

Alameda – San Joaquin Regional Rail Working Group

DATE: Wednesday, October 11, 2017
PLACE: Tracy City Hall
333 Civic Center Plaza, Conference Room 203
Tracy, CA 95376
TIME: 2:00pm – 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 Member 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 of September 20, 2017 meeting

ACTION

5. **ACEforward Update**

Recommendation: Receive update

INFORMATION

6. BART to Livermore Draft Environmental Impact Report (DEIR) ACTION

Recommendation: Review and approve key issues and direct staff to submit a comment letter

7. Project Concept - Megaregion Connection to Tri-Valley BART Extension ACTION

Recommendation: Adopt the proposed Project Concept - Megaregion Connection to the Tri-Valley BART Extension

8. Member Comments

9. Executive Director's Report

10. Adjournment. The next meeting date is scheduled for November 8, 2017 in Livermore.

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

/s/ Jennifer Suda

10/6/17

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



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 11th.

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

Meeting adjourned at 3:48pm.

AGENDA

ITEM 6



Alameda – San Joaquin Regional Rail Working Group
Meeting of October 11, 2017

STAFF REPORT

Item 6

ACTION

BART to Livermore Draft Environmental Impact Report (DEIR)

Recommendation:

It is recommended that the Alameda – San Joaquin Regional Rail Working Group submit comments on the Bay Area Rapid Transit (BART) DEIR in support of the Assembly Bill (AB) 758 mandate to develop and deliver cost-effective and community responsive transit connectivity between BART and ACE in the Tri-Valley, with a key focus on urging BART to:

- Support the decision-making process of the Tri-Valley – San Joaquin Regional Rail Authority, as identified in AB758, and expeditiously advance the proposed BART extension within the context of inter-regional connectivity – consistent with the goals and objectives of this Authority when formed;
- Advance alternative design concepts that avoid significant right-of-way displacements and significant environmental impacts;
- Respond to the issues and concerns of local Working Group member jurisdictions: fully address environmental impacts and commit to implement mitigation measures to fully address them;
- Advance the BART Bay Fair Connector Project and an operating plan to accommodate a “one-seat-ride” to Southern Alameda County and the South Bay;
- Seek to significantly reduce project capital costs to improve the project cost-effectiveness and viability of the proposed BART to Livermore Extension Project; and
- Provide evidence that impacts of out-of-District BART expansion on core BART service in the Tri-Valley have been fully mitigated per the terms of the Comprehensive Agreement between the Valley Transit Authority (VTA) and BART.

Background

The passage of Assembly Bill 758 by State legislators last month is a game changing breakthrough in the now decades long effort to extend passenger rail service to Livermore. The bill, now awaiting the Governor’s approval, responds to the growing urgent need to address burgeoning congestion levels in the Tri-Valley, by closing the missing rail gap between the BART and ACE rail systems in the I-580 corridor. When approved, it will establish the Tri-Valley – San Joaquin Valley Regional Rail Authority for purposes of planning, developing and delivering cost-effective and community responsive transit connectivity between BART and ACE in the Tri-Valley. An important element of the bill is a requirement to complete a project feasibility report no later than July 1, 2019 that identifies the project, a funding plan and schedule for project implementation and delivery. This effort will include the consideration of all viable rail connectivity options including the BART to Livermore project as identified in the DEIR now

under consideration. The bill gives authority to the BART Board of Directors, however, to approve or deny an extension of the BART system if it is recommended in the project feasibility report.

Completion of the DRAFT Environmental Impact Report (DEIR) for the BART to Livermore Extension Project is a key milestone in a very long and protracted environmental review process that to-date spans nearly a decade. Scoping for the Program EIR (PEIR) was conducted in 2007, followed by the 2009 Draft PEIR and subsequent 2010 adoption of a Final PEIR. Scoping for the current project-level EIR began in 2012, and while a Spring of 2018 completion is anticipated, it should be noted that a subsequent federal-level Environmental Impact Statement is planned with a completion date of 2020. It is also important to note that the PEIR preferred alternative adopted by the BART Board in 2010, is still in place and is inconsistent with adopted City of Livermore plans and policies. This BART adopted PEIR alternative would extend BART along I-580 from the existing Dublin/Pleasanton Station to I-580/Isabel Avenue and then extend along Portola Avenue to downtown Livermore and Vasco Road.

