

# Alameda – San Joaquin Regional Rail Working Group

Meeting of October 11, 2017

**Item 4**

**ACTION**

## Minutes of September 20, 2017 Meeting in Livermore

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

Committee Chair Scott Haggerty called the meeting to order at 2:11pm.

### 2. Roll Call of Members

#### Members Present

Supervisor Scott Haggerty (Chair), Alameda County  
Mayor Pro Tem Veronica Vargas, City of Tracy  
Vice Mayor Don Biddle, City of Dublin (alternate for Mayor David Haubert)  
Mayor Jerry Thorne, City of Pleasanton  
Mayor John Marchand, City of Livermore  
Board Member John McPartland, BART  
CEO Dale Kaye, Innovation Tri-Valley Leadership Group  
Policy Director Josh Huber, East Bay Leadership Group

#### Members Absent

Mayor David Haubert, City of Dublin  
Board Member Steven Spedowfski (Livermore), LAVTA  
Supervisor Bob Elliott, San Joaquin County  
Board Chair Bob Johnson, SJRRC/ACE  
CEO Michael Ammann, San Joaquin Partnership

### 3. Public Comment

Robert S. Allen

Mr. Allen noticed that the PowerPoint presentation only shows the DMU/EMU utilizing the I-580. He stated that there used to be a railroad that ran from the Union Pacific at Radum by the Shadow Cliffs Regional Recreation Area right up to the BART station. The BART station was picked there because of having a railroad on the ground, and so there could be an easy intermodal connection. Mr. Allen turned in a supplemental request for the ACEforward DEIR to consider using this alternative alignment.

### 4. Minutes

**ACTION**

Approved: Thorne/Marchand

Aye: Haggerty, Biddle, Marchand, Vargas, McPartland, Thorne

No: None

Abstain: None

Absent: Haubert, Spedowfski, Elliott, Johnson

## 5. AB 758 Update

## INFORMATIONAL

Assemblymember Catharine Baker provided an update on Assembly Bill 758 (Baker). The Assemblymember gave gratitude to the Alameda-San Joaquin Regional Rail Working Group and everyone attending the meeting (partners from both sides of the pass, Supervisor Haggerty's office, Congressman Swalwell's office (Tim Sbranti), Mr. McPartland, and to Community Mayors and leaders). AB 758 was passed just after midnight on Saturday, September 16, 2017. This bill looked like it would languish in the Senate, but it was resuscitated with strength. AB 758, after years of putting in a lot of work, not only creates an authority with a sole focus and purpose of connecting BART and ACE, but does so in a collaborative way with representatives from both sides of the hills. Assemblymember Catharine Baker hopes that the business community and innovators across the valley continue to be involved in the project. This would not have been accomplished without the Alameda-San Joaquin Regional Rail Working Group, Principal Co-Author Assemblywoman Susan Eggman, individual input, Michael Tree, Marianne Payne working in Supervisor Haggerty's office, and the City of Livermore.

Assemblymember Catharine Baker will notify the Alameda-San Joaquin Regional Rail Working Group when AB 758 is signed by the Governor. The Assembly Bill does call for the Alameda-San Joaquin Regional Rail Working Group to come together to have a report that has substantive input regarding how the connection might happen, how it might be paid for, and a timeline. That report is due in the middle of year 2019.

Supervisor Scott Haggerty thanked Assemblywoman Catharine Baker for her assistance with AB 758. Supervisor Scott Haggerty stated this bill would not have passed without Assemblywoman Baker and Eggman and was a huge assistance to make mobility through the I-580 corridor better and giving a better transit option to people we represent and don't represent.

## 6. Tri-Valley BART/ACE Connection in State Rail Plan

## ACTION

Assemblywoman Catharine Baker stated that State Rail Plan is being updated. The Assemblymember has spoken to the Secretary of Transportation about making sure this project is in that plan and has been assured that it will be.

Executive Director Michael Tree stated that staff will work closely with Assemblymember Catharine Baker on the language that is to be included in the State Rail Plan. This is an action item if the Alameda-San Joaquin Regional Rail Working Group would like to send a formal statement that staff work with Assemblywoman Baker and Secretary of Transportation Kelly on the language for the State Rail Plan.

Supervisor Scott Haggerty stated that he feels it is important to support the inclusion of our project/concept in the State Rail Plan. The Alameda-San Joaquin Regional Rail Working Group should ask for that through a motion and it is also important to ask staff to send a support letter, if needed.

Approved: Marchand/McPartland

Aye: Haggerty, Biddle, Marchand, Vargas, McPartland, Thorne

No: None  
Abstain: None  
Absent: Haubert, Spedowfski, Elliott, Johnson

Supervisor Scott Haggerty publicly thanked Marianne Payne for working tirelessly on AB 758 and getting the inclusion in the State Rail Plan. Supervisor Scott Haggerty also thanked Executive Director Michael Tree for getting the Alameda-San Joaquin Regional Rail Working Group to where they are by working with staff members of Assemblywoman Baker and Eggman. Congressman Swalwell has also been helping and Supervisor Scott Haggerty thanked him, as well.

