

Dublin Transit Center Parking Garage

Project Update For:

LAVTA Board of Directors Meeting

March 1, 2021

Presentation by:

GSA Project Manager
Hadi Hadjarzadeh



Project Background

- **Summary**
 - 5 Story, 179,000 GSF Area
 - Type IIB Post Tension Construction -Passively ventilated
 - 516 Parking Spaces
 - 10% Set Aside for EV Parking
 - Segregated Parking for 6 EV Autonomous Vehicles (“LAVTA Toasters”)
 - CEQA, Bridging Design & RFQ For Design Build Entity Completed
- **Funded by Alameda County Transportation Commission \$14 M & LAVTA \$20 M, & initial funds from GSA 500k, Total Funding : \$34.5 M**
- **Contract Model: Design Build - \$30 M Construction Budget.**
- **Main Project Goals**
 - *Provide much needed transit parking garage at Pleasanton / Dublin Hub*
 - Create a positive and safe user experience (ease of use, wayfinding, payment methods)
 - Design Garage for Sustainability
 - 15’ Ground Level Convertible to retail / commercial at some point in the future
 - Zero Net Energy capable via rooftop solar array



Key overview of Program

Primary Design Objectives

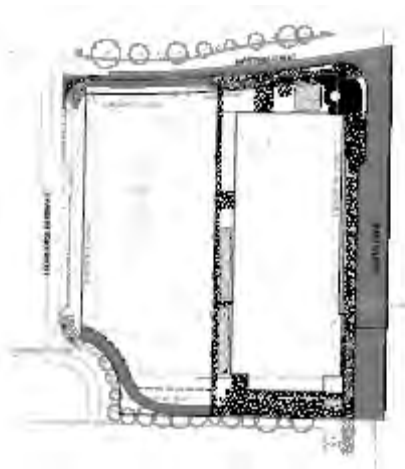
- Simplicity and Ease of Construction (modular, easily sources systems/materials)
- “Bullet Proof” Maintenance
- Attractive User Experience (make users want to use this garage)
 - Additional fair gates for flexibility and to avoid queuing
 - Modern parking system / stall indicator with flexible payment methods
 - 5 traction elevators for speed
- Design Review with City of Dublin
 - Punched openings, materials, cornices to match surrounding materials
 - *Design represents both the existing Residential and Commercial fabric, supported by City of Dublin Planning Department & Bart*
 - Security (ample light, plenty of site lines, cell phone repeaters)
- Post Tensioned (Analyzed other options)
 - 55’ Height Limit and 15’ Ground Height mean thinner profile structure
 - Ample base of PT concrete subs appears to make this marketplace more competitive than precast
- Provide Community Artwork Opportunity