The proposed project identified in the DEIR, which is also referred to as the Conventional BART Project, would extend existing BART service approximately 5.5 miles east from the existing Dublin/Pleasanton BART Station within and adjacent to the Interstate (I-) 580 right-of-way through the Cities of Dublin and Pleasanton, to a proposed new terminus station located at the Isabel Avenue/I-580 interchange in the City of Livermore. A new parking facility would be constructed at the new Isabel Station and a new BART storage and maintenance facility would be constructed beyond the Isabel Station, north of I-580. In addition to a No Project Alternative, the DEIR also considers three Build Alternatives: A Diesel Multiple Unit/Electric Multiple Unit (DMU/EMU) Alternative, an Express Bus/Bus Rapid Transit (BRT) Alternative and an Enhanced Bus Alternative. There are no alternatives in this DEIR that would extend rail beyond Isabel Avenue/I-580 for an inter-connection to ACE. The DEIR estimates that construction of the Proposed Project and Build Alternatives could begin in 2021 and would last approximately 5 years through 2026.

The San Joaquin Regional Rail Commission (SJRRRC), examined the feasibility of a number of alternatives to connect BART to ACE, as part of the ACEForward environmental review process that is currently underway. These alternatives included options to extend ACE to a BART terminus in the Tri-Valley – at Greenville, Isabel or the existing Dublin/Pleasanton Station. Further study looked at the feasibility of extending an EMU/DMU rail line from West Tracy along the County-owned railroad rights-of-way in the Altamont Pass to a BART terminus in the Tri-Valley at one of these potential intermodal locations. A yard/shop site for this line is tentatively identified in the vicinity of Tracy – not the Tri-Valley location of EMU/DMU yard/shop that is identified in the BART DEIR. It is anticipated that this alternative will be studied further as the new AB758 mandated authority advances further study for the required project feasibility report.

Key Issues

There are many issues, questions and concerns regarding information presented in the BART DEIR, but a primary concern for the Working Group should be that the proposed five-mile extension of the BART system to Isabel Avenue in Livermore does not address full mobility needs in the I-580 corridor – it has not been planned within the context of inter-regional connectivity and there is no consideration for a direct BART rail link to ACE in Livermore. The design, location and cost of the proposed BART Storage and Maintenance Facility are also a significant concern. In addition, the BART Bay Fair Connector Project and operating plan for a one-seat ride from the Tri-Valley to Santa Clara County has not been included. Extremely high capital cost estimates and the need to address core system impacts from the extension into Santa Clara County are also a critical consideration.

Following is a summary of key issues to be addressed in the comment letter. The letter will include, but not be limited to these comments, questions and concerns.

BART Storage and Maintenance Facility

Scope and Design: The storage and maintenance facility is out of scale with the 36 vehicle capacity requirements of a one-station, 5-mile extension. The DEIR states that BART conducted an operations analysis to determine BART vehicle fleet and storage needs to effectively operate the Proposed Project – determining the need for a yard providing storage for approximately 172 cars. It then added a maintenance facility to meet the needs of not only the proposed Project but the entire Daly City-Dublin/Pleasanton Line. The result is a proposed 68-acre storage and maintenance facility to meet BART system-wide needs. The DEIR also states that the Proposed BART project cost estimate includes 25% of the cost of the proposed storage and maintenance facility. This represents an unacceptable premise as the total cost should be attributed to the BART system and not the project.

Location: The proposed storage and maintenance facility is located 1.9 miles from the main track on land zoned for agricultural uses. In total this facility will encompass approximately 100 acres plus it will require environmental mitigation on a 1 to 3 ratio –and this will roughly come to a total of approximately 400 acres. In addition, the storage and maintenance facility will require bridges over Arroyo Las Positas and Cayetano creeks as well as an approximately 450-foot-long, 20-foot high hillside tunnel for the trackway and a 2-lane access road from Campus Drive to the facility. Some grading of the existing hill slopes would also be required. The DEIR finds that there are a multitude of special status wildlife and plant species with potential to occur in the study area of the site and creeks and arroyos on site serve as active movement corridors for large mammals and other wildlife crossings. From both a cost as well as environmental perspective, it would seem that a viable alternative would be to extend the track eastward towards Greenville Road, in proximity to ACE, and where a more suitable site may be available.

Land Use Designation: The proposed facility would be located on unincorporated county land with a current land use designation of “Large Parcel Agriculture,” with a small northerly portion of the site designated as “Resource Management.” The Zoning Designation is “Agriculture.” This land consists of open grasslands with intermittent cattle grazing, with some agricultural

production uses. The DEIR notes that the facility would be consistent with the types of uses conditionally allowed in the Agricultural District zoning designation – however, the DEIR also notes that BART is not subject to local land use plans, policies and ordinances per California Government Code Sections 53090 and 53091. The conversion of agriculturally zoned land to non-agricultural uses is identified in the DEIR as a significant and unavoidable impact – even with the implementation of mitigation that would preserve it through easements or other protection on a 1 to 1 ratio. The DEIR does not appear to address how the facility will impact neighboring agricultural uses through its potential 24-hour operation. It does, however, identify that there would be significant unmitigated light and glare impacts from the facility. These impacts on neighboring sites should be identified and must be mitigated.