## **7. SB 1 Funding Opportunities**

**ACTION**

Executive Director Michael Tree provided the Alameda-San Joaquin Regional Rail Working Group a presentation given at Alameda County Transportation Commission (ACTC) regarding a Legislative Update for Senate Bill (SB) 1 funding opportunities. Slide 5 shows the cumulative amount of funding (\$52 billion) that is available over a 10 year period. The rest of the slides show the funding that is applicable for the Alameda-San Joaquin Regional Rail Working Group project to connect ACE and BART. Executive Director Michael Tree also pointed out that on slide 9 the Transit and Intercity Rail Capital is under development and it's a competitive program with a call for projects in October and a submittal time in January. The Congested Corridors Program is a yearly funding source of \$250 million and nominations must come from your MPO or Caltrans. Because our project goes down I-580 Caltrans can be a potential sponsor. There is also the Local Partnership Program with funding opportunities to compete for agencies where a local tax measure is in place for transportation like Measure BB. Staff's recommendation is for the Working Group to direct staff to aggressively pursue opportunities through the SB 1 program for our ACE to BART project.

Mayor John Marchand reminded the Alameda-San Joaquin Regional Rail Working Group that there are also opportunities with the Federal New Starts Program. Mayor Pro Tem Veronica Vargas also stated that San Joaquin Air Pollution has grants and funding that can be applicable to our project. Supervisor Scott Haggerty noted that Metropolitan Transportation Commission (MTC) also funding set aside for East Bay Rail Corridor.

Supervisor Scott Haggerty asked for a motion to direct staff to pursue all possible SB 1 funding opportunities and to submit applications, as needed.

Approved: Thorne/Vargas  
Aye: Haggerty, Biddle, Marchand, Vargas, McPartland, Thorne  
No: None  
Abstain: None  
Absent: Haubert, Spedowfski, Elliott, Johnson

## **8. EMU/DMU Connection to Dublin/Pleasanton BART Station**

**ACTION**

Executive Director Michael Tree informed that BART Principal Planner Andrew Tang's DEIR presentation (agenda item 9) will show quite a bit of Right of Way (ROW) take for the DMU option going into the Dublin/Pleasanton BART Station. Diane Cowin of AECOM and her staff have worked on an option that will minimize the right of way take. Staff recommends that this concept be a comment submitted by the Alameda-San Joaquin Regional Rail Working Group in the BART Environmental Review Process along with other comments.

AECOM Program Manager Diane Cowin provided a PowerPoint presentation regarding the EMU/DMU Connection to Dublin/Pleasanton BART Station. Diane Cowin's staff looked at the following options to reduce ROW impacts at the Dublin/Pleasanton BART DMU/EMU Station: 1) Wide gauge DMU; 2) Dual gauge; 3) At-grade station; and 4) Aerial station. AECOM met with BART to review options and to receive feedback. The wide and dual gauge options both have operational challenges, as well additional challenges for the wide gauge option. Engineer Tyson Tano provided the at-grade station option in order to reduce ROW impact at Scarlett Court. In order to reduce the impact at Scarlett Court the DMU platform would be shifted east slightly and the buffer on I-580 would be reduced from 4' to 2' and the inside shoulder is currently 10' and could go down to 5'. The aerial station option will have the DMU go above the BART station tracks (double decker system) and must be 50' over the overcrossing to the east. The aerial option will have a visual impact and is a higher cost than the at-grade solution.

BART Board Member John McPartland stated that during the presentation in Dublin he mentioned building a parking structure with offices to compensate the dealerships on Scarlett Court to include signage on the structure, since it's currently difficult to see from the freeway.

Supervisor Scott Haggerty motioned that the Alameda-San Joaquin Regional Rail Working Group send a letter and ask them to include AECOMs EMU/DMU Connection to Dublin/Pleasanton BART Station option in BARTs Environmental Impact Report (EIR).

Approved: Vargas/McPartland

Aye: Haggerty, Biddle, Marchand, Vargas, McPartland, Thorne

No: None

Abstain: None

Absent: Haubert, Spedowski, Elliott, Johnson

## **9. BART DEIR Presentation**

**ACTION**

BART Principal Planner Andrew Tang provided a PowerPoint presentation regarding the BART Draft Environmental Impact Report to the Alameda-San Joaquin Regional Rail Working Group.

