

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY

Altamont Regional Rail Working Group

DATE: May 4, 2016
PLACE: Diana Lauterback Room LAVTA Offices
1362 Rutan Court, Suite 100, Livermore, CA
TIME: 1:30pm – 4:30pm

Advisory Group Members:

Alameda County – Supervisor Scott Haggerty, Chair
San Joaquin County – Supervisor Moses Zapien, Vice Chair
City of Dublin – Mayor David Haubert
City of Livermore – Mayor John Marchand
City of Pleasanton – Mayor Jerry Thorne
City of Tracy – Councilmember Veronica Vargas
ACE – Board Member Vince Hernandez (Manteca)
BART – Board Member John McPartland
LAVTA – Board Member Steven Spedowfski (Livermore)

MINUTES

1. Call to Order and Pledge of Allegiance

Committee Chair Scott Haggerty called the meeting to order at 1:40pm.

2. Roll Call of Members

Members Present

Supervisor Scott Haggerty (Chair), Alameda County
Supervisor Moses Zapien (Vice Chair), San Joaquin County
Councilmember Don Biddle, City of Dublin (alternate for David Haubert)
Mayor John Marchand, City of Livermore
Councilmember Jerry Pentin, City of Pleasanton (alternate for Jerry Thorne)
Councilmember Veronica Vargas, City of Tracy
Board Member Vince Hernandez (Manteca), ACE
Board Member John McPartland, BART
Board Member Steven Spedowfski (Livermore), LAVTA

Members Absent

Mayor David Haubert, City of Dublin
Mayor Jerry Thorne, City of Pleasanton

3. Public Comment

Robert S. Allen

Mr. Allen for many years has dreamed of having BART extended. Mr. Allen would like to see BART going to Greenville Road to connect with ACE.

After public comment Supervisor Scott Haggerty noted that the following attendees were in the audience:

- Mike Anderson from Congressman Denham's Office
- Tim Sbranti from Congressman Swalwell's Office
- Cindy Chin from Assemblywoman Baker's Office

4. Minutes

Approved: Marchand/Vargas

Aye: Haggerty, Zapien, Biddle, Marchand, Pentin, Vargas, Hernandez, McPartland, Spedowski

No: None

Abstain: None

Absent: Haubert, Thorne

5. Executive Director's Report

LAVTA's Executive Director Michael Tree reviewed the inaugural Altamont Regional Rail Working Group (Working Group), the next steps, and the current meeting agenda. Over the next two meetings several examples of non-traditional rail extensions will be presented to provide the Working Group with a knowledge base to better understand and make decisions regarding the BART to ACE project. The first case study will be presented by Mr. Habib Balian, CEO of the Metro Gold Line Foothill Extension Construction Authority. Second and third case studies are planned for the meeting in July with a representative from Santa Clara Valley Transportation Authority (VTA) discussing VTA's BART Silicon Valley Project and a representative from ACE discussing its current rail planning. In September the Working Group will hear from BART staff on the BART to ACE project and have the opportunity to evaluate lessons learned through the three presentations and next steps.

6. Standing Updates:

a. ACE Forward

Manager of Regional Initiatives Dan Leavitt briefed the Working Group and said they are making good progress on ACE Forward work. The draft Environmental Impact Report (EIR) is scheduled to be available to the public by August.

b. BART to Isabel EIR Update

BART Principal Planner Andrew Tang briefed the Working Group regarding the BART to Livermore EIR and explained that in September there will be a more detailed report given at that time. BART is evaluating four build alternatives (BART to Isabel, DMU/EMU, Express Bus to BART, and enhanced Bus). He also gave a brief overview on the project schedule that was provided in the PowerPoint presentation.

Supervisor Scott Haggerty requested an explanation on how BART to ACE fits into what Andrew Tang is doing currently. Andrew Tang explained that BART to Isabel is a logical first phase to a project that eventually goes to ACE. Andrew Tang also said BART is designing the Isabel project so that it is compatible with an extension.

