

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY

Altamont Regional Rail Working Group

Minutes of March 8, 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
Councilmember Don Biddle, City of Dublin (alternate for David Haubert)
Mayor John Marchand, City of Livermore
Mayor Jerry Thorne, City of Pleasanton
Board Member John McPartland, BART
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 David Haubert, City of Dublin
Board Chair Bob Johnson, SJRRC/ACE
CEO Michael Ammann, San Joaquin Partnership

3. Public Comment

Robert S. Allen

Mr. Allen stated that early planning called for BART along the railroads through downtown Pleasanton and Livermore. In 1986 the Livermore City Council voted to orient BART along I-580. They sold the planned 11-acre downtown station site, and BART bought a 53-acre plot near I-580 and Isabel. Mr. Allen was BART District 5 Director at that time.

Over two decades later a different Livermore City Council planned for BART near downtown in a costly subway. Mr. Allen co-authored an initiative petition seeking BART to Isabel and later to Greenville in the then vacant I-580 median. It gained over 840 signatures of Livermore voters, and qualified for the 2011 municipal election ballot. The City Council adopted the petition rather than place it on the ballot, indicating the City's preference to be for an initial Livermore station at Isabel/I-580.

Mr. Allen discussed a station near Vasco/I-580. The petition neither supports nor opposes such a station, and Mr. Allen strongly supports it, since it is close to Lawrence Livermore National Laboratory and Sandia Laboratory.

Mr. Allen has worked in engineering and operations on three major railroads. One of his duties was to maintain the division's track records. He recalls the ruling grades over the Altamont Pass were under 1.3%. A low ruling grade is needed for heavy freight trains.

Mr. Allen noted that in driving I-580 east of the summit that Union Pacific (UP)/ACE track crosses over the eastbound freeway, while the former Southern Pacific (SP) crosses under.

If either ACE or BART follow the former SP grade, Mr. Allen suggests that a line change east from that underpass, swinging along I-580 to the Grant Line Road interchange, and that a massive parking facility be built.

Mr. Allen's comments were cut short due to time limitations, but the following was provided to the Working Group

Former SP comes under Eastbound I-580 just out of the tunnel at a much lower elevation than UP/ACE crossing over the freeway very nearby.

If ACE uses that former SP line, Mr. Allen suggests a line change easterly of that point.

Follow former SP parallel to I-580 until both railroads swing away toward the south from I-580. Continue on a new line parallel to I-580 toward the I-580/Grant Line Road interchange. Include a station and major park/ride facility there (still in Alameda County and with direct freeway access from the Central Valley via I-205 and I-580). Then return back to the former SP before it crossed under I-580 going into Tracy.

If ACE does not use the former SP over the Altamont, BART might someday follows this route to such a station.

Plan a major park/ride lot at the interchange ASAP, with I-580 HOV lanes over the Altamont Pass to Greenville Road. Charge parking fees to help fund the cost of the facility and interim transit from there to ACE or BART. This should reduce drive alone motoring over the pass and into the Bay Area.

Cindy Chin

District Director (Assemblymember Baker's Office) Cindy Chin updated the Altamont Regional Rail Working Group on Assembly Bill 758 (AB 758). AB 758 is a spot bill. Assemblymember Eggman will be the principal author for AB 758 and Assemblymember Baker will be the co-author. Assemblymember Baker's office would like the final language of the bill to be the best language to be put forward. Assemblymember Baker's office is also requesting letters of support.

Vaughn Wolffe

Vaughn Wolffe asked what is limiting the speed in the tunnel between Tracy and Livermore, if ownership of the tunnel allows expanding to upgrade to electrification. Mr. Wolffe also contends that BART would want to build to Livermore if ACE had higher ridership. Mr. Wolffe suggested that ACE upgrade prior to BART, so that ridership would go up. Mr. Wolffe also suggested ACE to get more ridership from the Silicon Valley to the Tri-Valley area utilizing a loop to the Peninsula going over the Dumbarton Bridge and up through Fremont.

Tim Sbranti

Congressman Eric Swalwell's Representative Tim Sbranti confirmed that Congressman Swalwell is committed to getting BART to Livermore and working with the Altamont Regional Rail Working Group. We should really explore the recent study based on the data provided today, since this may be a viable option. The data showed that we can get 25 miles of DMU with a connection at roughly the same cost as 5 miles of BART that has no connection to ACE. Congressman Swalwell believes that the real goal is relieving the congestion in this corridor. Mr. Sbranti stated that keeping all options open is important and Congressman Swalwell does support this option, but in his opinion the DMU most connect to Tracy. They request that East Contra Costa County be included in the planning and conversations regarding this project, since they face similar issues.