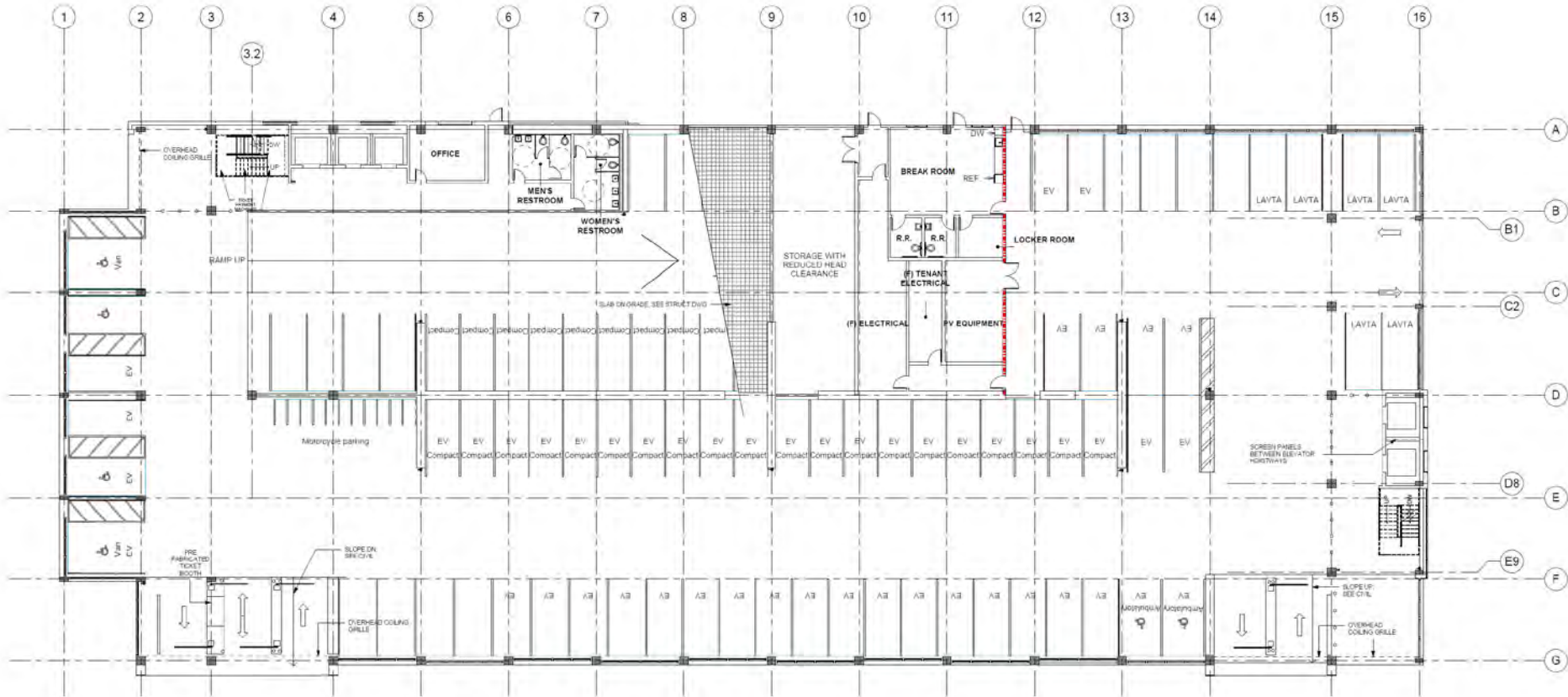
Site Plan – Offsite Improvements



**OFFSITE
IMPROVEMENTS
STREET AND
TRAFFIC LIGHTS**

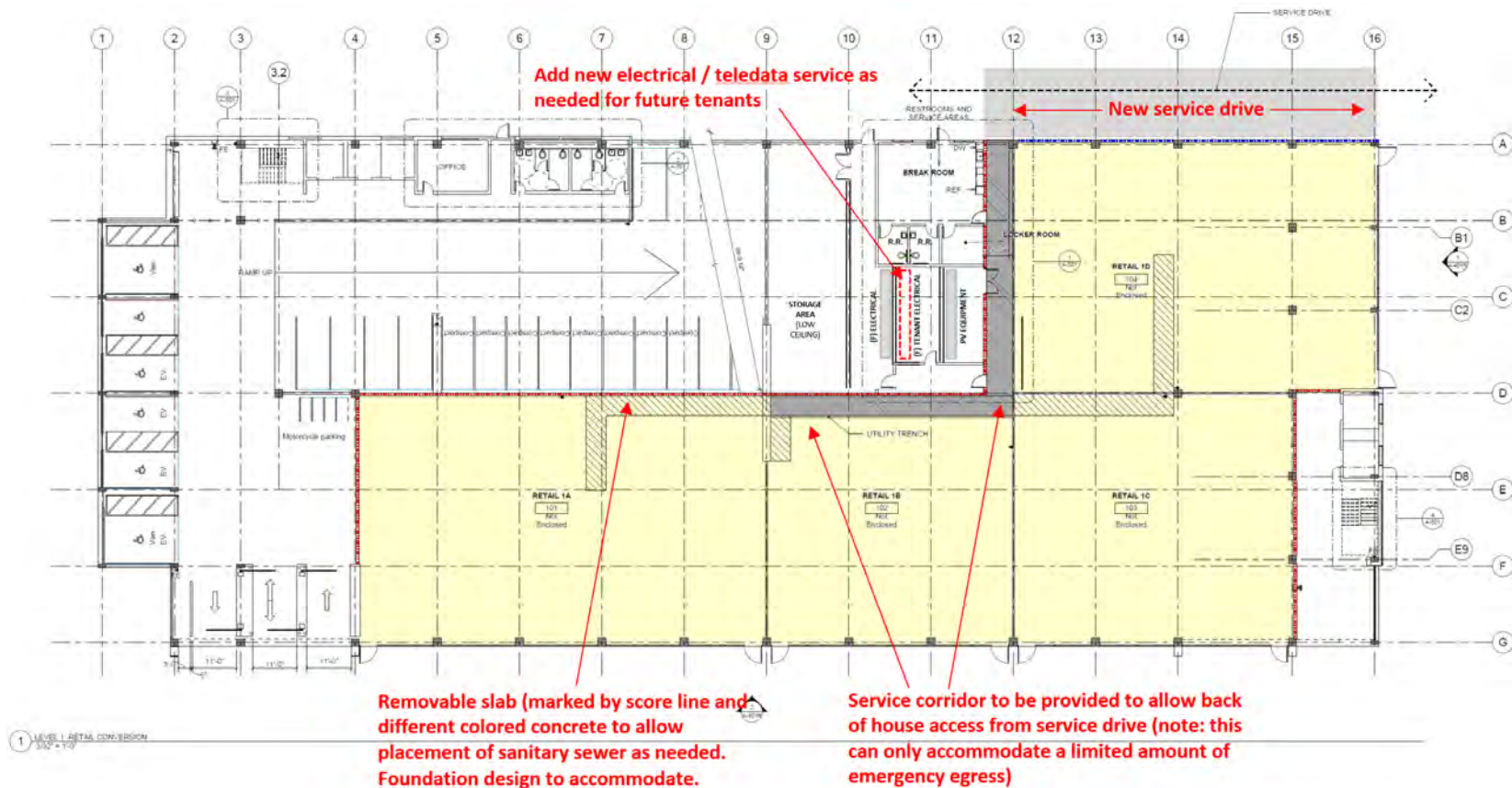


1st floor plan



