

# **LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY**

## **Alameda – San Joaquin Regional Rail Working Group**

**DATE:** Wednesday, June 14, 2017  
**PLACE:** Tracy City Hall  
333 Civic Center Plaza, Conference Room 203  
Tracy, CA 95376  
**TIME:** 2:00pm – 4:00pm

### **Working Group Members:**

Alameda County – Supervisor Scott Haggerty, Chair  
City of Tracy – Mayor Pro Tem Veronica Vargas, Vice Chair  
San Joaquin County – Supervisor Bob Elliott  
City of Dublin – Mayor David Haubert  
City of Livermore – Mayor John Marchand  
City of Pleasanton – Mayor Jerry Thorne  
SJRRRC/ACE – Board Chair Bob Johnson (Lodi)  
BART – Board Member John McPartland  
LAVTA – Board Chair Steven Spedowski (Livermore)  
Innovation Tri-Valley Leadership Group – Dale Kaye, CEO  
East Bay Leadership Group – Josh Huber, Policy Director  
San Joaquin Partnership – Michael Ammann, CEO

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### **AGENDA**

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

#### **2. Roll Call of Members**

#### **3. Public Comment**

- Members of the audience may address the Advisory Group on any matter within the general subject matter jurisdiction of the Altamont Regional Rail Working Group.
- Speaker cards are available at the entrance to the meeting room and should be submitted to the Executive Director of the Livermore Amador Valley Transit Authority.
- Public comments should not exceed three (3) minutes.

#### **4. Minutes**

**Recommendation:** Approve minutes

#### **5. Legislative Update**

**Recommendation:** Receive report and provide guidance

**6. BART EIR Update**

**Recommendation:** Receive report and provide guidance

**7. ACE Forward EIR Presentation**

**Recommendation:** Receive report and provide guidance

**8. Project and Program Development**

**Recommendation:** Receive report and provide guidance

**9. Fiscal Year 2018 Meeting Schedule**

**Recommendation:** Approve FY2017/2018 Meeting Schedule

**10. Adjournment. The next meeting date is scheduled for July 12, 2017**

*I hereby certify that this agenda was posted 72 hours in advance of the noted meeting.*

*/s/ Jennifer Suda*

*6/9/17*

*LAVTA, Administrative Assistant*

*Date*

*On request, the Livermore Amador Valley Transit 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. A written request, including name of the person, mailing address, phone number and brief description of the requested materials and preferred alternative format or auxiliary aid or service should be sent at least seven (7) days before the meeting. Requests should be sent to:*

*Executive Director  
Livermore Amador Valley Transit Authority  
1362 Rutan Court, Suite 100  
Livermore, CA 94551  
Fax: 925.443.1375  
Email: [frontdesk@lavta.org](mailto:frontdesk@lavta.org)*

# **AGENDA**

## **ITEM 4**

# **LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY**

## **Altamont Regional Rail Working Group**

### **Minutes of April 12, 2017 Meeting**

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

Committee Chair Scott Haggerty called the meeting to order at 1:32pm.

#### **2. Roll Call of Members**

##### **Members Present**

Supervisor Scott Haggerty (Chair), Alameda County  
Mayor Pro Tem Veronica Vargas, City of Tracy  
Supervisor Bob Elliott, San Joaquin County  
Vice Mayor Don Biddle, City of Dublin (alternate for David Haubert)  
Vice Mayor Jerry Pentin, City of Pleasanton (alternate for Jerry Thorne)  
Mayor John Marchand, City of Livermore  
Board Chair Bob Johnson, SJRRC/ACE  
Board Chair Steven Spedowski (Livermore), LAVTA  
CEO Dale Kaye, Innovation Tri-Valley Leadership Group  
Policy Director Josh Huber, East Bay Leadership Group

##### **Members Absent**

Mayor Jerry Thorne, City of Pleasanton  
Mayor David Haubert, City of Dublin  
Board Member John McPartland, BART  
CEO Michael Ammann, San Joaquin Partnership

#### **3. Public Comment**

Dale Kaye, CEO from Innovation Tri-Valley Leadership Group, arrived during public comment.

Robert S. Allen

Mr. Allen addressed the Altamont Regional Rail Working Group regarding the BART to ACE Rail connection. Mr. Allen stated that Livermore's General Plan calls for BART at grade in the I-580 median to a Greenville/I-580 station. From there let BART curve under the westbound I-580 structure onto the former SP roadbed for less than a mile more to an intermodal station with ACE and a BART train yard. Possibly an ACE train yard also.

BART, which runs in subways with about 13' of clearance above top of rail, will easily fit in a widened median at a modest cost. Mr. Allen is grateful to the 8,400 Livermore registered voters who signed our BART on 580 initiative in 2011 paving the way for an efficient, cost-effective rail link between BART and ACE.

Assemblywoman Catharine Baker

Assemblywoman Baker thanked the Working Group for what they have accomplished, and what they will accomplish in the future. Many of the leaders in the room have been working on the

issue of connecting BART to ACE for a long time. The Assemblywoman appreciated the collaboration with leaders of all levels of government on both sides of the Altamont. The best opportunity to see this project go forward was to take it into our own hands. BART has many items on their plate with a lot of work to do and there are many models across the state for communities taking over issues like this on how to connect interregional areas and rail more efficiently. Assembly Bill (AB) 758 allows this to take place.

Assemblywoman Baker stated that the Working Group needs to have a singular focus in the legislation created to find the right type of connection and have the consensus of the community. The group also needs to leave open the possibilities for who will operate the system. Assemblywoman Baker hopes that the Working Group can come to a consensus today on the various issues of importance so that Assemblywoman Eggman and she can receive the recommendations.

#### **4. Minutes**

It was noted to amend the March 8, 2017 minutes Agenda Item 3 paragraph two to state 8,400 signatures and to remove 840 signatures.

Approved: Vargas/Marchand

Aye: Haggerty, Biddle, Marchand, Vargas, Pentin, Spedowski, Elliott, Johnson

No: None

Abstain: None

Absent: Haubert, McPartland, Thorne

#### **5. Language for AB 758 (Eggman)**

Executive Consultant Frank Wilson stated that the language of the legislation is tremendously meaningful for the Working Group and what the future pretends. Executive Frank Wilson requested that the Working Group go over some late change requests to the legislation language and to have a general discussion before a vote. The legislative process is well underway in Sacramento and this work needs to be completed in a timely manner. AB 758 creates a real authority to collect money, spend money, and advance the project through construction. The legislation language was sent for review prior to this meeting, but the score card provided to the Working Group today has some last minute changes that were requested. Executive Consultant Frank Wilson briefly went over all the late changes prior to opening this up for comment and discussion.

LAVTA Board Chair Steven Spedowski stated that his understanding is that we are trying to keep the legislation general to keep things simple, so that we can deal with details in the bylaws of the Joint Powers Authority (JPA) once that is created. Executive Consultant Frank Wilson answered that Board Chair Steven Spedowski is correct, so that they have maximum control and maximum flexibility.

The first item discussed is Section 132655 to increase the authority to 16 members. After deliberation the Working Group agreed to keep the increase of members to 14. Supervisor Bob Elliott requested that 7 members from Alameda County and 7 members from San Joaquin County should make up the membership and would be unable to support this change if it is not equal for voting.

The second item discussed is not currently in legislation and it pertains to equivalent service to BART from Livermore, if not BART technology. The Working Group wants the wording changed to "Rail service to BART from Livermore, if not BART technology" to not constrain themselves to one type of service.

The third item discussed is Section 132675 to remove non-compete clause for funding (Livermore, Baker). Dan Leavitt explained that the non-compete clause protects Local Transit Funds (LTF) and that San Joaquin County has struggled with a shortage of these funds. ACE would not be able to support this Assembly Bill if the language was taken out and the request from Dan Leavitt is to change the clause to the following by deleting out a few words: 132675. All Unencumbered moneys and assets dedicated for the completion of all project phases shall be transferred to the authority for the completion of the connection. The authority shall pursue any and all sources of funding for the Alameda-San Joaquin Regional Rail Authority; provided, however, that neither the executive director/staff, on behalf of the authority, nor the Board shall apply for funds derived from the Transportation Development Act Funds as defined in Chapter 4 (commencing with Section 99200) of Part 11 of Division 10 of the California Public Utilities Code for which any member entity of the authority is also an applicant or approving member entity without the express written consent of that member. The Working Group decided to not include the proposed clause.