EMU/DMU Connection to Dublin/Pleasanton Station

The design of the EMU/DMU connection to the Dublin/Pleasanton Station has significant right-of-way impacts on the City of Dublin Corporation Yard and the Alameda County Fire facilities. The design also eliminates 110 parking spaces at the auto dealerships as well as an additional 105 parking spaces at other commercial sites. The auto dealerships have noted that this impact is significant to the viability of their operations. Alternative concepts for this EMU/DMU connection have been developed by AECOM Engineers, part of the ACEForward consulting team. These alternative concepts will avoid potential impacts on properties and displacements of parking and it is recommended that these design concepts be submitted to BART with the DEIR comment letter. The preferred concept is one in which the EMU/DMU platform is shifted to the east side of the Dublin/Pleasanton BART station – allowing the westbound I-580 freeway lanes to return to the existing alignment near the freeway median sooner and eliminating all displacements in this area.

Bay Fair Connector Project

The proposed BART project in the DEIR is described as an extension of the existing Daly City Line – and the impact methodology in the Transportation section of the DEIR appears to indicate that this operating assumption was used to forecast ridership. It does not appear that alternative operating scenarios were considered. Although this operating scenario may be part of the forecasting model used for the ridership analysis, it does not appear that there has been an opportunity for the public to have adequate opportunity to review and comment on this policy decision – nor does it seem that it is an adopted policy. The BART Bay Fair Connector Project, as approved by Alameda County voters in Measure BB, would provide the opportunity for a direct “one-seat-ride” from the Tri-Valley to Southern Alameda and Santa Clara County. BART staff has indicated that there are two other existing BART lines running in that corridor and there is inadequate capacity to add another line – but without an analysis of options, it is unclear if those two lines are in fact the most appropriate two lines to run. The BART Bay Fair Connector was promised to the Alameda County voters in Measure BB and must be advanced along with an operating plan that allows for a direct “one-seat-ride” from the Tri-Valley to the South Bay.

Capital Cost Estimates

The capital costs estimate for the one-station 5.5-mile BART extension is estimated to be \$1.635 billion (estimated to mid-point of construction). The one-station DMU alternative in the DEIR is estimated to be \$1.599 billion. It should be noted that for the EMU/DMU project developed as part of the ACEForward project – extending from West Tracy through the Altamont Pass to the existing BART terminus at the West Dublin/Pleasanton Station - preliminary cost estimates are approximately \$1.4 to \$1.6 billion. We must insist that BART take a closer look at all of the project elements attributed to the project and prove that they are solely attributable to this one-station extension. We must also take a closer look at project soft costs and contingencies that have been factored into the overall cost and seek an independent review of estimated project soft costs (44%) and additional contingencies (28%) and reserves (19%) to determine if they are comparable to industry standards and practice.

There may be numerous areas in which a reduction in project costs may be made. One area of consideration should be the \$112 million cost that is included for the storage/maintenance facility as it should not necessarily be assigned to the extension. In addition, the DEIR identifies the need for a rolling stock fleet size of 36 BART cars in order to accommodate increased ridership on the system and this number appears to be excessive and presented without adequate explanation. Further, it appears that the need for the proposed new tail track west of the Dublin/Pleasanton Station should also be re-evaluated.

Core System Impacts

The Comprehensive Agreement Between VTA and BART in connection with the proposed Santa Clara County BART Extension outlines specific terms regarding the VTA obligation to mitigate core system modifications. This concerns all investments in core system facilities that are needed to support and maintain the expansion into Silicon Valley. The project's impact on existing parking in East Alameda County, however, is of particular concern. VTA completed a Core System Impact Study in 2003 and a Core Stations Modification Study in 2011. This previous analysis indicated that Eastern Alameda County (Castro Valley, West Dublin & Dublin/Pleasanton Stations) would be areas of high parking demand for individuals wanting to ride BART to and from Santa Clara County. The potential for a total of 600 – 750 new parking spaces was identified for Eastern Alameda County to mitigate the impacts of Silicon Valley BART expansion in this area of the core system. Although the Phase 1 project is nearly complete, to-date there does not appear to be a commitment in place to mitigate parking displacement in Eastern Alameda County. It is of further concern that impacts identified in the previous studies were based on 2003 and 2011 BART ridership levels. These ridership numbers have increased significantly and in addition, planning for the Phase 2 project is now being advanced. BART must provide evidence that out-of-District BART expansion on core service in the Tri-Valley has been fully mitigated.

Inter-Regional Connectivity

The formation of the Tri-Valley – San Joaquin Regional Rail Authority presents an unprecedented opportunity to comprehensively plan for inter-regional rail connectivity in the I-

580 corridor. The proposed BART extension may be an important element of this rail solution and the BART Board must move expeditiously to advance this project within the context of interregional connectivity. We must also urge BART to support the goals and objectives of the new Authority when formed. The primary goal is the delivery of cost-effective and responsive rail transit connectivity between BART and ACE in the Tri-Valley while meeting the goals and objectives of the communities it will serve.

