

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY

Altamont Regional Rail Working Group

DATE: July 13, 2016
PLACE: Tracy Transit Station
50 E. 6th Street, Room 105, Tracy, CA 95376
TIME: 1:30pm – 4:00pm

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 1:39pm.

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
Mayor Jerry Thorne, City of Pleasanton
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

Supervisor Scott Haggerty introduced the Mayor of Tracy, Mayor Maciel. Mayor Maciel then welcomed the Altamont Regional Rail Working Group (ARRWG) and the public to Tracy. Mayor Maciel introduced the City Manager Troy Brown, Councilmember Veronica Vargas, and Councilmember Mary Mitracos and thanked them for being at the

ARRWG meeting. Mayor Maciel acknowledge that ACE and BART are two important rail systems and that if they can be connected it's a great idea. Mayor Maciel mentioned that there are many questions to be answered to get this done, but Tracy is very happy that the ARRWG is there doing this job.

Supervisor Haggerty introduced the Chair of the Ace Rail Commission Mr. Bob Johnson and Faith Lane representing Assemblywoman Baker's Office.

3. Public Comment

Robert S. Allen

Robert Allen requested that the AB 2762 be changed to "at "or "near" the city of Livermore. Also, Robert Allen urges that BART be extended ultimately to SK Road to the overpass and extended to the Grant Line Road interchange. At this interchange Robert Allen would like a Park N Ride facility. Robert Allen urges BART to be as close to San Joaquin Valley as possible.

4. Minutes

Approved: Marchand/Moses

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

No: None

Abstain: None

Absent: Haubert

5. Standing Updates:

a. BART to Isabel Environmental Impact Report (EIR) Update

BART Principal Planner Andrew Tang provided a brief updated to the Working Group regarding the BART to Livermore EIR. Andrew Tang explained that four build alternatives are being evaluated: BART, DMU/EMU, Express Bus/BRT, and Enhanced Bus. The following items have been completed: 2040 year ridership projections, 2040 year Vehicle Miles Traveled (VMT) reduction projections, and conceptual engineering drawings for the four alternatives. The preliminary Ride of Way (ROW) needs have also been identified. BART has been coordinating with the BART to Livermore Policy Committee, Tri-Valley Liaison Committee, Bay Area Air Quality Management District, City of Livermore, City of Dublin, City of Pleasanton, and Caltrans. The BART project schedule has not changed.

Veronica Vargas would like the process to be expedited by looking at all four build alternatives and then narrow the decision to one build design to proceed with. Director John McPartland explained that the EIR draft needs to be completed first for public comment. As a result of public comment staff will come back to BART and identify the best recommendation that has been vetted through the public comment and all the processes. Director John McPartland clarified that the BART Board must make their decision based on the needs of the public, ridership, the communities that are involved, and what is environmentally most sound and economical. Director John McPartland informed the ARRWG

that some BART Board members do not want any build, due to financial reasons. Early next year the EIR draft will be completed.

b. **Livermore Neighborhood Specific Plan**

City of Livermore Assistant City Engineer Bob Vinn briefed the ARRWG on the Livermore Neighborhood Specific Plan. Bob Vinn informed the ARRWG that the City of Livermore has been working on a Land Use Plan around the proposed Isabel BART Station. In February three alternatives were created through extended public outreach to the planning commission council about direction on how to turn those into a draft preferred alternative. The preferred alternatives are now prepared. Additional outreach will take place with the City of Livermore's Planning Commission in August and back to the City Council in September. The project provides 4,000 new houses and 8,600 new jobs around the Isabel station. There is also policy framework they are hoping to go forward with and in September receive the authorization to complete the plan and the draft EIR. Hopefully by the end of the year a draft EIR for public comment and the adoption and consideration by the City Council in the spring of 2017.

6. ACE Forward Presentation

Manager of Regional Initiatives Dan Leavitt presented ACEforward BART Connectivity alternatives – Preliminary Forecasts and Costs to the Working Group. Dan Leavitt expressed that this presentation has not been presented to the ACE Board, but it will be presented in August. Dan Leavitt explained that presenting this prior to the ACE Board meeting will allow for revisions to be made. The presentation highlighted various options for ACE Extensions/Connections that included the ridership numbers, transfers needed, and cost analysis. The highest ridership (5.15 million) option available is ACE connecting with BART at Greenville in Livermore. Alameda County does own the Right of Way across the Altamont Pass and this is an option for the Diesel Multiple Unit (DMU). The current presentation will be revised to show the Merced extension removed.