The fourth item discussed is Section 132655 for Mountain House and Banta to join the Authority (Vargas). Supervisor Scott Haggerty explained that in order to sit on the ACE Board the train must run through your city. Mayor Pro Tem Veronica Vargas likes the language that members must be where the rail possibly has stations. Supervisor Scott Haggerty thinks that the Supervisors of the Counties should appoint the city members. Supervisor Scott Haggerty asked that San Joaquin County members decide on who the members will be. Assemblywoman Baker noted that both she and Assemblywoman Eggman were comfortable with 14 members that would have the most stake in the Authority. Assemblywoman Baker also stated that Alameda County contributed more funds for the BART to ACE connection and felt that the balance should lean towards the Alameda County side, since they have more stake in the game. Assemblywoman Baker would like the voting members to be 8 from Alameda County and 6 from San Joaquin County.

The fifth item discussed is Section 132655 that all Authority board members vote (Baker). The Working Group members agreed unanimously to all members voting.

The sixth item discussed is not currently in legislation to address timing of rolling stock if provided for operations (Livermore). The Working Group unanimously rejected this last minute change.

The seventh item discussed is not currently in legislation regarding parking facilities turned over to locals for operations (Livermore). The Working Group unanimously rejected this last minute change.

The eighth item discussed is Section 132699 the dissolution language vague (Perata). The Working Group unanimously rejected this last minute change.

The ninth item discussed is Section 132651 in Phase I, delete "to San Joaquin County" for more flexibility (ACE). The Working Group unanimously rejected this last minute change.

The tenth item discussed is Section 132685 a clerical change to delete word "not" in last sentence of section (staff). The Working Group unanimously accepted this clerical change.

The eleventh item discussed is Section 132655 a clerical change to operations of Authority board included in Bylaws (staff). The Working Group unanimously accepted this clerical change.

The twelfth item discussed is Section 132680 a clerical change to include Silicon Valley rapid transit corridor (staff). The Working Group unanimously accepted this clerical change.

Supervisor Scott Haggerty asked if the Working Group has consensus on all the items discussed. Supervisor Bob Elliott does not support to increase to 14 members without it being equal representation from both San Joaquin County and Alameda County. Supervisor Scott Haggerty stated that he liked Assemblywoman Baker's explanation for Alameda County have 8 members and San Joaquin County having 6 members, due to contributions. Supervisor Haggerty responded that they will vote on the member increase separately from all other items and do two roll call votes. The roll call vote was conducted twice, due to an ex-officio non-voting member seconding the motion on item one.

Supervisor Scott Haggerty requested roll call for the first item "Increasing the Authority to 14 members":

Approved: Vargas/Marchand

Aye: Haggerty, Biddle, Marchand, Vargas, Pentin, Spedowski, Johnson

No: Elliott

Abstain: None

Absent: Haubert, McPartland, Thorne

Supervisor Scott Haggerty requested roll call for all other items discussed (Item 2-12):

Approved: Vargas/Marchand

Aye: Haggerty, Biddle, Marchand, Vargas, Pentin, Spedowski, Johnson, Elliott

No: None

Abstain: None

Absent: Haubert, McPartland, Thorne

The Altamont Regional Rail Working Group approved Assembly Bill (AB) 758 legislative language with recommendations and directed Executive Frank Wilson to craft and submit a letter of support on behalf of the Working Group signed by Chair Scott Haggerty

Approved: Vargas/Spedowski

Aye: Haggerty, Biddle, Marchand, Vargas, Pentin, Spedowski, Johnson, Elliott

No: None

Abstain: None

Absent: Haubert, McPartland, Thorne

## **6. Renaming of Altamont Regional Rail Working Group**

The Altamont Regional Rail Working Group approved the name for the organization to be Alameda - San Joaquin Regional Rail Authority.

Approved: Marchand/Pentin

Aye: Haggerty, Biddle, Marchand, Vargas, Pentin, Spedowski, Johnson, Elliott

No: None

Abstain: None

Absent: Haubert, McPartland, Thorne

## **7. Adjournment. The next meeting date is scheduled for May 10, 2017 (Tracy)**

Meeting adjourned at 3:23pm.

# **AGENDA**

## **ITEM 5**



# Assembly Bill 758

(Eggman)



LIVERMORE  
CALIFORNIA



Assembly Bill 758



# Assembly Bill 758

- Establishes new authority to plan, develop and deliver a connection between BART and ACE in the Tri-Valley
- Provides all powers necessary to accomplish the work
- Provides direction

# Timeline

1

Assembly  
Transportation  
Committee

2

Assembly  
Appropriations

3

Assembly  
Floor

4

Senate Transportation  
Committee  
(must pass out of  
committee by July 14)

5

Summer  
Recess July  
21<sup>st</sup> through  
August 21<sup>st</sup>

6

Senate  
Appropriations  
Committee (must  
pass out of  
committee by  
September 1<sup>st</sup>)

7

Senate Floor  
(must pass out  
of Senate by  
September 15<sup>th</sup>)

8

Governor's  
Signature by  
October 15<sup>th</sup>

# Letters of Support

- Cities of Livermore, Dublin, Pleasanton, Tracy, and Stockton
- Livermore Amador Valley Transit Authority
- San Joaquin Regional Rail Commission /ACE
- Alameda County
- East Bay Leadership Council
- Innovation Tri-Valley Leadership Group
- San Joaquin Partnership
- Livermore Chamber of Commerce
- Northern California Carpenters Regional Council
- State Building and Construction Trades Council
- Altamont Regional Rail Working Group

# Letters of Opposition

- BART
- Amalgamated Transit Union
- Service Employees International Union
- American Federation of State, County Municipal Employees



# Key Talking Points for AB 758

- Rail project that connects jobs needing people and people needing housing and trucks needing reliable access to ports.
- BART opposition centers around BART Board policy to oppose any extension on its rail system into areas that do not represent the core segments of its existing system.
- AB 758 has broad support at various levels of government and with business groups in the megaregion.

## **AGENDA**

### **ITEM 7**



# ACEforward



ACEforward Draft EIR Update  
June 14, 2017







# ACEforward Draft EIR Update

- § ACEforward is a phased improvement plan to:
  - § increase service reliability and frequency
  - § enhance passenger facilities
  - § reduce travel times along the existing ACE service corridor from San Jose to Stockton
  - § extend ACE service to Manteca, Modesto, Ceres, Turlock and Merced
- § Draft Environmental Impact Report (DEIR) studies potential environmental effects of the proposed enhancements and identifies ways to avoid or mitigate them



## Draft EIR – Availability & Public Comment Period

- § Draft EIR available online: [www.aceforward.com](http://www.aceforward.com)
- § Hard copy of Draft EIR available at 26 libraries & SJRRC
  - § Tracy Branch Library, 20 East Eaton Avenue
- § Comment Period: May 31 – July 31, 2017
  - § Email comments to [aceforwardEIR@acerail.com](mailto:aceforwardEIR@acerail.com) with the subject line “ACEforward DEIR”
  - § Written comments can be mailed to:  
San Joaquin Regional Rail Commission  
Attn: ACEforward DEIR  
949 E. Channel Street, Stockton CA, 95202