The BART DEIR was released on July 31, 2017. Five alternatives for the BART to Livermore Project were provided for review: 1) A full BART extension to Isabel; 2) A diesel or electric multiple unit (DMU/EMU); 3) Express-bus service to Dublin/Pleasanton

BART; and 4) Enhanced –bus service to Dublin/Pleasanton BART; 5) No Project completion. Currently, the proposed BART to Livermore project is going through the California Environmental Quality Act (CEQA) process. The BART DEIR Comment period closes on October 16, 2017. If a full BART extension is selected the projected increase for additional systemwide boarding in 2040 will be 11,900 on a typical weekday. BART is projecting that 16,200 people will be getting on/off at the new Isabel BART Station, which is similar to the current boarding's at the Dublin/Pleasanton Station. The DMU/EMU option will be part of BART with a platform to switch trains, so there will be no additional fare needed. BART will provide parking for 3,400 cars with the conventional BART option or 2,400 with the DMU/EMU option at the Isabel Station with construction that will allow expansion, if necessary. In order to build a BART extension to Isabel a yard and full size shop with ten bays is required to store BART cars and it will be located in North Livermore (currently open space). For conventional BART the Year of Expenditure (YOE) is \$1.63 billion. There is \$533 million total committed design and construction funding available and some funding has not been included for this presentation. Annual operations and maintenance cost (year 2040) is about \$22 million for conventional BART. For BART to adopt a project three policy decisions have to be completed: (1) the Isabel neighborhood plan has to be adopted, (2) CEQA must be finished and certified by the BART Board, and then (3) BART can adopt a project. BART Principal Planner Andrew Tang stated that more than half of the cost will be covered by passenger revenues, but he will work out the precise numbers and present those at another meeting. The construction will be completed in 2026.

Supervisor Scott Haggerty asked why Livermore needs a full-size shop similar to San Jose's. BART Principal Planner Andrew Tang responded that for BART to extend from Warm Springs to Santa Clara (16 mile extension) they will need to add 120 cars to the BART system and build a shop. They are being charged ten shop spaces and the location is Newhall in Santa Clara. Supervisor Scott Haggerty stated that he has not seen any buy in from Santa Clara County into the system. BART Board Member John McPartland stated that Santa Clara County is picking up 50% of the tab for the Hayward shop.

Scott Haggerty, Supervisor from Alameda County, departed at the completion of the BART DEIR presentation. Mayor Pro Tem Veronica Vargas asked for public comment on this agenda item.

Vaughn Wolffe addressed the Working Group and stated there are multiple claims going on that profess to reduce traffic. This project only reduces traffic congestion on I-580 by 10%. To the normal person that doesn't sound like a huge reduction for spending 1.6 to 3.5 billion dollars. 35% of traffic is going to the Peninsula and Silicon Valley that is not being addressed. BART is not going to be a process for Tri-Valley commuters to get to Santa Clara, because they will need to go to the BART Bay Fair station and change trains. That will add half an hour to their commute. In regards to the Working Group, Mr. Wolffe would hope all options are analyzed, including upgrading ACE. If 1.6 to 3.5 billion is spent upgrading ACE what would you get for that? Mr. Wolffe suggests comparing numbers to make sure BART is the best proposition in the region. The ACE train could be going across the Dumbarton Bridge to have a single seat ride from San Joaquin or Tri-Valley into Silicon Valley and Mr. Wolffe feels this would be a more attractive option. Alameda County projected six hundred thousand commuters going to Santa Clara by 2040. BART's DEIR indicates that by 2026 each city in the Tri-Valley will grow by more than six thousand people. Mr. Wolffe suggested having ACE trains

haul the EMU's from Stockton to Greenville to run along this BART EMU extension versus spending money immediately on running wires to Tracy and to do this incrementally over a period of time to not incur the cost upfront as part of the 1.6 billion dollars.

Representative Tim Sbranti from Congressman Swalwell's office thanked the Working Group for the great work they are doing and he looks forward to continuing to work with them while making progress. Mr. Sbranti also thanked BART Principal Planner Andrew Tang on his work. Mr. Sbranti also thanked Mr. Wolffe, because he brought up a good point that should be one of the focuses of this group, and that is the Bay Fair Connector Project-and it's directly germane to the ridership projections because the Bay Fair Connector was always a project that talked about one seat, one ride from the Tri-Valley to the Silicon Valley. Mr. Sbranti stated that as a member of the steering committee that worked on Measure BB they put 100 million dollars for the Bay Fair connection to make sure there was one seat, one ride. The last speaker Mr. Wolffe spoke regarding getting off at Bay Fair for a connection and Mr. Sbranti explained that would make it more challenging for Tri-Valley commuters to get to Santa Clara and that was never the intent. The original intent was for one seat, one ride from the Tri-Valley to Santa Clara. Mr. Sbranti requested that as this group moves forward one seat, one ride needs to be advocated for to reduce traffic regardless of what option is chosen, since this is a priority for Congressman Swalwell and hopefully the Alameda-San Joaquin Regional Rail Working Group, as well. Mr. Sbranti requested that in the Alameda-San Joaquin Regional Rail Working Group comment letter the one seat one, ride should be addressed to raise ridership, because in the DEIR that may not be addressed. Getting off at Bay Fair will reduce ridership.

Mayor Pro Tem Veronica Vargas suggested that comments have been made, noted and will be discussed further at the next meeting on October 11<sup>th</sup>.

**10. Adjournment. The next meeting date is scheduled for October 11, 2017 in Tracy, CA.**

Meeting adjourned at 3:48pm.