7. VTA's BART Silicon Valley Project Presentation

Program Director Dennis Ratcliffe presented Santa Clara Valley Transportation Authority's BART Silicon Valley Extension. Dennis Ratcliffe explained that Santa Clara County is not a member of the BART District and that the regional priorities in connecting to the BART system included: high capacity, high performance, and a regional network. To extend BART into Santa Clara County the VTA entered into a Comprehensive Agreement with BART. Santa Clara VTA will fund and pay all expenses associated with the extension. The project would be constructed to BART standards, but the VTA will retain ownership of the infrastructure and rolling stock and participate financially in the core system modifications. BART is responsible for the technical assistance, operations, maintenance, and fare policy. Dennis Ratcliffe overviewed Phase I and Phase II of the project. Phase I (Berryessa Extension) that started in 2009 is a 10 mile extension that is under construction with two stations (Milpitas and Berryessa) and should open in the fall of 2017 with 23,000 in ridership. Phase I cost \$2.3 billion. The Santa Clara VTA used the following as a funding source for Phase I: local funding (existing Measure A) at \$1.179 billion, state funding at \$251 million, and FTA New

Starts at \$900 Million. Phase II Extension will start in 2018 and is a 6 mile extension (5 miles will be a tunnel) with four stations (Alum Rock, Downtown San Jose, Diridon, and Santa Clara) and will have a maintenance facility. The anticipated ridership for Phase II is 55,000 and will cost \$4.7 billion. The anticipated completion will be in 2026. The Santa Clara VTA plans to use the following as a funding source for Phase II: Existing Measure A sales tax at \$1 billion, FTA New Starts at \$1.5 billion, new sales tax measure \$1.5 billion, and Cap & Trade Program \$750 Million. Additional funding sources are still being pursued. Currently the Santa Clara VTA projects are under budget and ahead of schedule, due to good planning.

Mayor John Marchand questioned what obligations the VTA has to maintain the core system for BART. Dennis Ratcliffe clarified they will have an on-going obligation to participate financially in proportion to the ridership.

Supervisor Scott Haggerty noted that Metropolitan Transportation Commission (MTC) approved funding for BART cars for the VTA. Supervisor Scott Haggerty also noted that the VTA is the builder and that's why the project is under budget. He also explained that the VTA had the support of the community and Silicon Valley Leadership Group.

After Agenda Item 7, Agenda Item 9 and 10 were moved up in the agenda for the convenience of the group in managing the balance of the meeting.

9. Working Group Action Items

Addition of the Innovation Tri-Valley Leadership Group, East Bay Leadership Council, and San Joaquin Partnership as members of the Working Group

The ARRWG motioned to add the Innovation Tri-Valley Leadership Group, East Bay Leadership Council, and San Joaquin Partnership as non-voting ex officio members of the Working Group.

Approved: Moses/Marchand

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

No: None

Abstain: None

Absent: Haubert

10. New Executive Position for Altamont Regional Rail Working Group

Executive Director Michael Tree gave a brief background on the new Executive position for the ARRWG. The Executive position will provide overall leadership and direction to ensure the ARRWG achieves its vision, mission, goals and objectives. The position will organize and manage ARRWG staff, consultants, and contractors to provide effective and efficient transportation planning and construction. MTC is willing to fund this position for two years in the amount of \$330,000 (yearly), which would include all the benefits for the position and a \$15k travel budget.

8. Update on AB 2762 (Baker)

Legislative Director Faith Lane is representing Assemblywoman Baker's Office and provided a brief update on Assembly Bill 2762. The results of the meetings with stakeholders have been positive. The political bipartisan desire for the legislation is present at the local level and Assemblywoman Baker has worked closely and supportively with the Central Valley on the state senate and assembly side. Even though AB 2762 is not moving in regular session the hope is it will move in Transportation Special Session. Currently the only language to be revised is the titles in AB 2762 since the word Altamont is confusing to ACE, but this document is what it would look like in active form. AB 2762 is printed and ready to go, since it is vetted and supported by the ARRWG should the opportunity arise where it is needed.

11. Adjournment

Meeting adjourned at 3:42pm.