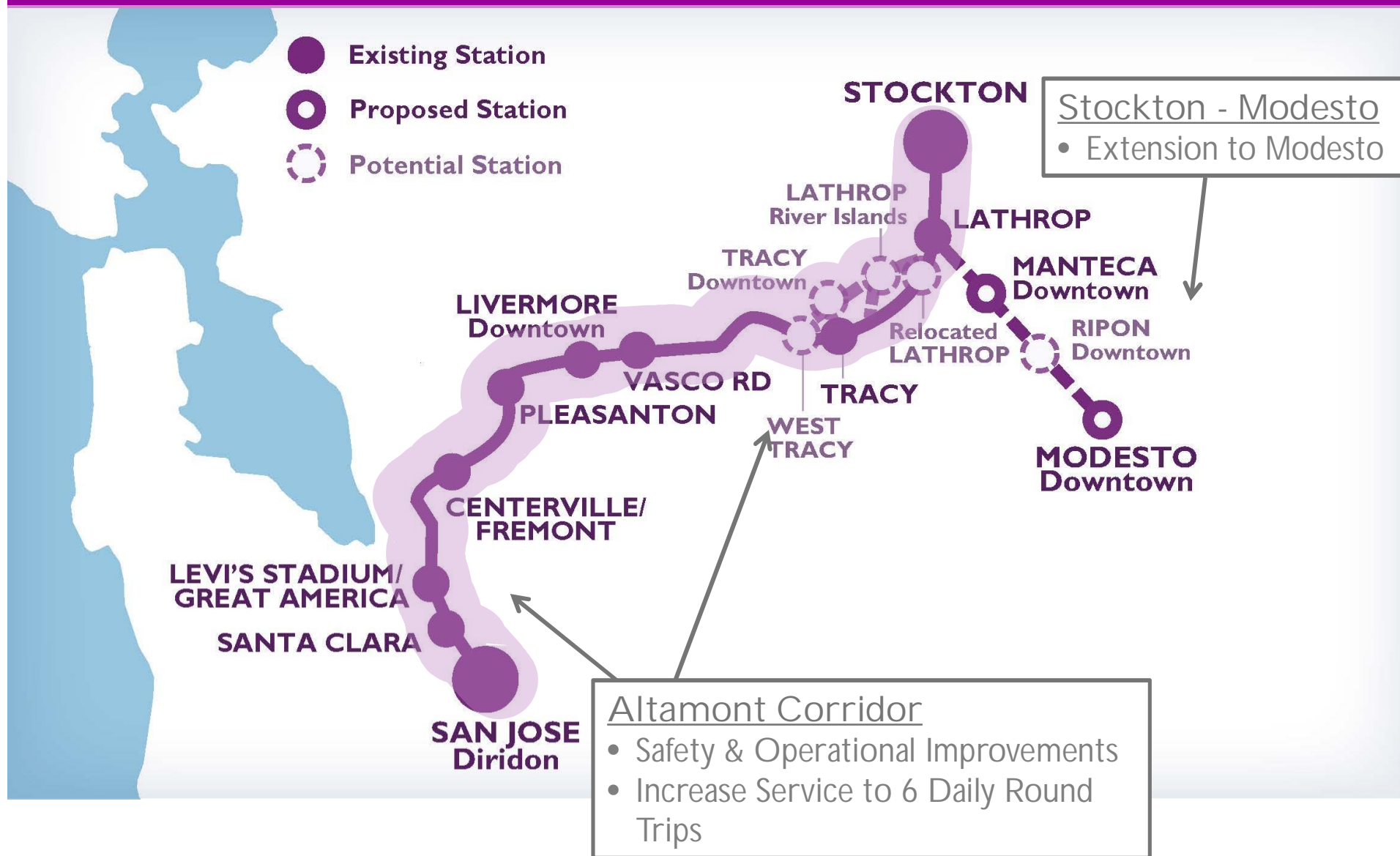


## ACEforward Draft EIR Open Houses

Location	Date and Time
<b>Santa Clara</b> Santa Clara Senior Center, Room 222 1303 Fremont Street	<b>Monday, June 19<sup>th</sup></b> Anytime between 5:30 and 8:30 p.m.
<b>Livermore</b> Robert Livermore Community Center Palo Verde Room, 4444 East Avenue	<b>Tuesday, June 20<sup>th</sup></b> Anytime between 5:30 and 8:30 p.m.
<b>Fremont</b> Fremont Main Library, Fukaya Room 2450 Stevenson Boulevard	<b>Wednesday, June 21<sup>st</sup></b> Anytime between 5:30 and 8:30 p.m.
<b>Merced</b> Merced City Hall, Sam Pipes Meeting Room 678 West 18th Street	<b>Tuesday, June 27<sup>th</sup></b> Anytime between 5:30 and 8:30 p.m.
<b>Modesto</b> Modesto Centre Plaza, Pistache Room 1000 L Street	<b>Wednesday, June 28<sup>th</sup></b> Anytime between 5:30 and 8:30 p.m.
<b>Tracy</b> Tracy City Hall, 333 Civic Center Plaza	<b>Thursday, June 29<sup>th</sup></b> Anytime between 5:30 and 8:30 p.m.



