

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY

Altamont Regional Rail Working Group

DATE: Wednesday, April 12, 2017
PLACE: Diana Lauterback Room LAVTA Offices
1362 Rutan Court, Suite 100, Livermore, CA

Please Note Teleconference Location:
Cabral Station
949 E Channel Street
Stockton, CA 95202

TIME: 1:30pm – 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
SJRR/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

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. Language for AB 758 (Eggman)**

Recommendation: Approve legislative language and direct Executive Frank Wilson to craft and submit a letter of support on behalf of the Working Group signed by Chair Scott Haggerty

6. Renaming of Altamont Regional Rail Working Group

Recommendation: Approve a new name for the organization.

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

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

/s/ Jennifer Suda

4/7/17

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*

AGENDA

ITEM 4



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 (Mr. Allen has since contacted LAVTA after going on record at the March 8, 2017 meeting requesting that the minutes be corrected to 8,400) 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.

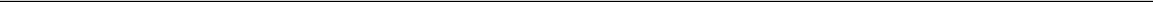
Working Group Executive Frank Wilson provided draft legislative language for AB758. The legislative language is vastly different than the previous bill submission last year. The legislative language presented works regardless of the type of transit technology chosen going forward and allows the Authority 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.

AGENDA

ITEM 5



AB 758, as amended, Eggman. *Transportation: Tri-Valley—San Joaquin Valley Regional Rail Authority.*

Existing law provides for the creation of statewide and local transportation agencies, which may be established as joint powers authorities or established expressly by statute. Existing law establishes the Bay Area Rapid Transit District, which is authorized to acquire, construct, own, operate, control, or use rights-of-way, rail lines, bus lines, stations, platforms, switches, yards, terminals, parking lots, and any and all other facilities necessary or convenient for rapid transit service.

This bill would establish the Tri-Valley—San Joaquin Valley Regional Rail Authority for purposes of planning and delivering a cost effective and responsive interregional rail connection between the Bay Area Rapid Transit District’s rapid transit system and the Altamont Corridor Express in the Tri-Valley or a new megaregional rail connection between the Tri-Valley and San Joaquin County. The bill would require the authority’s governing board to be composed of ~~12~~14 representatives and would authorize the authority to appoint an executive who may appoint staff or retain consultants, advisors and contractors. The bill would provide specified authorizations and duties to the authority that will include the selection of the technology, alignment and stations for this interregional megaregion connection.

This bill would require all unencumbered assets previously identified for this connection, dedicated to or acquired for, the completion of the connection to be transferred to the authority including properties in the vicinities of both Isabel Avenue and Greenville Road along Interstate 580 in Livermore.

The bill would require the Department of Transportation to expedite reviews and requests related to the connection. The bill would require the authority to provide a project update report to the public, to be posted on the authority’s Internet

Web site, on the development and implementation of the connection.

By imposing new duties on local governmental entities, this bill would create a state-mandated local program. The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to these statutory provisions.

BILL TEXT

THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:

SECTION 1. *The Legislature finds and declares all of the following:*

(a) Commute patterns throughout northern California, and in particular through the Altamont Pass corridor, traverse the boundaries of traditional metropolitan planning agencies. The Altamont Pass corridor, located in the center of northern California's megaregion, is the gateway to the Tri-Valley—a vital node in the bay area's economic ecosystem and a key bay area transportation route. Strategic and planned interregional mobility is essential to sustained economic vitality.

(b) Connecting the Bay Area Rapid Transit District's rapid transit system and the Altamont Corridor Express in Livermore, as recommended by the Metropolitan Transportation Commission's regional rail plan, or a new megaregional rail

connection between the Tri-Valley and San Joaquin County, would increase interregional mobility, providing much-needed highway capacity for expanded goods movement to the bay area's five seaports. It would also relieve pressure on Interstate 580 and other transportation systems, given the exponential population growth in the San Joaquin Valley.

(c) The Tri-Valley—San Joaquin Valley Regional Rail Authority is needed to connect the Bay Area Rapid Transit District's rapid transit system and the Altamont Corridor Express or a new megaregional rail connection between the Tri-Valley and San Joaquin County and would be responsive to local needs and issues by including local stakeholders in land use and transit planning decisions.

(d) Consistent with the Bay Area Regional Rail Plan adopted by the Metropolitan Transportation Commission (Resolution 3826), the heavy rail connection between the Bay Area Rapid Transit District's rapid transit system and the Altamont Corridor Express or a new megaregional rail connection between the Tri-Valley and San Joaquin County would be a matter of state interest, and all planning, analysis, alternatives, and mitigations for projects undertaken by the Tri-Valley—San Joaquin Valley Regional Rail Authority should be consistent with that state interest and the State Rail Plan.