Next Steps

The public comment period on the DEIR opened on July 31, 2017 and will close on October 16, 2017 at 5:00 p.m. Submittal of comments and concerns by the Working Group at this time are of critical importance as it will require BART to respond to our questions and concerns in the Final EIR. When the Final EIR is released, it is anticipated that the Tri-Valley – San Joaquin Valley Regional Rail Authority will be in place and may choose to complete an additional review and provide comments on the FEIR and proposed action.

AGENDA

ITEM 7



Alameda – San Joaquin Regional Rail Working Group
Meeting of October 11, 2017

STAFF REPORT

Item 7

ACTION

Project Concept: Megaregion Connection to Tri-Valley BART Extension

Recommendation:

It is recommended that the Alameda – San Joaquin Regional Rail Working Group adopt the proposed Project Concept: *Megaregion Connection to the Tri-Valley BART Extension* for purposes of: 1) clarifying the project definition for the State Rail Plan; 2) expediting the development of a project scope, schedule and budget; and 3) facilitating the opportunity to meet all possible funding application opportunities in the near future.

Megaregion Connection to Tri-Valley BART Extension

This important project will connect Northern San Joaquin County communities to the Tri-Valley and BART through frequent and fast EMU/DMU rail service via the route of the historic Transcontinental Railroad right-of-way through the Altamont Pass. This approximately 12-mile long abandoned right-of-way, deeded to Alameda County by Southern Pacific in 1984, provides an unprecedented opportunity to deliver fast and efficient inter-regional rail - connecting the Northern California Megaregion work force to affordable housing and providing much needed congestion relief in one of the Bay Area's most congested corridors. The line will extend initially from West Tracy through the Altamont Pass and then readily connect with a BART terminus station in the Tri-Valley - the location to be determined soon through the BART to Livermore environmental analysis. An initial analysis completed by ACE found this concept to have competitive travel time, significant emissions reduction and significant environmental benefit. Travel demand forecasting is currently underway and ridership is expected at a robust level. In addition, it had a capital cost of under \$400 million for the segment of West Tracy to Greenville Road in Livermore - the project segment not addressed in BART environmental review and now proposed for immediate further study. This segment includes two stations as well as an operations, maintenance and storage facility in West Tracy. On weekdays it would operate on half-hour service intervals that would meet every other BART train. Travel from West Tracy to a potential Greenville BART station would take an estimated 26.2 minutes.

Assembly Bill 758 was enacted to advance regional rail planning that leads to project implementation that is fast, cost-effective, and responsive to community goals and objectives. This project concept is consistent with its primary goal to deliver an interregional rail connection between the San Joaquin Valley and BART in the Tri-Valley. The project is also consistent with the recommendations of the Bay Area Council Northern California Megaregion Report (2016) that identifies this connection as critical to the burgeoning economies of both the Bay Area and San Joaquin County. It is also identified in the MTC Bay Area Regional Rail Plan (2007) as a much needed missing rail link to BART in the Tri-Valley. This vital rail connection provides a highly-cost-effective way to close a significant passenger rail gap but in addition, it will improve the overall mobility in this key freight movement corridor between the San Joaquin Valley and the Port of Oakland.

Background

The San Joaquin Regional Rail Commission (SJRRC), examined the feasibility of a number of alternatives to connect BART to ACE, as part of the ACEForward environmental review process that is currently underway. These alternatives included options to extend ACE to a BART terminus in the Tri-Valley – at Greenville, Isabel or the existing Dublin/Pleasanton Station. Further study looked at the feasibility of extending an EMU/DMU rail line from West Tracy along the County-owned railroad rights-of-way in the Altamont Pass to a BART terminus in the Tri-Valley at one of these potential intermodal locations. A yard/shop site for this line is tentatively identified in the vicinity of Tracy.

An important element of Assembly Bill 758 is a requirement to complete a project feasibility report no later than July 1, 2019 that identifies the project, a funding plan and schedule for project implementation and delivery. Although there has been significant study and environmental review for rail alternatives in the Tri-Valley, the link through the Altamont Pass to West Tracy requires immediate further study. Adoption of the proposed project concept will allow project study to advance in earnest to meet AB758 requirements, and importantly to be ready for funding opportunities on the near horizon.

Next Steps

If the Project Concept is adopted by the Working Group, further study will be advanced and it is anticipated that a detailed scope, schedule and budget for this work could be presented to the Working Group at the next meeting in November. This Project Concept will also be advanced in project funding applications pending further project definition of the BART terminus location in the Tri-Valley.