# ACEforward Near Term Improvements





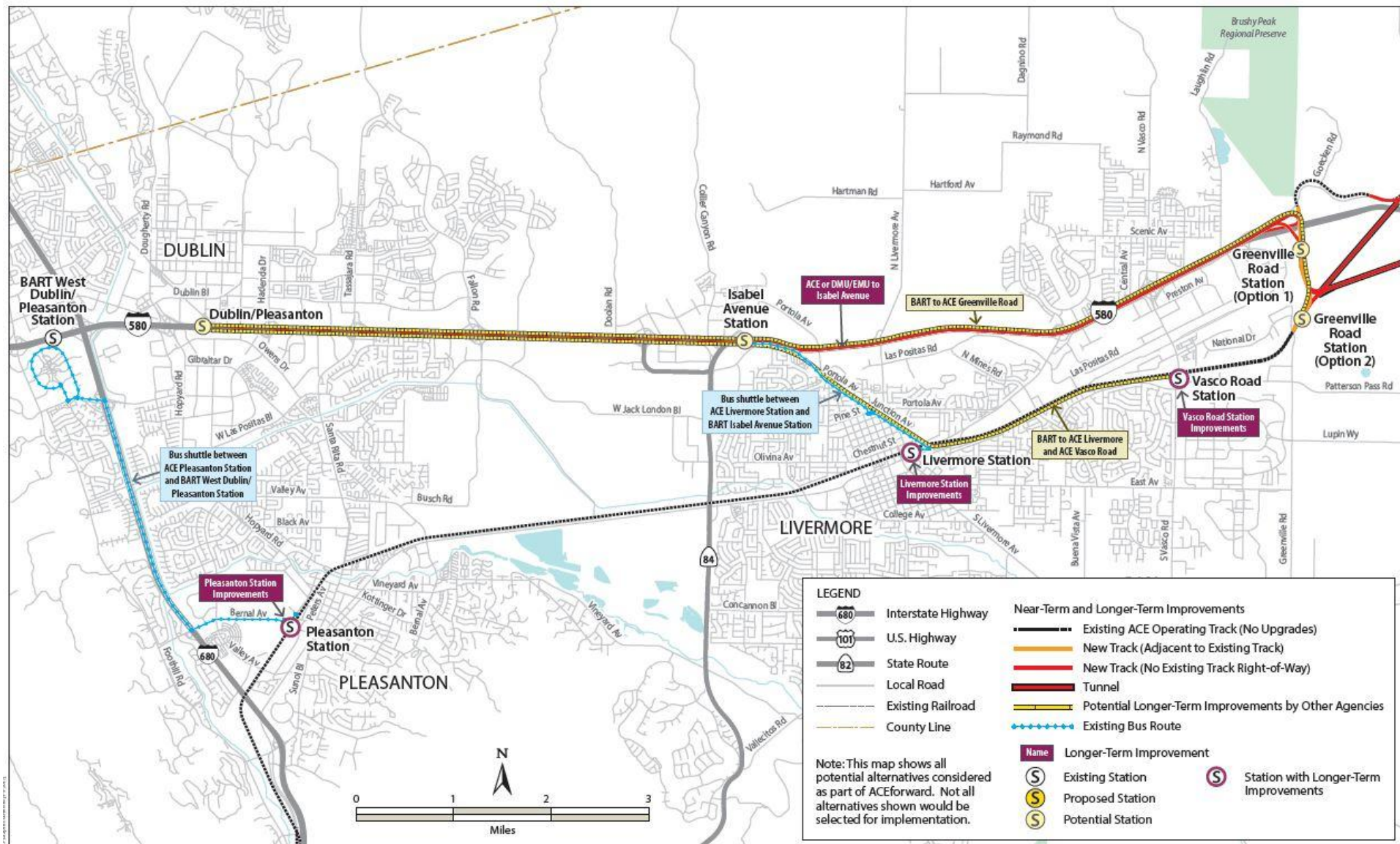
# ACEforward Longer Term Improvements







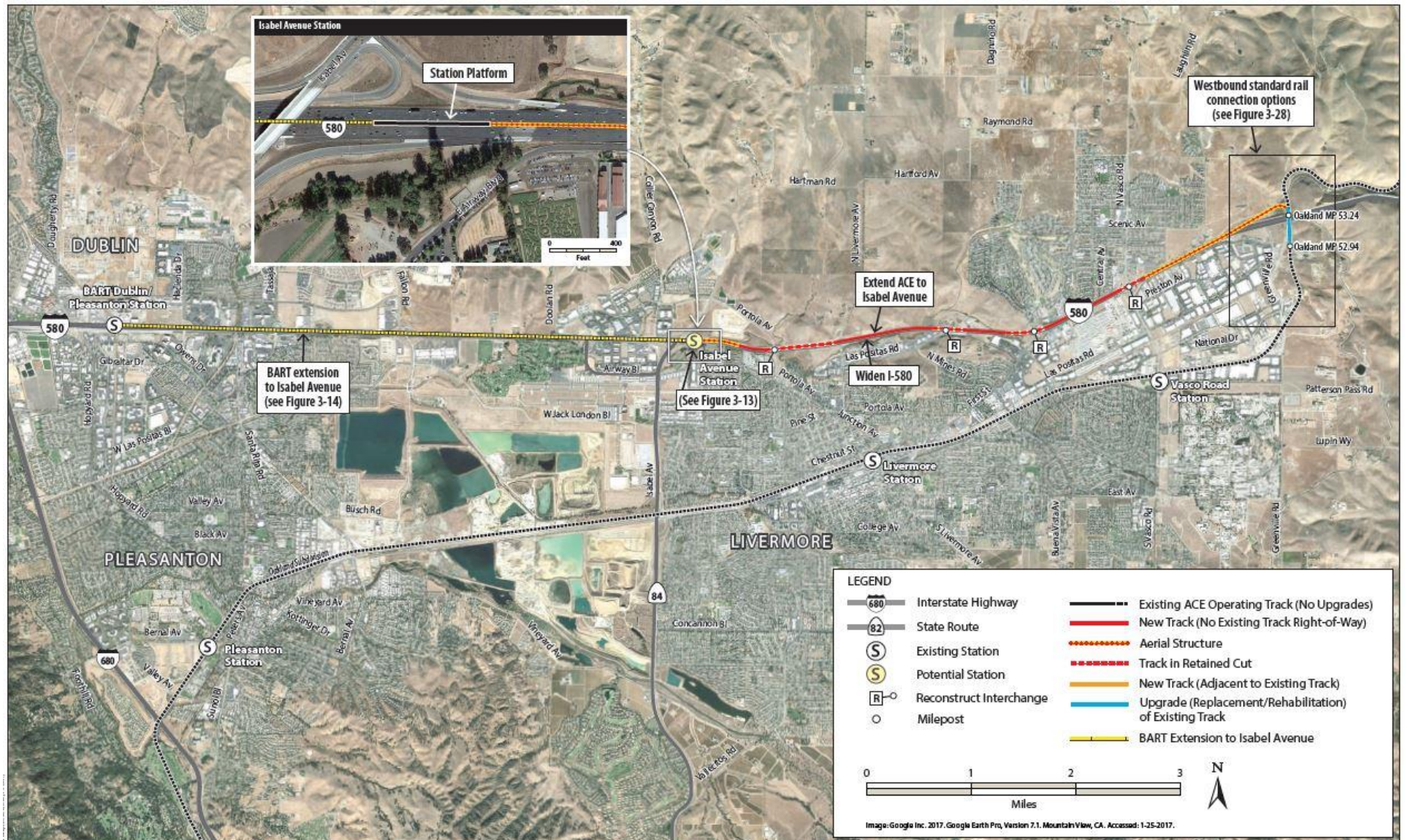
# Overview of ACE-BART Connection Alternatives in the Tri-Valley







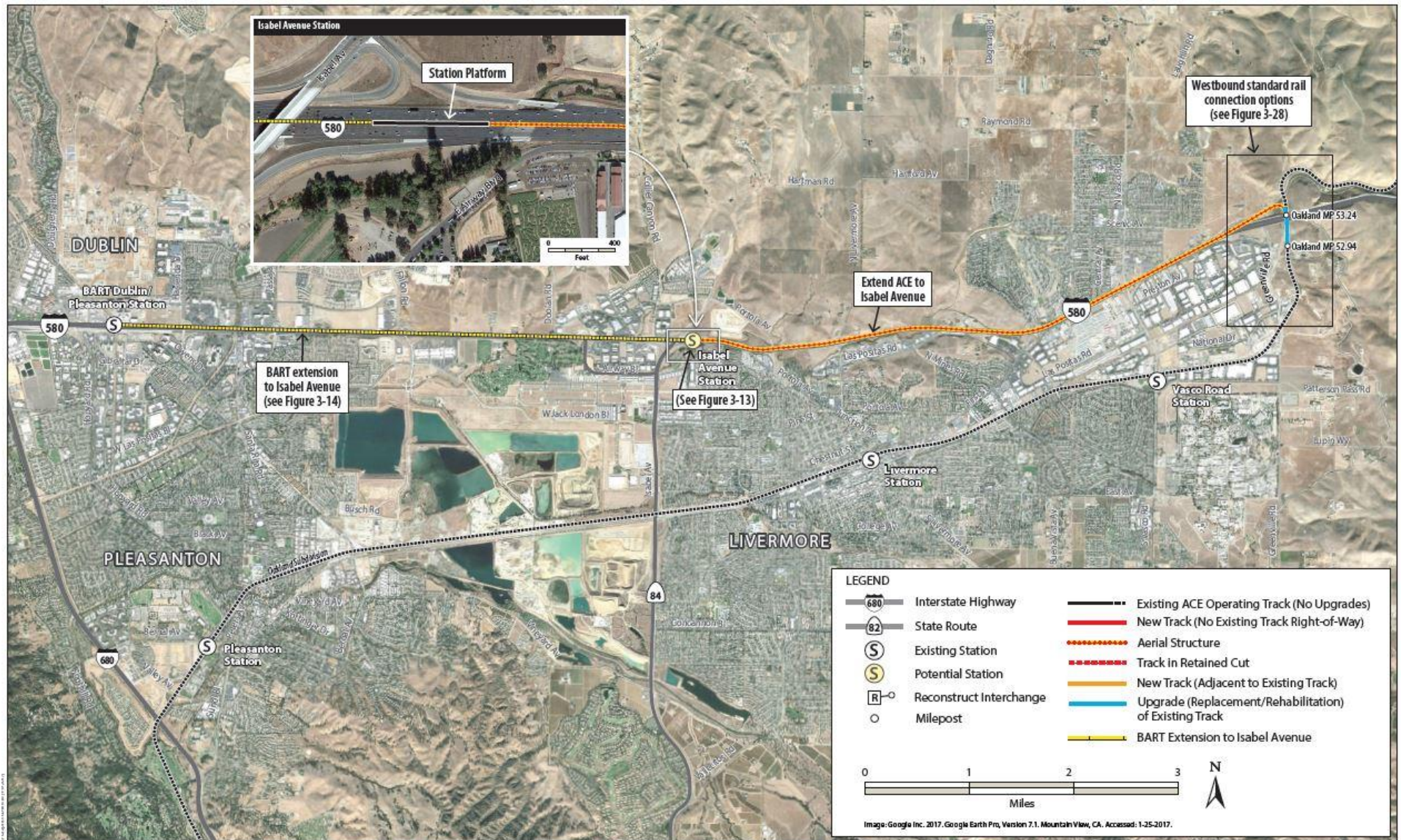
## P-TV-1a: ACE to BART Isabel Avenue At Grade







