,000
6	Feasibility Report Phase 2 (Extension to Stockton)	TBD	$ 100,000
7	Station Area Outreach/TOD Planning	TBD	$ 540,000
8	Continued CEQA/NEPA/design/service planning analyses	TBD	$ 2,350,000
B.	**Project Support/Management**	**$ 8,185,900**	
1	ACE - accounting, procurement, rail system safety planning, etc	ACE	$ 288,000
2	BART design review - env'l docs, 30% design plans	BART	$ 1,100,000
3	Caltrans design review - env'l docs , 30% design plans, QA/QC on PA-ED	Caltrans	$ 750,000
4	ACTC review on 580/express lanes	ACTC	$ 400,000
5	UP review	UPRR	$ 100,000
6	Executive Director	V-L	$ 297,000
7	Staff support	V-L	$ 205,000
8	Strategic Planning	TBD	$ 108,000
9	UP negotiating team	TBD	$ 100,000
10	Program & Engineering Support (contract)	LTK/Subs	$ 3,305,400
11	Legal - Basic	Hanson/Bridgett	$ 250,000
12	Legal - Supplemental Support	Hanson/Bridgett	$ 350,000
13	Grant writing	TBD	$ 125,000
14	ROW estimator	TBD	$ 126,000
15	Funding Plan Support including SJCOG and Faster BA, PBA 2050 and RTP	AECOM/TBD	$ 216,000
16	Gov't Relations/Community Engagement	V-L	$ 300,000
17	Insurance	V-L	$ 22,500
18	Meeting Office Supplies	V-L	$ 18,000
19	Financial Audits (inc software)	V-L	$ 25,000
20	Travel and Meetings	V-L	$ 100,000
C.	**TOTAL**		**$ 17,111,000**
D.	**Contingency (15%)**		**$ 2,567,000**
E.	**TOTAL BUDGET REQUEST TO END OF 2021**		**$ 19,678,000**

Sharing Costs in Megaregional Project

Simple calculation:

$19,678,000 Cost of 24-month budget

Per Feasibility Report approximately 75% of total project costs (capital) are in Alameda County and 25% are in San Joaquin County.

$14,758,500 (75%) for Alameda County/MTC

$4,919,500 (25%) for San Joaquin County/SJCOG

Questions