Supervisor Moses Zapien wanted to know if the \$551 million correlated to any of the four build alternatives. Andrew Tang responded that the \$551 million is a place holder and that the funds came from the City of Livermore, Measure BB, and MTC bridge tolls. The cost of the four build alternatives is being developed right now as part of the EIR. Supervisor Scott Haggerty said that every year the project is delayed it costs \$20 million, so there is an urgency to moving forward.

7. Review of Inaugural Meeting Results

Daniel Iacofano of MIG gave a brief overview of the inaugural meeting results. Mr. Iacofano explained that the first meeting discussed the topic of rail connectivity between BART and ACE. The Committee also did not want to be considered an “Advisory Group”, but instead a “Working Group”. Mr. Iacofano then touched on projects of interest that were discussed in the last meeting: BayFair Connection, I-580 Goods Movement Enhancements, High Speed Rail, and LAVTA System Improvements.

8. Brief Snapshot: Regional Projects of Interest

Daniel Iacofano proceeded with a presentation regarding a snapshot of regional projects of interest.

a. BayFair Connection

Infrastructure is being planned to allow trains to begin service at the BayFair station. This will enable a connection between Tri-Valley and Silicon Valley. The station will be configured for maximum operational flexibility. The EIR will be in 2017/2018. The start of design will be in 2017/2018 and construction will start in 2020/2021.

b. I-580 Goods Movement Enhancements

The development of Altamont Pass Truck Climbing Lanes was discussed as a project to improve the movement of freight and other vehicles on I-580.

c. High Speed Rail

The proposed Initial Operating Segment (IOS) changed to San Jose to Bakersfield. The IOS cost is \$21 billion. To add San Francisco to Los Angeles would additionally cost \$62 billion. The IOS is scheduled to be operational by 2025. High Speed Rail provided \$36 million for ACE Forward planning efforts.

d. LAVTA System Improvements

One of LAVTA's key improvements is to focus on quality transit to major destinations (BART, Las Positas College, ACE, etc.). With an emphasis on BART 10 out of 12 LAVTA bus routes will serve a BART station. 52% increase in number of households served by 15 minute bus frequency and 20% increase in number of employment sites. With the system improvements ridership will increase 10% with additional gains through marketing.

9. Case Study: Metro Gold Line Foothill Extension Construction Authority

Chief Executive Officer Habib Balian of Foothill Gold Line Construction Authority gave a presentation regarding the Pasadena Gold Line Construction Authority. The Construction Authority was created by state legislation in 1998 to plan, design, and build the Metro Gold Line from Union Station east to Montclair. The Construction Authority is overseen by a board of directors and they receive feedback from all the corridor cities through Joint Powers Authority (JPA) and a Technical Advisory Committee (TAC).

The first Phase was planned from Los Angeles to Pasadena (13.7 mile stretch) and travelled through three cities with thirteen stations. Phase one started in 1994, but Los Angeles County Metropolitan Transportation Authority (MTA) suspended the project in 1998 due to budget concerns. In 1999 the Construction Authority formed by SB 1847 started the project again. Phase one was completed and opened in 2003 from Union Station to Pasadena. This project was completed on-time and on budget.

Phase two from Pasadena to Azusa has since been planned, funded and constructed, opening to the public in March of 2016. Phase three is from Glendora to Montclair (12.3 mile stretch) and began in 2010. In 2013 the final EIR was approved. This project should break ground in 2017.

Total cost of the three rail projects is approximately \$2 billion dollars. The Construction Authority was able to save time and some money due to a design build. Mr. Balian spoke of the rail projects as not being a Federal project, allowing the agency more control with significant time savings. Mr. Balian explained that a local project could take 10 years while a Federal project could take 30 years.

Director John McPartland commented that the BART project is astronomically larger, and would need an increase to the fleet. The fleet of the future that is being put into operation currently is more expensive. Director John McPartland is not opposed to doing this project locally, but does not think this project can be completed without Federal funding. Supervisor Scott Haggerty asked how many more trains are needed to go 4.9 miles from Dublin to Isabel? Supervisor Scott Haggerty explained that it is unfair the project to Isabel is a \$200 million dollar a mile project and explained that the San Jose project had funding from MTC to purchase trains.