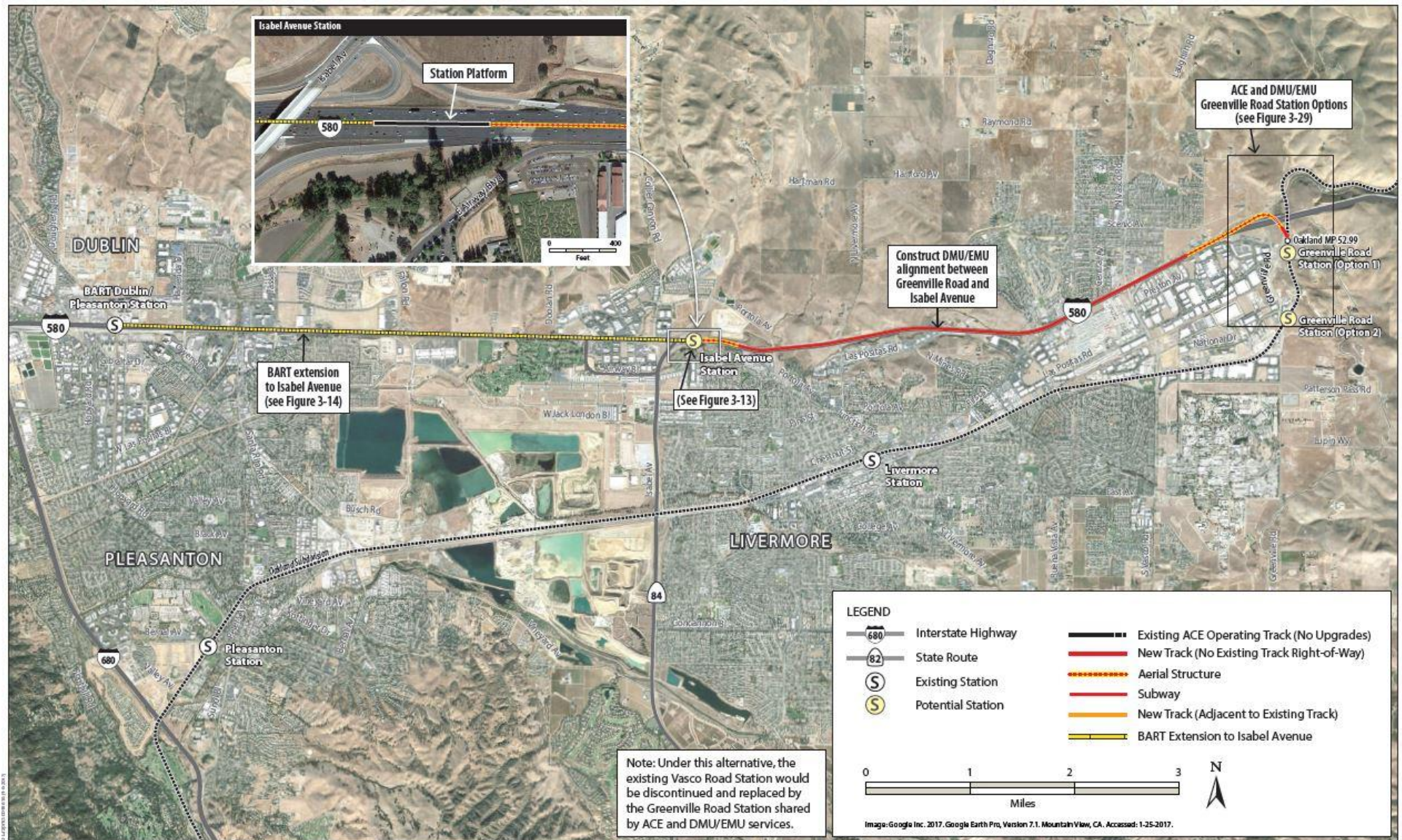
## P-TV-1b: ACE to BART Isabel Avenue on Elevated Structure







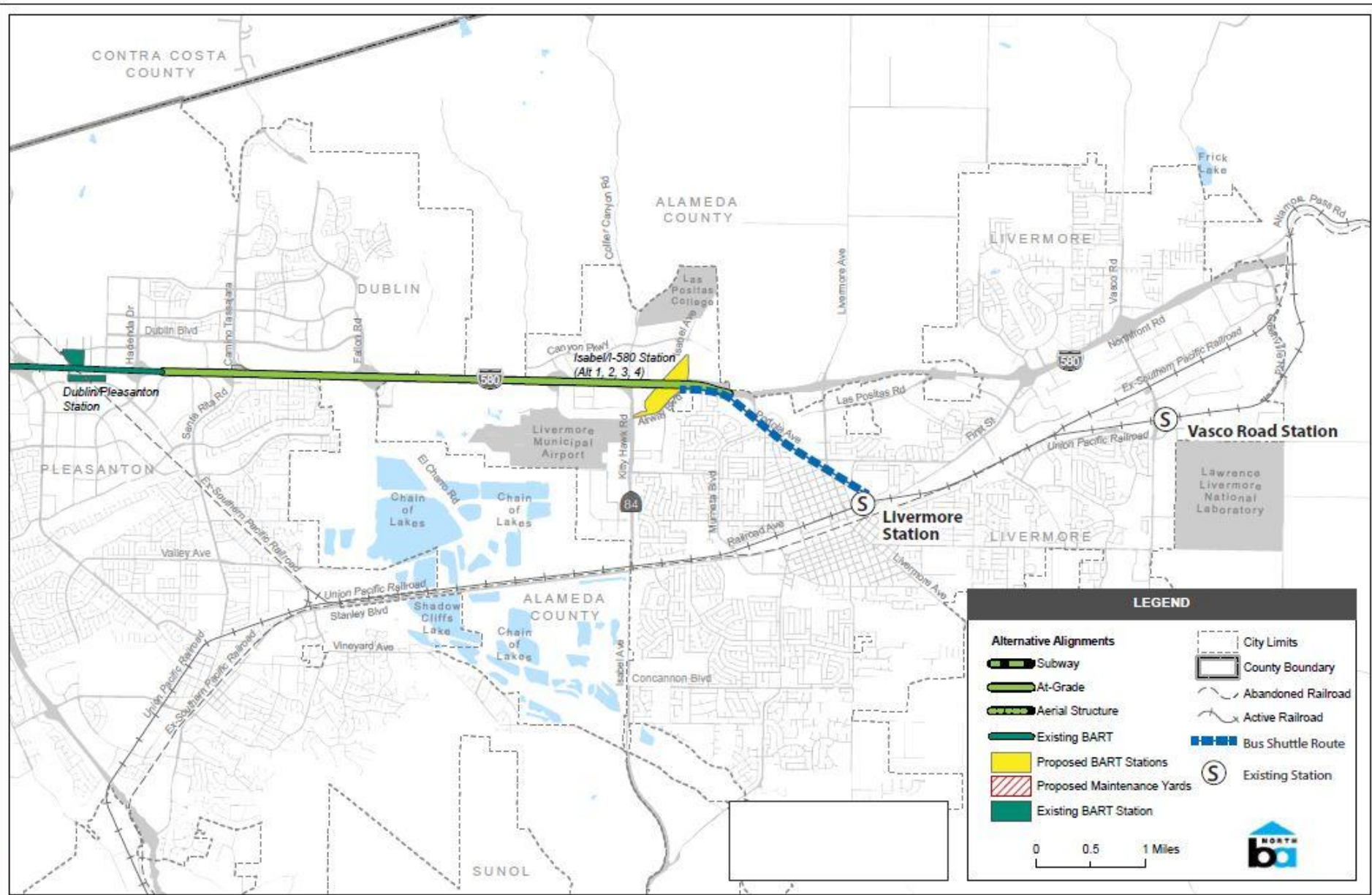
## P-TV-1c: DMU/EMU to BART Isabel Avenue