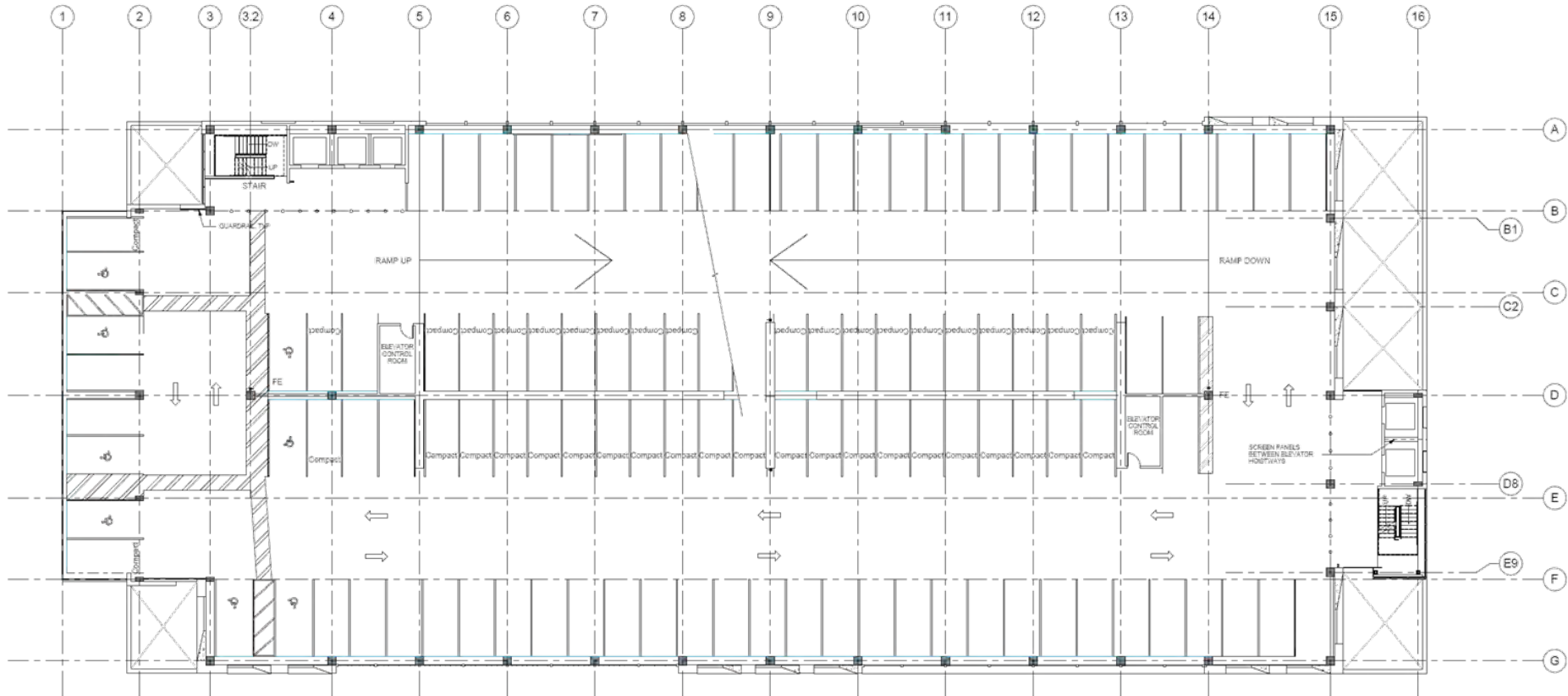
Ground floor conversion

- Approximately 20,000sf of the ground level can be converted in future commercial / rail at an undetermined point in the future