SEC. 2. *It is the intent of the Legislature to establish the Tri-Valley—San Joaquin Valley Regional Rail Authority to plan and deliver, own, operate, maintain and finance a cost effective and responsive rail extension that connects the Bay Area Rapid Transit District's rapid transit system and the Altamont Corridor Express in the Tri-Valley, within the City of Livermore, or a new megaregional rail service between the Tri-Valley and San Joaquin County to address regional economic and transportation challenges.*

SEC. 3. Chapter 8 (commencing with Section 132651) is added to Division 12.7 of the Public Utilities Code, to read:

CHAPTER 8. Tri-Valley—San Joaquin Valley Regional Rail Authority

132651. As used in this chapter, the following terms have the following meanings:

(a) "Authority" means the Tri-Valley—San Joaquin Valley Regional Rail Authority created under this chapter.

(b) "Bay Area Rapid Transit" or "BART" means the Bay Area Rapid Transit District's rapid transit system.

(c) "Board" means the governing board of the authority.

(d) "Connection" means an interregional rail connection between Bay Area Rapid Transit and the Altamont Corridor Express in the Tri-Valley, within the City of Livermore, or a new megaregional rail service that would be developed, operated and integrated between the Tri-Valley and San Joaquin County.

(e) "Phase 1 Project" means the first phase of the connection, which will extend the Bay Area Rapid Transit along Interstate 580 to a new station in the vicinity of the Isabel Avenue interchange in the City of Livermore or a new megaregional rail service which will initially extend from the existing BART terminus (Dublin/Pleasanton) to San Joaquin County.

(f) "Phase 2 Project" means the second phase of the connection that either extends BART along I-580 to connect to the Altamont Corridor Express at a new station in the vicinity of Greenville Road in the City of Livermore or a new megaregional rail service to San Joaquin County.

132652. The authority is hereby established for purposes of planning and delivering, owning and operating a cost-effective

and responsive connection that meets the goals and objectives of the community. Authority shall have the power to assign ownership and operations and maintenance and related financial obligation functions as it deems appropriate. Authority has the right to exercise these powers as they deem appropriate.

132653. By July 1, 2018, the board shall publish a management, finance, and implementation plan relating to the connection.

132655. The governing board of the authority shall be composed of one representative from each of the following entities to be appointed by the governing board, mayor, or supervisor of each entity. For entities that have members assigned by geographic location the appointee shall be a person who represents the Tri-Valley or northern San Joaquin Valley:

- (a) The San Joaquin Regional Rail Commission.
- (b) The Bay Area Rapid Transit District.
- (c) The City of Dublin.
- (d) The City of Livermore.
- (e) The City of Pleasanton.
- (f) The City of Tracy.
- (g) The City of Lathrop
- (h) The City of Stockton
- ~~(i)~~ The County of Alameda.
- ~~(j)~~ The County of San Joaquin.
- ~~(k)~~ The East Bay Leadership Council.
- ~~(l)~~ Innovation Tri-Valley.
- ~~(m)~~ The Livermore Amador Valley Transit Authority.
- ~~(n)~~ San Joaquin Partnership.

Only elected officials appointed by the governmental agencies are voting members. Details on the operation of the Board will be contained in the bylaws of the authority.

132660. (a) *The board may appoint an executive director to serve at the pleasure of the board.*

(b) *The executive director is exempt from all civil service laws and shall be paid a salary established by the board.*

(c) *The executive director may appoint staff or retain consultants, advisors and contractors as necessary to carry out the duties of the authority.*

(d) *All contracts approved and awarded by the executive director shall be awarded in accordance with state and federal laws relating to procurement. Awards shall be based on price, best value, or competitive negotiation, or on all of these things as appropriate.*

132665. *The Livermore Amador Valley Transit Authority shall enter into a memorandum of understanding with the San Joaquin Regional Rail Commission to co-manage the rail-specific elements necessary to support the authority. For an initial one-year period, the Livermore Amador Valley Transit Authority's administrative staff shall, if that authority has appointed a member to the board in accordance with Section 132655, provide all necessary administrative support to the board to perform its duties and responsibilities and may perform for the board any and all activities that they are authorized to perform for the Livermore Amador Valley Transit Authority. At the conclusion of the initial period, the board may, through procedures that it determines, select the Livermore Amador Valley Transit Authority, San Joaquin Regional Rail Commission, or another existing public rail transit agency for one three-year term immediately following the initial period, and thereafter for five-year terms, to provide all necessary administrative support staff to the board to perform its duties and responsibilities.*

132670. *The Bay Area Rapid Transit District shall identify and expeditiously enter into an agreement with the authority to hold in trust for the authority all real and personal property and any other assets accumulated in the planning, environmental review, design, right-of-way acquisition, permitting, and construction of the connection, including, but not limited to, rights-of-way, documents, interim work products, studies, third-party agreements, contracts, and design documents, as necessary for completion of the connection.*