Supervisor Moses Zapien asked the Working Group if they have discussed making a separate authority to expedite the project. Mr. Iacofano responded that there is the potential of forming a construction authority, but so far no decision has been made.

Supervisor Scott Haggerty told Mr. Balian that what he accomplished is amazing and that this Working Group needs to figure out a way to duplicate that here. Supervisor Scott Haggerty also said that the Construction Authority created beautiful stations and the art

incorporated at the stations is amazing. Supervisor Scott Haggerty is embarrassed that more money has been wasted doing nothing regarding BART to Isabel, while Mr. Balian's Construction Authority was able to build a rail line extension on the amount of money we wasted. Supervisor Scott Haggerty wants to learn from what the Construction Authority was able to accomplish and believes that legislation is the key for our Working Group. Supervisor Scott Haggerty then thanked Mr. Balian for the presentation.

10. Barriers and Obstacles for BART to ACE

a. Environmental Issues

Mr. Iacofano told the Committee members that many of the barriers and obstacles were discussed prior, so he would summarize this section. Sequential CEQA and NEPA were looked at during Mr. Balian's presentation. Mr. Iacofano told the Working Group there was hope that the environmental streamlining provisions in the new federal transportation bill (FAST ACT) would help this situation by allowing CEQA analysis to satisfy NEPA. However it appears neither the State of California nor BART would participate in this program because the FAST ACT sets the statute of limitations for litigation to occur in the environmental review process at two years, instead of 150 days under the normal process.

b. Financial Issues

Mr. Iacofano explained that we have a funding gap and that all possible sources should be looked at.

c. Political Issues

Mr. Iacofano spoke about the lack of support from BART policy makers. Supervisor Scott Haggerty believes that MTC Commissioners support this project and that BART Board support is extremely weak. Supervisor Scott Haggerty is concerned that BART support will become weaker with elections coming up.

11. AB 2762 (Baker)

Executive Director Michael Tree briefed the Working Group on Assembly Bill 2762 (Baker), introduced for the purpose of establishing the Altamont Regional Rail Authority. This Authority would plan and construct the connection between BART and ACE in multiple stages. Executive Director Michael Tree explained that the bill has been introduced, but is now idling. Supervisor Scott Haggerty explained to the Working Group that AB 2762 is caught in politics. Supervisor Scott Haggerty encouraged the Working Group to strategize with various elected representatives on how to move the inactive bill.

12. Working Group Action Items

- a. Add to the Working Group the East Bay Leadership Council, San Joaquin Partnership and Innovation Tri-Valley Leadership Group

Executive Director Michael Tree recommended adding the East Bay Leadership Council, San Joaquin Partnership and Innovation Tri-Valley Leadership Group to the Working Group. Supervisor Scott Haggerty expects the same attendees at every Working Group meeting. Supervisor Scott Haggerty also prefers that staff verify with San Joaquin Partnership that they want to join the Working Group prior to a discussion and voting. No motion was made.

- b. Direct staff to work with BART on the concept of a JPA for the BART to ACE project

Executive Director Michael Tree reported that staff is not having direct dialog with BART regarding the formation of a JPA. Director John McPartland explained that engaging BART will be a rocky road at first, but in time more of a symbiotic relationship. Councilmember Veronica Vargas made the motion to direct staff to start engaging with BART to start the conversation on forming a JPA absence of the legislation.

Approved: Vargas/Spedowski

Aye: Haggerty, Zapien, Biddle, Marchand, Pentin, Vargas, Hernandez, McPartland, Spedowski

No: None

Abstain: None

Absent: Haubert, Thorne

13. Next Step(s): Altamont Regional Rail Working Group Work Program and Timeline

- Next meeting will be held at a Tracy location the second Wednesday in July. Councilmember Veronica Vargas will work with staff in setting this meeting up.
 - VTA to be invited to speak about their BART extension project
 - ACE will speak about the work they are doing regarding planning
 - Staff will report back on discussions with BART staff and the potential JPA

14. Adjournment

Meeting adjourned at 3:53pm.