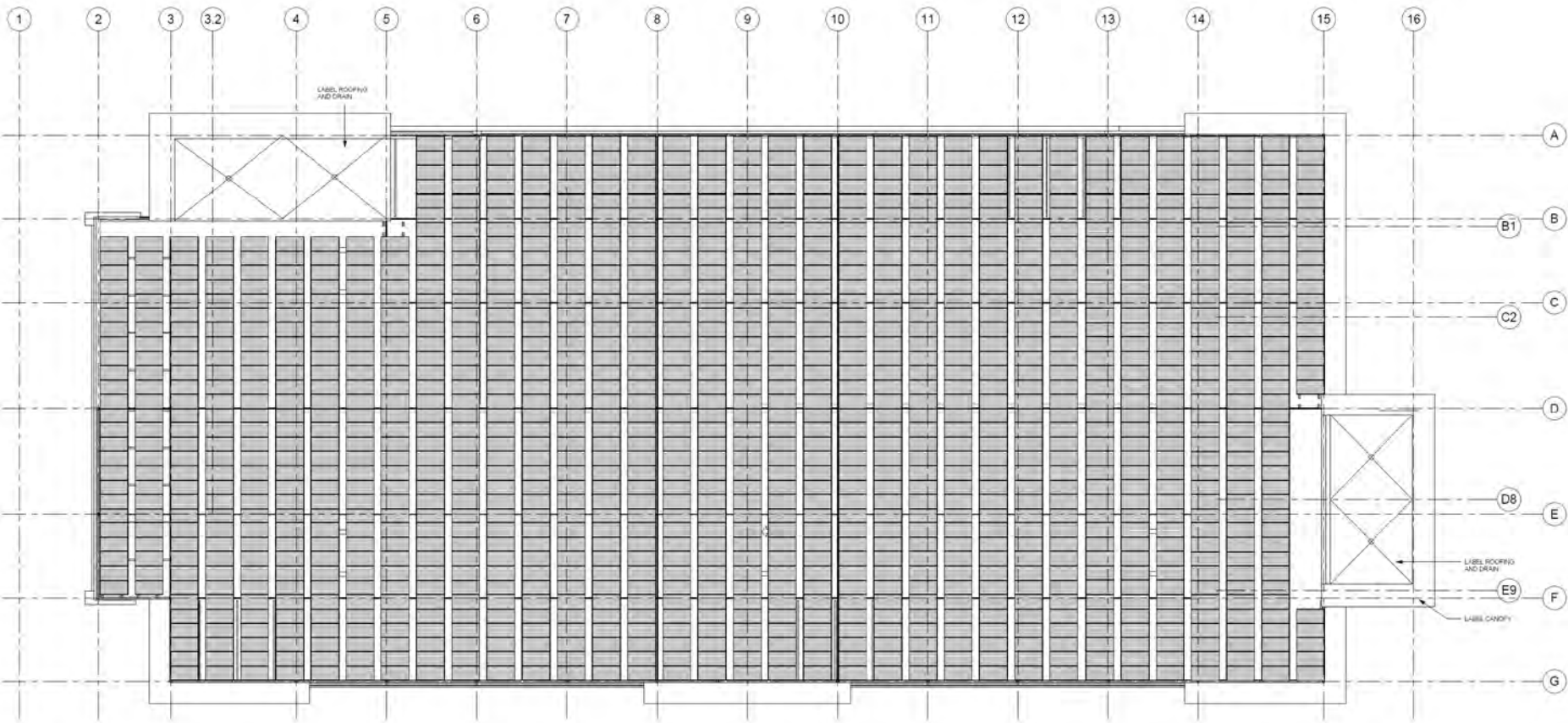


2nd floor plan

3rd and 4th Floor Plans Similar



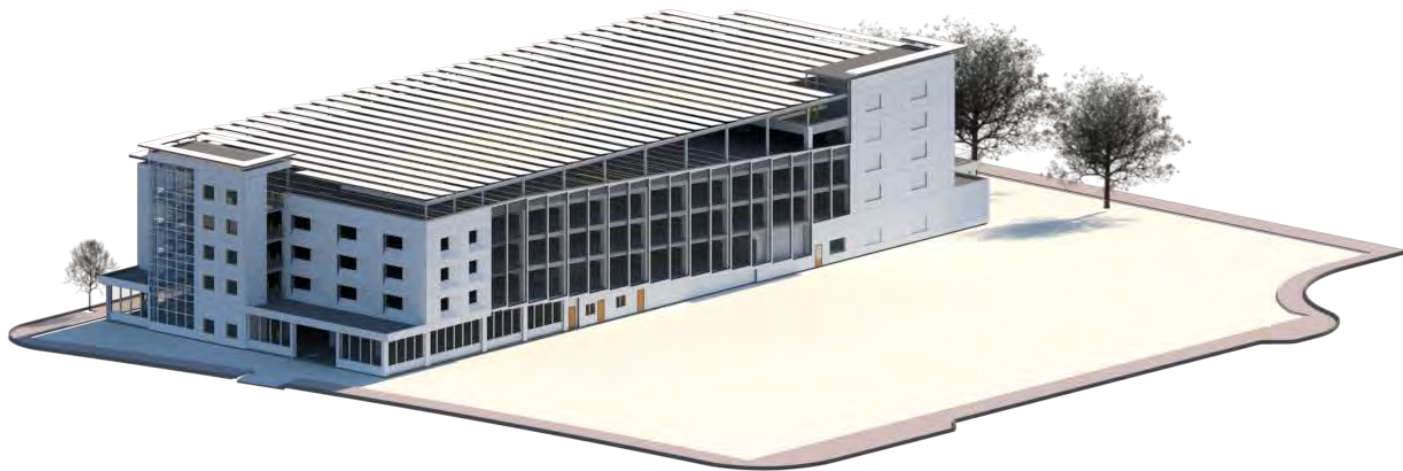
5th floor plan



Renderings 1



From Northeast



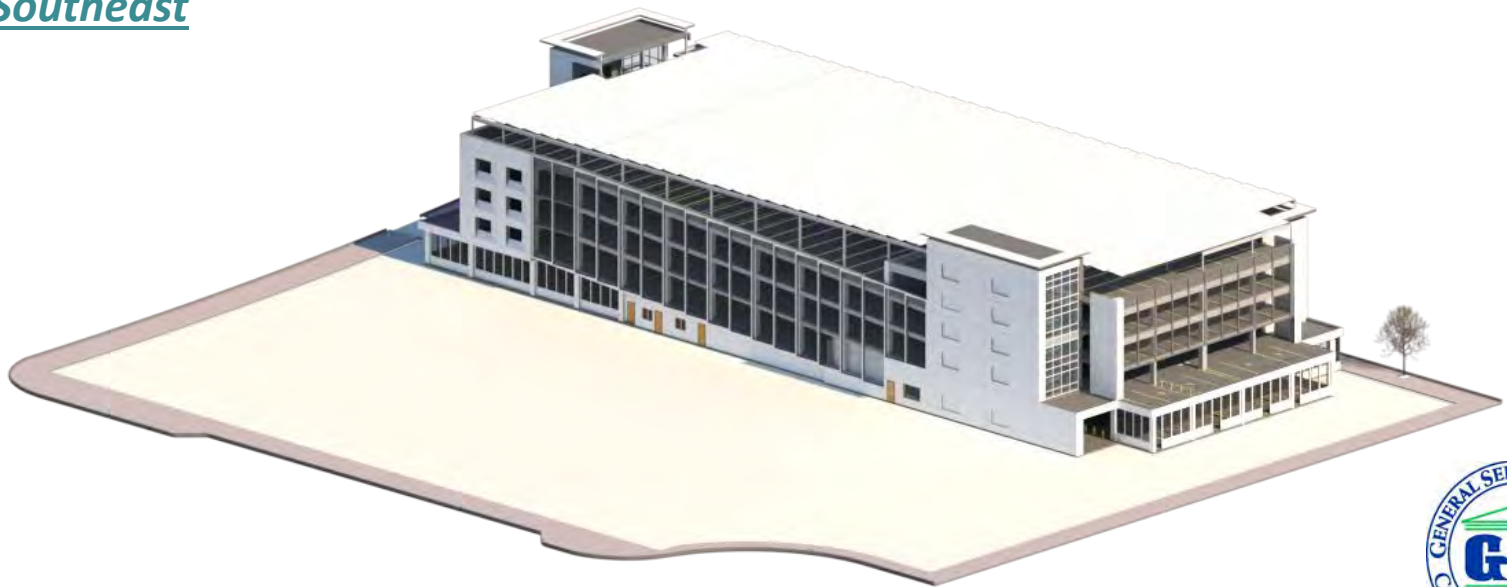
From Northwest



Renderings 2



From Southeast



From Southwest



Current Project Schedule



We are here

Activities:

**Board approval
Contract Award**

RFQ/RFP Design Built Procurement

DBE Selection

Site work
Plans &
Permit

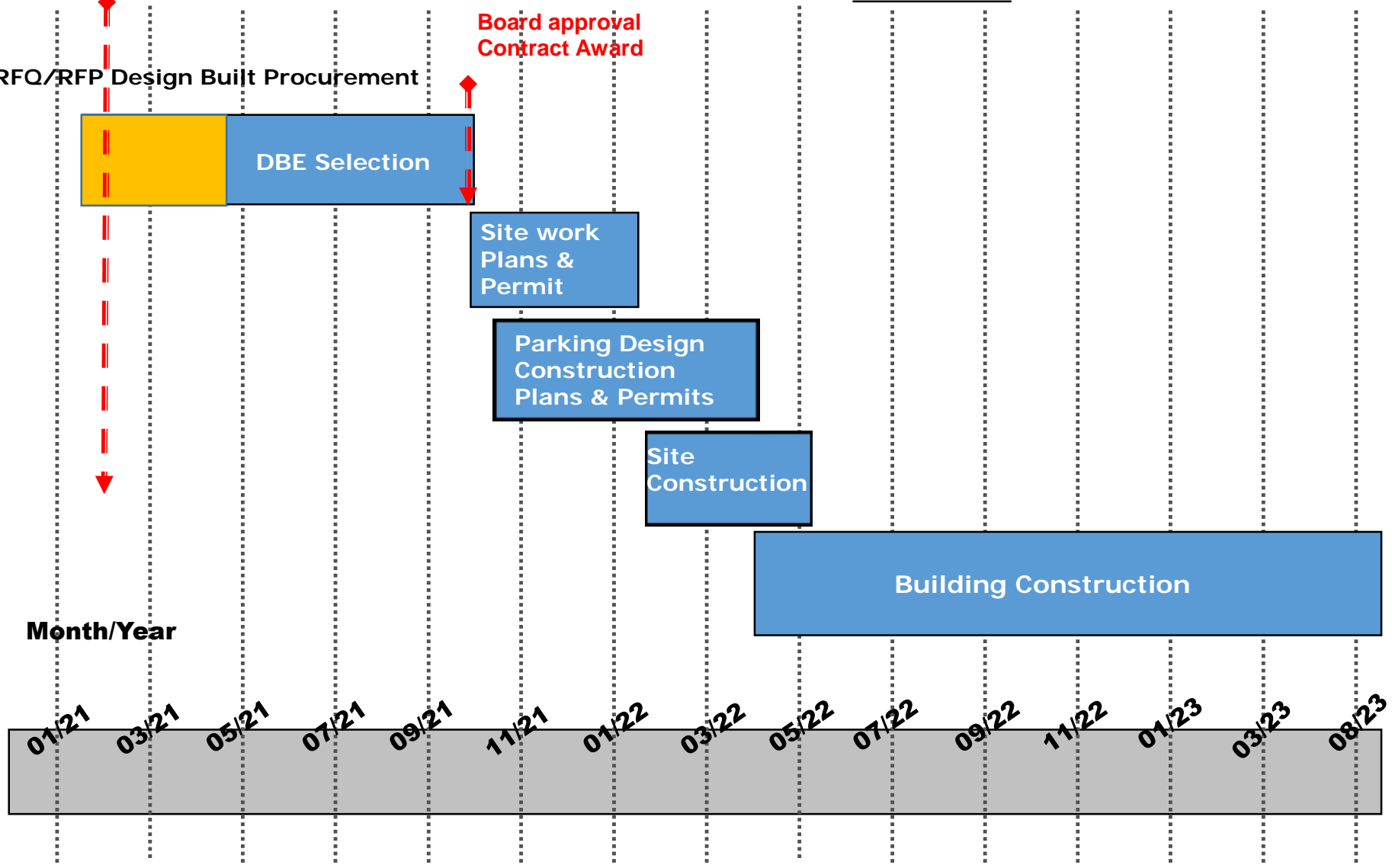
Parking Design
Construction
Plans & Permits

Site
Construction

Building Construction

Month/Year

01/21 03/21 05/21 07/21 09/21 11/21 01/22 03/22 05/22 07/22 09/22 11/22 01/23 03/23 08/23



Risks and Mitigation

Type	Nature of Risk	Probability	Impact	Risk Mitigation
Schedule (Pre-award activities)	Pre-established milestones, on-going uncertainty & unclear Procurement Req. by different agencies.	High	High	Allow adequate float in the schedule & the time extension request submitted to Caltrans.
Budget	Pre-established budget (2018) based on funding availability & prior to full design.	High	High	Identify additional funding sources for EV & PV Build-out- Carry a Design Contingency
Cost	Current Cost estimate has a shortfall of \$1M without the PV System.	Med	Med	Value Engineer & reduce cost during detail design phase
Design Changes	Due to the Design/Build Delivery Model.	Med	Med	Manage the design changes during next Phase
Loss of Funding	Due to nature of the grant funding.	Low	Low	Establish Project control measures

Questions

Dublin Transit Center Parking Garage - Current Massing Model (Perspective 2)





LAVTA ZEB Transition Study

March 1, 2021

Steve Clermont, Director of
Planning & Deployment
Savannah Gupton, Lead
Managing Consultant
Niki Rinaldi El-Abd,
Associate

About CTE



WHO WE ARE

501(c)(3) nonprofit engineering and planning firm



OUR MISSION

Improve the health of our climate and communities by bringing people together to develop and commercialize clean, efficient, and sustainable transportation technologies



PORTFOLIO

\$600+ million

- *Research, demonstration, deployment*
- *118 Active Projects totaling over \$316 million*



OUR FOCUS

Zero-Emission Transportation Technologies



NATIONAL PRESENCE

Atlanta, Berkeley, Los Angeles, St. Paul

CTE Service Areas



Prototype Development & Demonstration

We support technology providers' cutting edge pilots.



Smart Deployment

We support early adopters with technical solutions.



Fleet Transition

We help fleet operators implement strategic plans.



Education & Outreach

We help organizations of all shapes and sizes stay ahead of the technology curve.



CARB Innovative Clean Transit Regulation

100% ZEB Fleet by 2040 is not a mandate, but a goal

There is only a *purchasing* mandate:

ZEB Purchase Requirements

Starting January 1	ZEB Percentage of Total New Bus Purchases
2026	25%
2027	25%
2028	25%
2029	100%

- Small CA Transit Agencies (<100 buses) are required to submit a board-approved ZEB Rollout Plan by **July 1, 2023**.
- **If the available depot-charged battery electric buses cannot meet a transit agency's daily mileage needs, the agency may request an exemption**

Battery Electric Buses & Fuel Cell Electric Buses

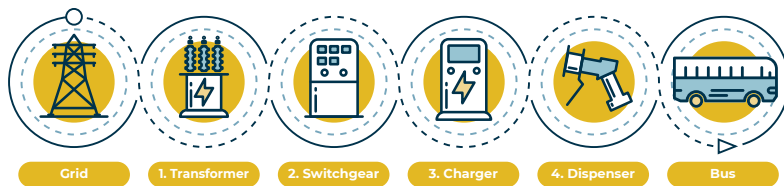
Battery Electric Buses (BEBs)

- May need to increase fleet size
- Fueling time longer than ICE bus
- Fuel cost highly variable could be higher or lower than fossil fuels
- BEB bus cost approximately 50% higher than ICE bus
- Infrastructure costs increases per bus when scaled up