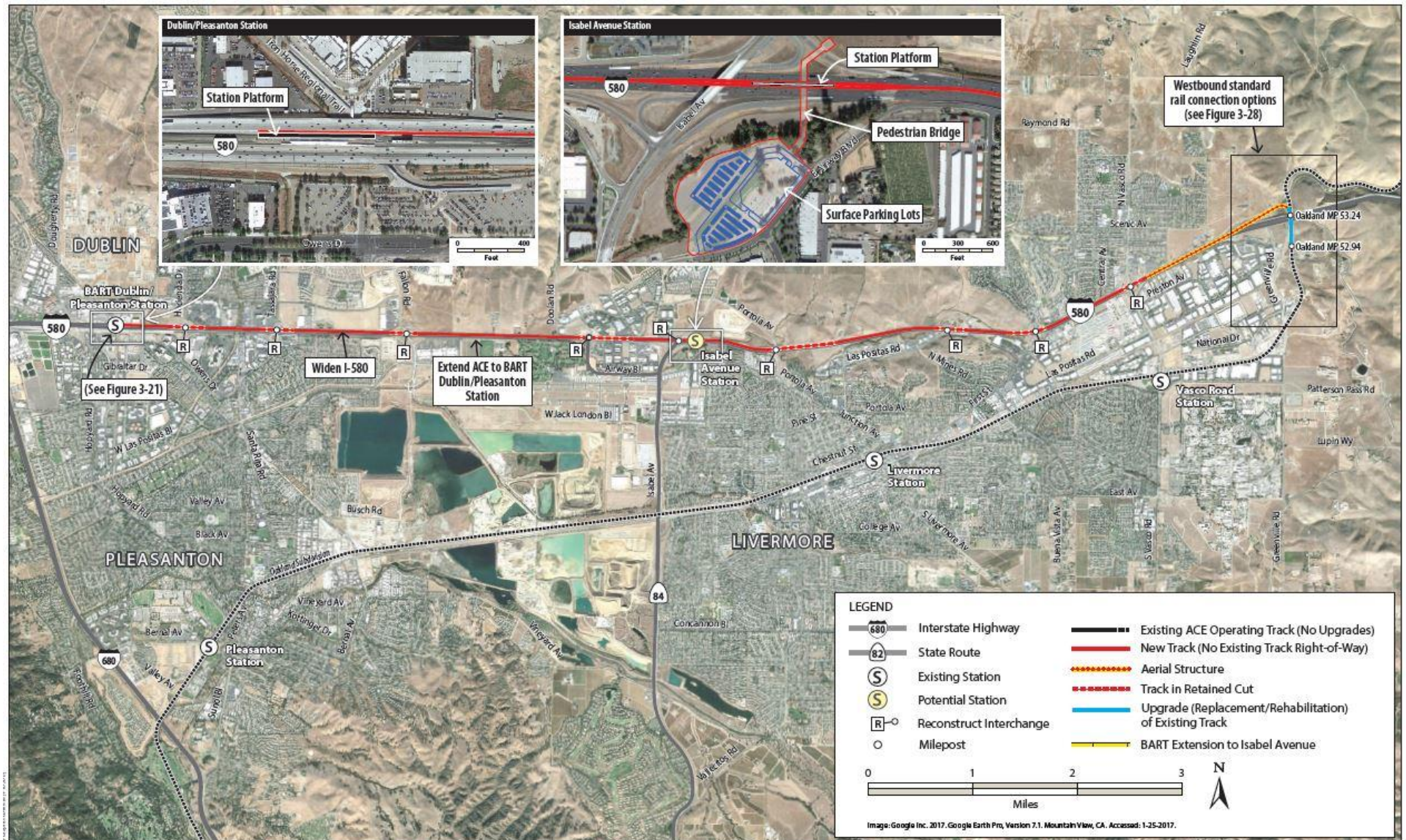
## P-TV-1d: Bus Shuttle from ACE Livermore to BART Isabel Avenue







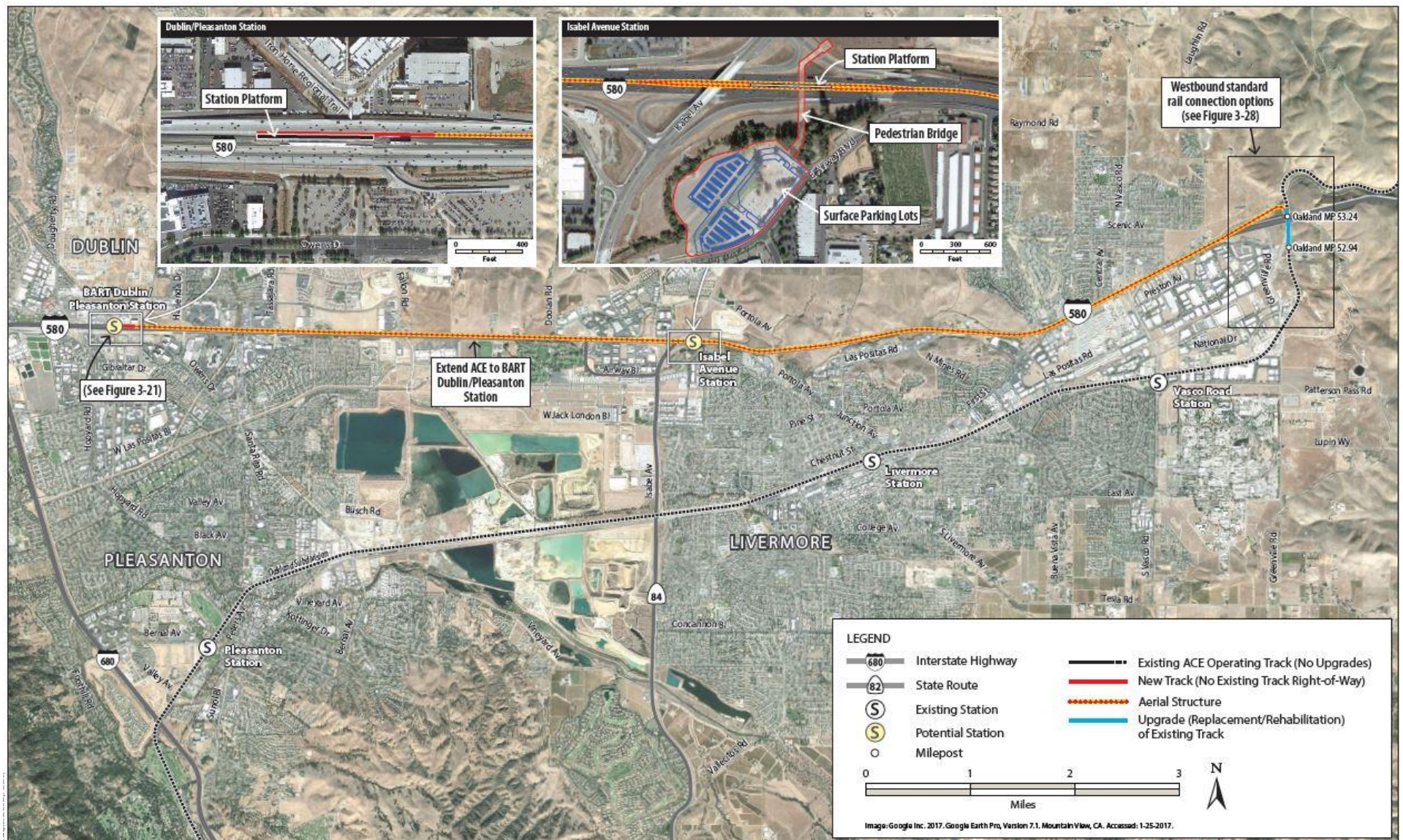
## P-TV-2a: ACE to BART Dublin/Pleasanton At Grade







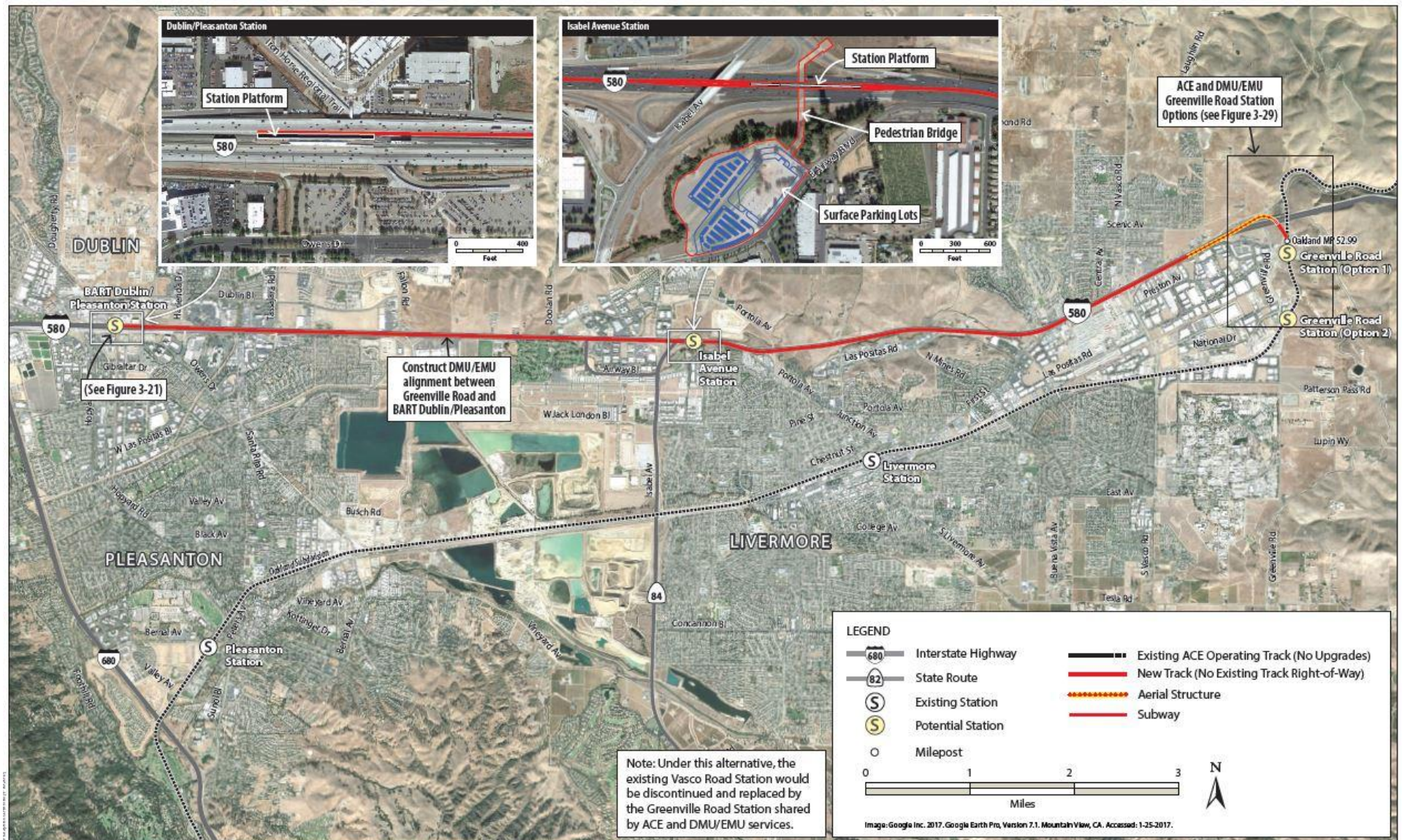
## P-TV-2b: ACE to BART Dublin/Pleasanton on Elevated Structure