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 Tri-Valley—San Joaquin Valley Regional Rail Authority; provided, however, that neither the executive director/staff, on behalf of the authority, nor the Board shall apply for existing sources of transit funding, including 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 or for any conflicting funding, for which any member entity of the authority is also an applicant or approving member entity without the express written consent of that member entity.*

132680. *The authority shall not be responsible for any core system upgrades that preexist its establishment. This includes both existing core system deficiencies necessary to support planned service frequency upgrades and any core system upgrades needed to support prior system expansions; ~~including, but not limited to, the Silicon Valley rapid transit corridor.~~*

132685. *Upon the completion of any Tri-Valley extension of BART, the Bay Area Rapid Transit District shall operate, maintain and be responsible for setting fare policies and related*

financial obligations of the BART extension. The authority shall not retain ownership of the assets of the BART extension.

132690. *(a) The authority has all of the powers necessary for planning, acquiring, leasing, developing, jointly developing, owning, controlling, using, jointly using, disposing of, designing, procuring, and building all project phases, including, but not limited to, all of the following:*

(1) Acceptance of grants, fees, allocations, and transfers of moneys from federal, state, and local agencies, including, but not limited to, moneys from local measures, as well as private entities.

(2) Acquiring, through purchase or through eminent domain proceedings, any property necessary for, incidental to, or convenient for, the exercise of the powers of the authority.

(3) Incurring indebtedness, secured by pledges of revenue available for the Phase 1 Project or connection completion.

(4) Contracting with public and private entities for the planning, design, construction, operation, maintenance, financing of all or a portion of all project phases of the connection.

(5) Entering into cooperative or joint development agreements with local governments or private entities. These agreements may be entered into for purposes of sharing costs, selling or leasing land, air, or development rights, providing for the transferring of passengers, making pooling arrangements, or for any other purpose that is necessary for, incidental to, or convenient for the full exercise of the powers granted to the authority. For purposes of this paragraph, "joint development" includes, but is not limited to, an agreement with any person, firm, corporation, association, or organization for the operation of facilities or development of projects adjacent to, or

physically or functionally related to, all phases of Project or connection.

(6) Relocation of utilities, as necessary for completion of the connection.

(7) Conducting all necessary environmental reviews, including, but not limited to, completing environmental impact reports.

(b) The duties of the authority include, but are not limited to, both of the following:

(1) Conducting the financial studies and the planning and engineering necessary for completion of all project phases of the Project and connection. Although this duty rests solely on the authority, the authority may exercise any of the powers described in this subdivision 132690 (a) to fulfill this duty.

(2) Adoption of an administrative code, not later than July 1, 2018, for administration of the authority in accordance with any applicable laws, including, but not limited to, the Ralph M. Brown Act (Chapter 9 (commencing with Section 54950) of Part 1 of Division 2 of Title 5 of the Government Code), the provisions of this chapter, laws generally applicable to local agency procurement and contracts, laws relating to contracting goals for minority and women business participation, and the Political Reform Act of 1974 (Title 9 (commencing with Section 81000) of the Government Code).

132694. *The Bay Area Rapid Transit District and the authority shall enter into a memorandum of understanding that shall address the ability of the Bay Area Rapid Transit District to review and comment on any significant changes in the scope of the design or construction, or both design and construction of portion of the connection using BART technology.*

132695. *The Department of Transportation shall expedite reviews and requests related to all project phases of the Project or connection and shall provide responses within 60 days. The authority shall enter into a memorandum of understanding with the Department of Transportation that shall address the ability of Caltrans to enter into a partnership for purposes of achieving project cost-sharing and project schedule efficiencies and acceleration.*

132697. *On or before July 1, 2018, and annually thereafter, the authority shall provide a project update report to the public, to be posted on the authority's Internet Web site, on the development and implementation of all project phases of the Project and connection. The report, at a minimum, shall include a project summary, as well as details by phase, with all information necessary to clearly describe the status of the phase, including, but not limited to, all of the following:*

(a) A summary describing the overall progress of the phase.

(b) The baseline budget for all phase costs, by segment or contract.

(c) The current and projected budget, by segment or contract, for all phase costs.

(d) Expenditures to date, by segment or contract, for all phase costs.

(e) A summary of milestones achieved during the prior year and milestones expected to be reached in the coming year.

(f) Any issues identified during the prior year and actions taken to address those issues.

(g) A thorough discussion of risks to the project and steps taken to mitigate those risks.

132699. *The authority shall be dissolved when it is determined that existing rail service agencies are capable of successfully sustaining the system services.*

SEC. 4. *If the Commission on State Mandates determines that this act contains costs mandated by the state, reimbursement to local agencies and school districts for those costs shall be made pursuant to Part 7 (commencing with Section 17500) of Division 4 of Title 2 of the Government Code.*