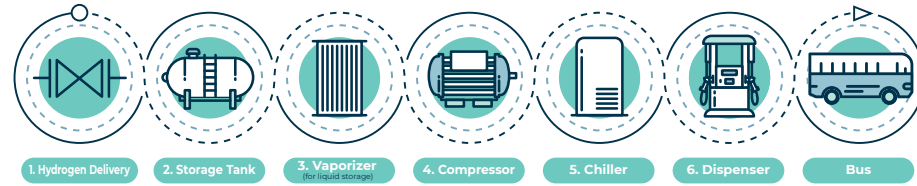
Fuel Cell Electric Buses (FCEB)

- Comparable range to ICE bus – 1:1 replacement ratio
- Fueling time comparable to ICE bus
- Fuel cost significantly higher than fossil fuel
- Bus cost significantly higher than ICE bus
- Infrastructure costs reduce per bus when scaled up
- Greater resilience

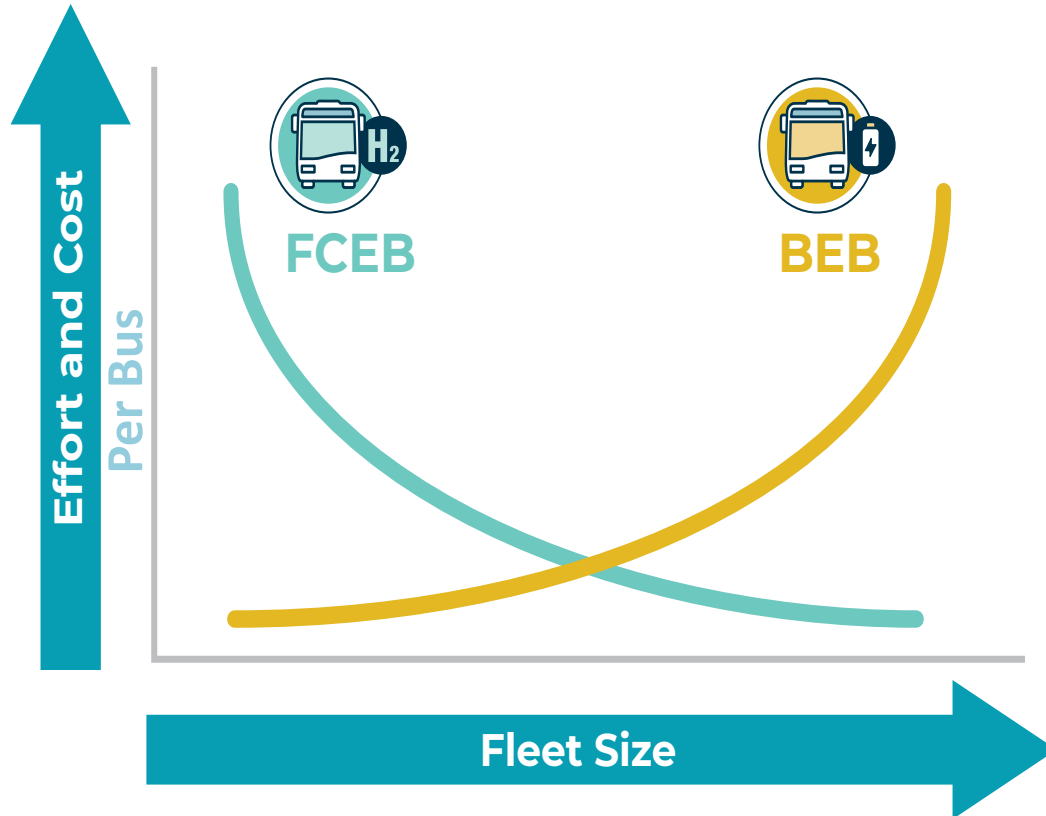
BEB Fuel Delivery Pathway



FCEB Fuel Delivery Pathway

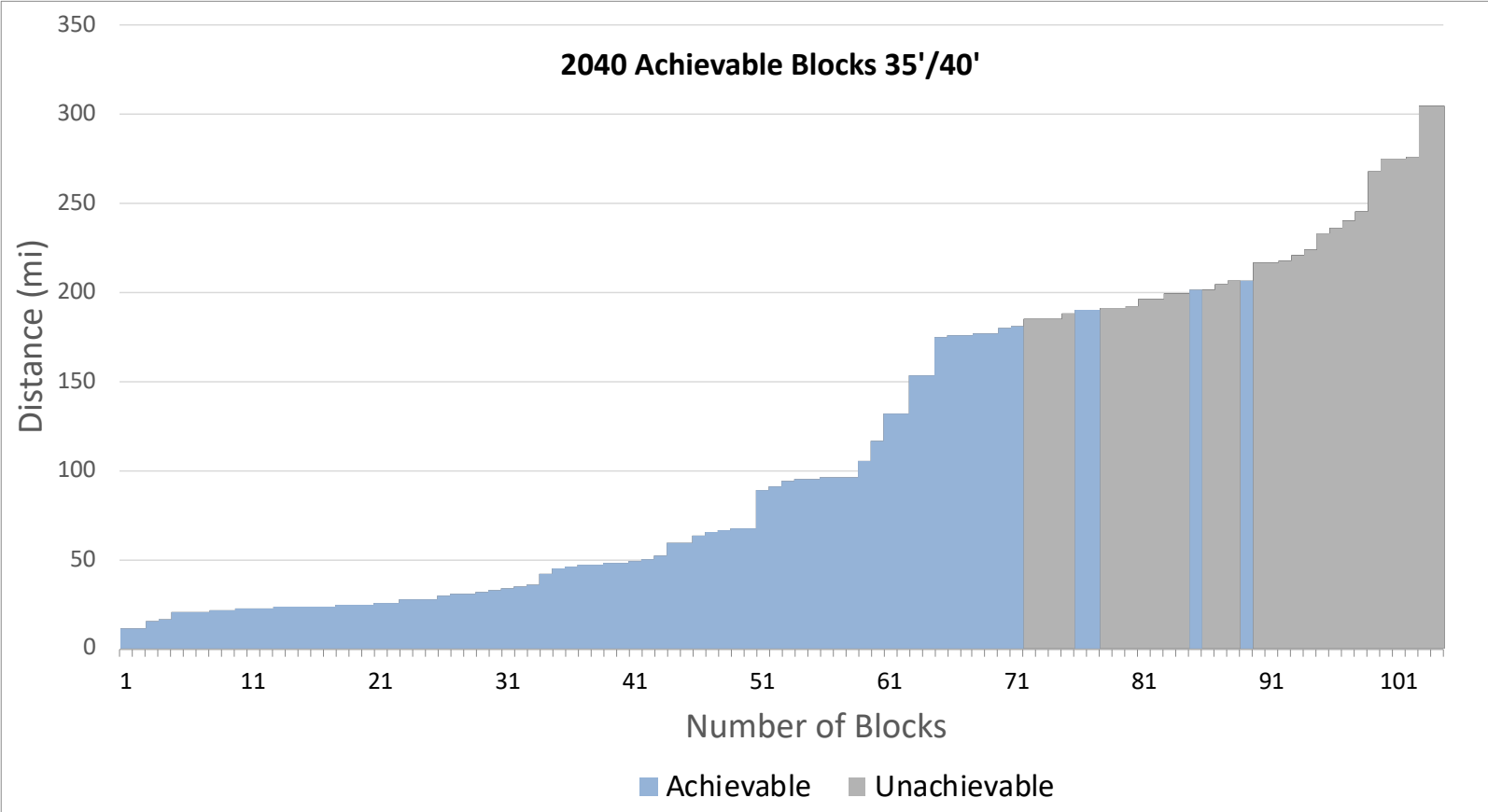