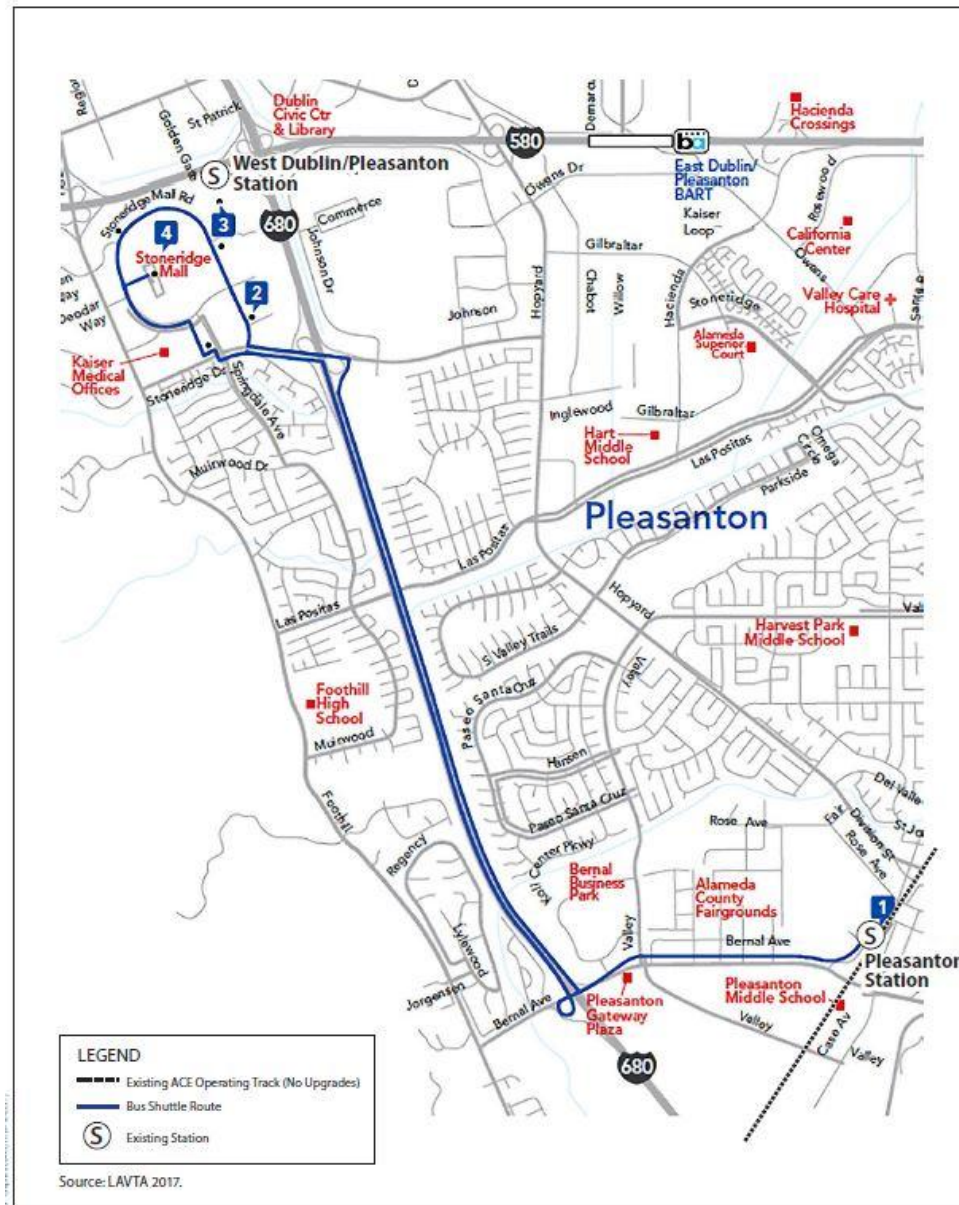
## P-TV-2c: DMU/EMU to BART Dublin/Pleasanton