4. Minutes

Approved: McPartland/Spedowfski

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

No: None

Abstain: None

Absent: Haubert, Johnson

5. Project Options/DMU Concept and Legislation

AECOM Project Manager Diane Cowin provided a PowerPoint presentation regarding the Altamont Diesel Multiple Unit (DMU) option. Ms. Cowin discussed the Altamont DMU (alignment, operations, rolling stock/vehicle technology, and preliminary capital costs), Key Decision Points, and Next Steps.

Ms. Cowin presented optional regional connection alignments from Dublin/Pleasanton BART Station or Isabel to West Tracy. There is also a possibility for an extension into downtown Tracy. The travel times for a DMU during peak hours are the following: West Tracy to BART – 42 minutes, Greenville to BART – 14.3 minutes, and Isabel to BART – 5.6 minutes. Trying to be cost effective the track will mostly be single track, but there would be some sidings where needed for passing purposes. The service would be tied to BART's schedule and on weekdays have half hour service meeting every other BART train and weekends having hourly service meeting every 3rd BART train. Current travel conditions driving or taking ACE and a shuttle from West Tracy to Dublin/Pleasanton BART are longer travel times than utilizing a DMU option. DMU's meet vertical clearance requirements, have lower emissions, and fuel savings that make them a good option to be used for connectivity purposes. The preliminary overall cost per mile for a DMU would be \$53.4 million to go from Dublin/Pleasanton BART Station to West Tracy (25.81 miles). The corridor would be the following: Cal Trans I-580 Right-of-Way (ROW), then would change at Greenville to the Alameda County ROW, and would change again at the San Joaquin border to Owens-Illinois Union Pacific Railroad lead or adjacent to it. Ms. Cowan presented a BART/DMU station configuration diagram to the Working Group and explained that a double decker may also be an option.

The Next Steps that ACE is working on are ridership and the ongoing operations and maintenance costs.

Vice Mayor Don Biddle stated that the Dublin/Pleasanton BART Station on the Dublin side has established development and would like to know what the impact on the development might be. Vice Mayor Biddle stated that it would be expensive and time consuming to acquire ROW in that area. Ms. Cowin responded regarding the Dublin/Pleasanton station that a double decker could be considered to reduce the ROW. Working Group Executive Frank Wilson responded that an alternative is to interline tracks (track inside a track). BART Board Member John McPartland stated that it's possible to not widen I-580, but to have the existing BART tail track extended and to make one track exclusively for a DMU.

LAVTA Board Chair Steven Spedowfski is concerned for Livermore, due to 40+ years of discussion of having "full" BART. He stated that if a DMU option is going to be seriously considered he would like to involve Livermore soon in that discussion and have a presentation given regarding the DMU option. Supervisor Scott Haggerty agreed with LAVTA Board Chair Steven Spedowfski that the DMU presentation should be brought to Livermore as an option, but stated that the Electric Multiple Unit (EMU) technology should also be considered as an option. Supervisor Scott Haggerty would like Pleasanton and Dublin City Councils to understand the new option as well. Supervisor Scott Haggerty noted that if BART can get Livermore "full" BART he supports it, but would like it completed prior to 2025. Supervisor Scott Haggerty also explained to BART Board Member John McPartland that the DMU option should be studied, but no one in the Working Group is relieved of their duties to get BART to Livermore. Mayor Pro Tem

Veronica Vargas stated that the DMU is a positive, less expensive option that will assist in relieving traffic through Tracy and would like more data provided to present to her City Council. Mayor John Marchand noted that Measure BB funds for this project were from Alameda County and asked where the funding would come from for San Joaquin County. Mayor Pro Tem Veronica Vargas informed Mayor John Marchand that she would look into San Joaquin County funding options.

Working Group Executive Frank Wilson provided draft legislative language for AB758. The legislative language is vastly different than the previous bill submission last year. The legislative language presented works regardless of the type of transit technology chosen going forward and allows the Authority to have all the controls necessary to make decisions on project specifics and how the Authority will function as an entity. Supervisor Scott Haggerty requested that the legislative language and name change to be agendaized for the next meeting for approval.

6. Adjournment. The next meeting date is scheduled for April 12, 2017

Meeting adjourned at 3:14pm.