ZEB Infrastructure Scalability



- FCEB: High initial cost for H₂ fueling stations can be leveraged over many buses in larger fleets
- BEB: More equipment and infrastructure is needed to support larger fleets

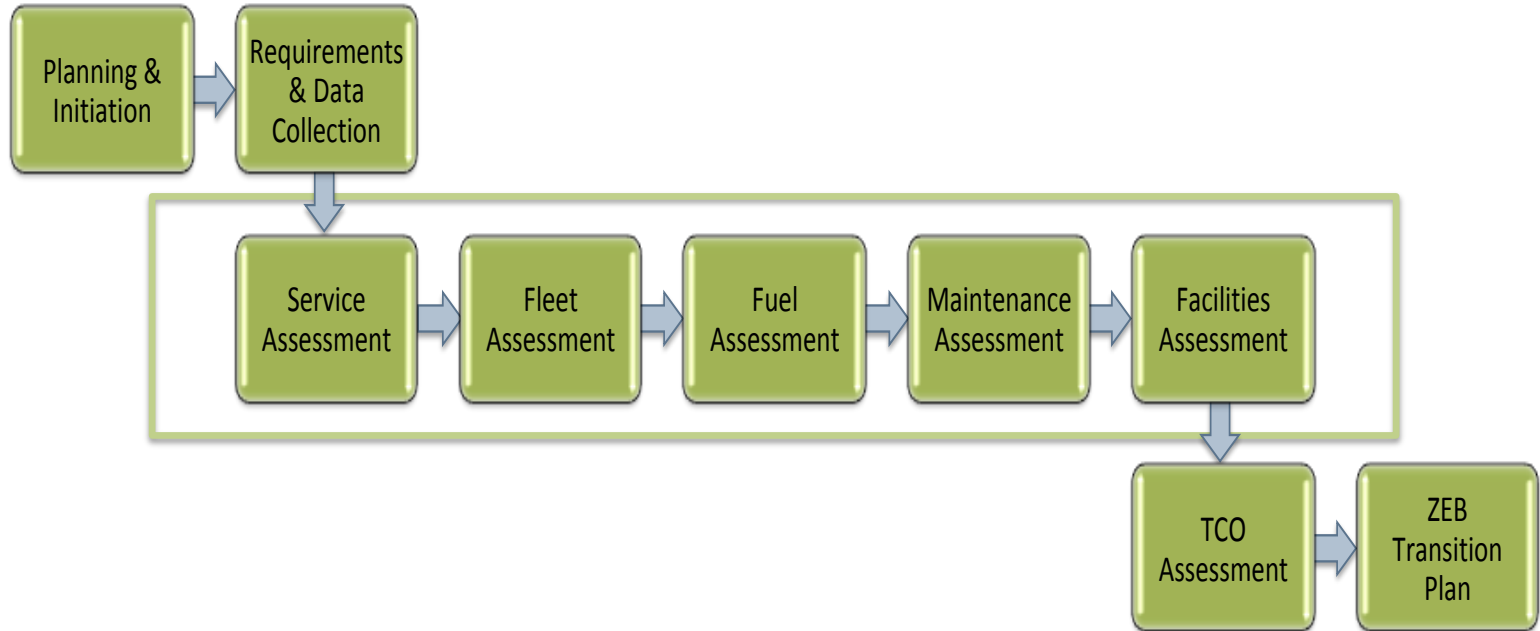
Battery-Electric Bus Service Feasibility



ZEB Technology Fleet Solutions

1. Depot & on-route charged battery-electric buses (BEBs)
2. Depot charged battery-electric buses (BEBs) & fuel cell electric buses (FCEBs)
3. Fuel cell electric buses (FCEBs) only