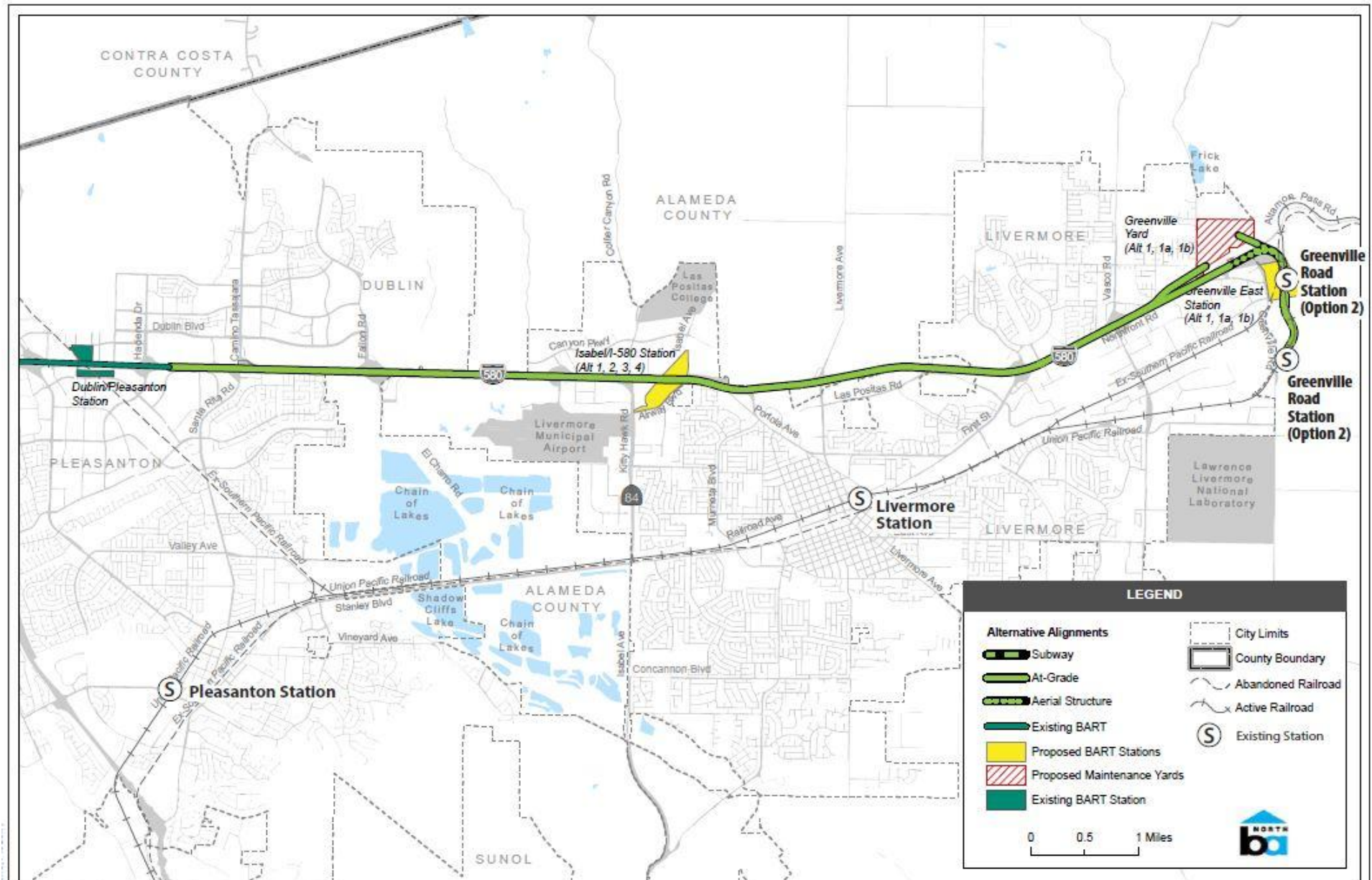


## P-TV-2d: Existing Bus Shuttle from ACE Pleasanton to BART West Dublin/Pleasanton





## P-BART-1: BART to Greenville and ACE Greenville Road











# Comparison of ACE-BART Alternatives

Table 7-3c: ACEforward Longer-Term Alternatives Comparison, Tri-Valley Segment

Impact Criteria	Impact Measure	Tri-Valley – Alignment Options										
		P-TV-1a	P-TV-1b	P-TV-1c	P-TV-1d	P-TV-2a	P-TV-2b	P-TV-2c	P-TV-2d	P-BART-1	P-BART-2	P-BART-3
Meet Purpose and Need?	ACE to BART Rail to Rail Connection	Yes	Yes	Yes	No	Yes	Yes	Yes	No	Yes	Yes	Yes
<b>Environmental Resources</b>												
<i>Biological Resources</i>												
Aquatic Habitat (all types)	Acres	4.28	4.20	4.56	4.18	0.08	0.28	0.09	0	\$1.75	6.21	6.21
T&E Habitat – CTS	Acres	80.81	75.72	78.03	72.94	9.01	2.78	6.37	0	150.74	28.73	28.73
Built Resources	Sig. Impacts	NI	NI	NI	NI	NI	NI	NI	NI	NI	LTS	LTS
Important Farmlands	Scale	0	0	0	0	0	0	0	0	0	0	0
Parks Adjacent	Scale	2	2	2	1	2	2	2	0	Several	Several	Several
Traffic/AQ/GHG	2025 New ACE VMT Avoided <sup>a</sup>	116,388,666	116,388,666	144,237,200	123,680,400	96,270,661	96,270,671	145,371,600	123,680,400	151,070,700	141,400,927	141,400,927
Traffic/AQ/GHG	2035 New BART VMT Avoided <sup>b</sup>	121,651,859	121,651,859	121,651,859	121,651,859	None	None	None	None	184,843,617	195,543,039	195,543,039
Noise	Ref SEL @50' Sensitivity	92 (ACE) 79 (BART) I-580 At-grade	92 (ACE) 79 (BART) I-580 Elevated	85 (DMU) 80 (EMU) 79 (BART) I-580 At-grade	84 (Bus) DT Liv. to I-580 79 (BART) I-580	92 (ACE) I-580 At-grade	92 (ACE) I-580 Elevated	85 (DMU) 80 (EMU) I-580 At-grade	84 (Bus) Pleasanton to I-580	79 (BART) I-580 At-grade	79 (BART) I-580/DT to Vasco At-grade/	79 (BART) I-580/DT to Vasco At-grade
Land Use Planning	Scale	2	2	4	2	2	2	4	2	5	2	2
Aesthetics	Scale	5 Raised overcrossings	5 Elevated	4	3	5 Raised overcrossings	5 Elevated	4	3	5 Greenville	4	4
Hydro/WQ	Scale	4	4	4	3	4	4	4	3	5	4	4

Source: Quantitative data from analysis in Chapter 4; relative ranking based on analysis in Chapter 4.

Notes:

Scale: 1 – High Positive Impact; 2 – Moderate Positive Impact; 3 – Little to No Impact; 4 – Moderate Negative Impact; 5 – High Negative

Impact Colors: from relatively weak in comparison (red) to relatively strong in comparison (green); red-yellow-blue-light green-dark green. Grey means no significant difference. Alternatives with only a single option are not compared to anything else.

Significance: PS = Potentially Significant; LTSM = Less than Significant with Mitigation; LTS = Less than Significant; NI = No impact.

T&E = threatened and endangered species; CTS = California tiger salamander

<sup>a</sup> ACE VMT avoided includes rest of project outside Tri-Valley including Merced extension; see separate ridership tables. Only includes new VMT avoided due to ACE service (excludes VMT avoided due to BART service). Traffic intersection level analysis not completed for longer-term improvements. Operational air quality and GHG emissions not evaluated at individual segment level; but VMT can be used as proxy.

<sup>b</sup> BART new VMT avoided from BART PEIR. Only includes additional VMT over no BART extension scenario. Excludes ACE riders. For different scenario year (2035) than ACE VMT scenario (2025)



## ACEforward Project Schedule

Activity	Schedule
Draft EIR + Public Review	May 2017
60-day Comment Period	May 31 – July 31, 2017
Final EIR	Late 2017



# Questions?



*Everything in life depends on a good connection.*

## **AGENDA**

### **ITEM 8**



# Alameda-San Joaquin Regional Rail Working Group

Project and  
Program  
Development



LIVERMORE  
CALIFORNIA



Project Development Concept Plan



# A Look Ahead

- Project Implementation
- Early Action

## Project / Program Development

- The Concept Plan
- Preliminary Engineering

## Project Definition

- Standards / Specifications
- Design
- Performance / Functional
- Typical Cross sections
- Preliminary Evaluation of Options

# Technical Product Hard Costs

- Guideway
- Stations and Parking
- Integration / Connections
- Systems
- Support facilities
- Rolling stock
- Real Estate
- Site work

**EXAMPLE: Use \$ 700 Million**

# Technical Product Soft Costs

## Professional Services

- Preliminary Engineering
- Final Design
- Project Management
  - Design
  - Construction
- Construction Management and Administration
- Legal, Permits, Fees
- Surveys, Testing, Investigations
- Agency Staffing and Administration
- Start-up
- Contingencies

**EXAMPLE: Costs expressed as % of Hard Cost**



# Commercial Process

- Procurement Methods
- Delivery Methods
- Contract T&C Provisions
- Risk Register
- Warranties and Guaranties
- Insurance Programs
- Plan of Finance

# Soft Costs

Professional Services	Methods		
Project Development	Industry	BART	Innovative
Preliminary Engineering	4%	4%	4%
Final Design	10%	10%	10%
Project Management	4%	7%	2%
Design & Construction			
Construction Management & Administration	8%	8%	3%
Legal, Permits, & Other Fees	1%	1%	1%
Surveys, Testing, Investigations & Inspections	1%	1%	1%
Start Up	1%	2%	3%
Agency Support	2%	3%	-
Contingency	8%	10%	10%
TOTAL % of Hard Costs	40%	47%	32%

Industry Range	11% --- 54%
BART Method	47%
Innovative Method	32%
Difference	15% and \$105 M

# Project / Program Development

	Hard costs 700M	
Concept Plans	1%	7M
Preliminary Engineering	3%	21M
Total	4%	28M

# Project / Program Development

## Scope of Work

- Tail track relocation options
- Maintenance facility plan / location and functions
- Tunnel investigations and options evaluation
- Real Estate / ROW impact assessments
- Track layouts to support operating service concepts
- Risk Identification
- EIR assessments of critical impacts
- Rolling stock characteristic profiles

## **AGENDA**

### **ITEM 9**



**ALAMEDA – SAN JOAQUIN REGIONAL RAIL WORKING GROUP  
DRAFT SCHEDULE OF MEETING DATES FOR FY18**

**2<sup>nd</sup> WEDNESDAY OF EVERY MONTH AT 2:00PM**

July 12, 2017  
(Location: Livermore, CA)

August 9, 2017  
(MEETING CANCELED)

September 20, 2017  
(Location: Livermore, CA)

October 11, 2017  
(Location: Tracy, CA)

November 8, 2017  
(Location: Livermore, CA)

December 13, 2017  
(Location: Tracy, CA)

January 10, 2018  
(Location: Livermore, CA)

February 21, 2018  
(Location: Tracy, CA)

March 14, 2018  
(Location: Livermore, CA)

April 11, 2018  
(Location: Tracy, CA)

May 9, 2018  
(Location: Livermore, CA)

June 13, 2018  
(Location: Tracy, CA)