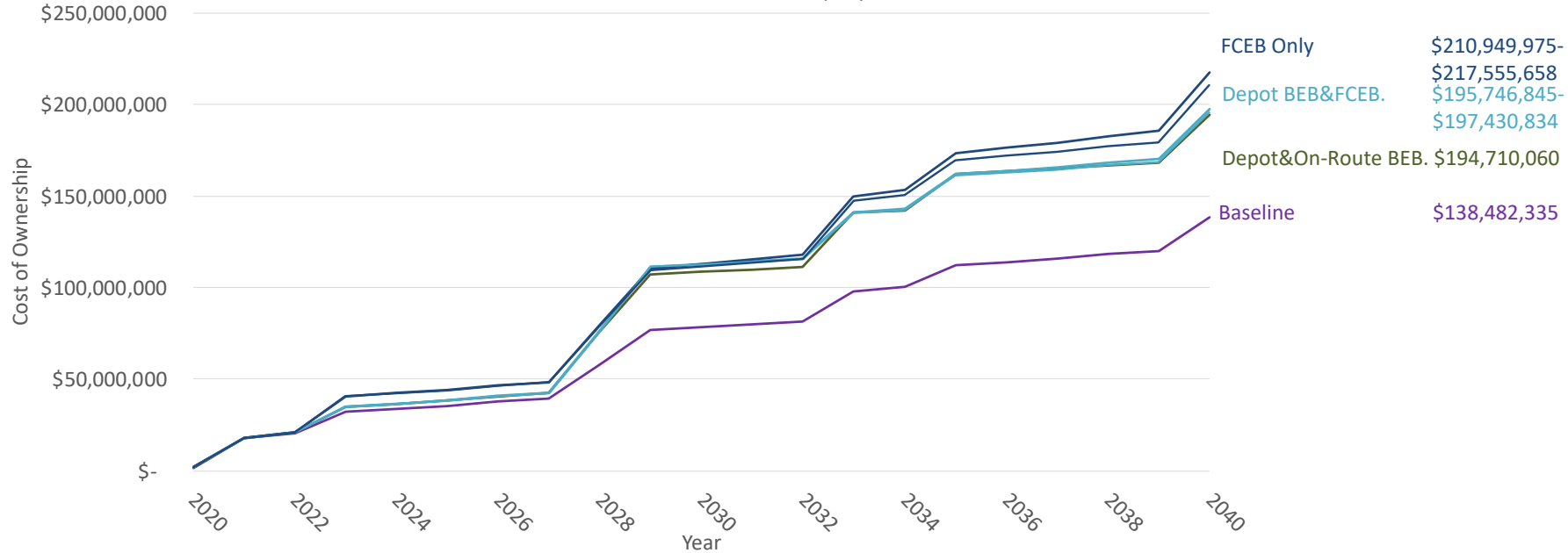
ZEB Transition Methodology



Cumulative Total Cost of Ownership Summary



Total Cost of Ownership, by Scenario





Next Steps

- LAVTA ZEB Transition Master Plan
- ICT Rollout Plan

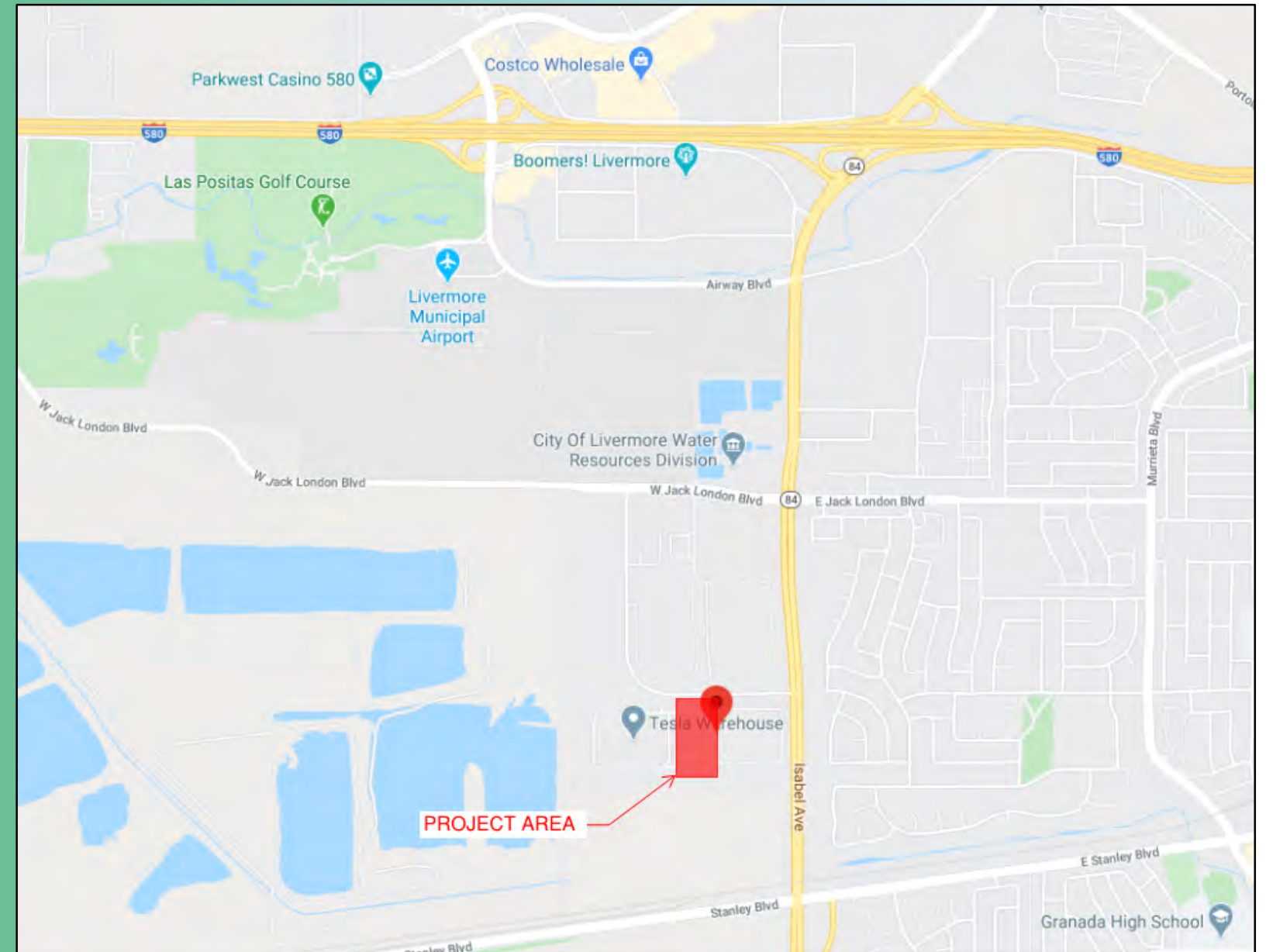
Questions?



Livermore Amador Valley
TRANSIT AUTHORITY



Atlantis Court Transit Facility



Project Status Update
March 1, 2021

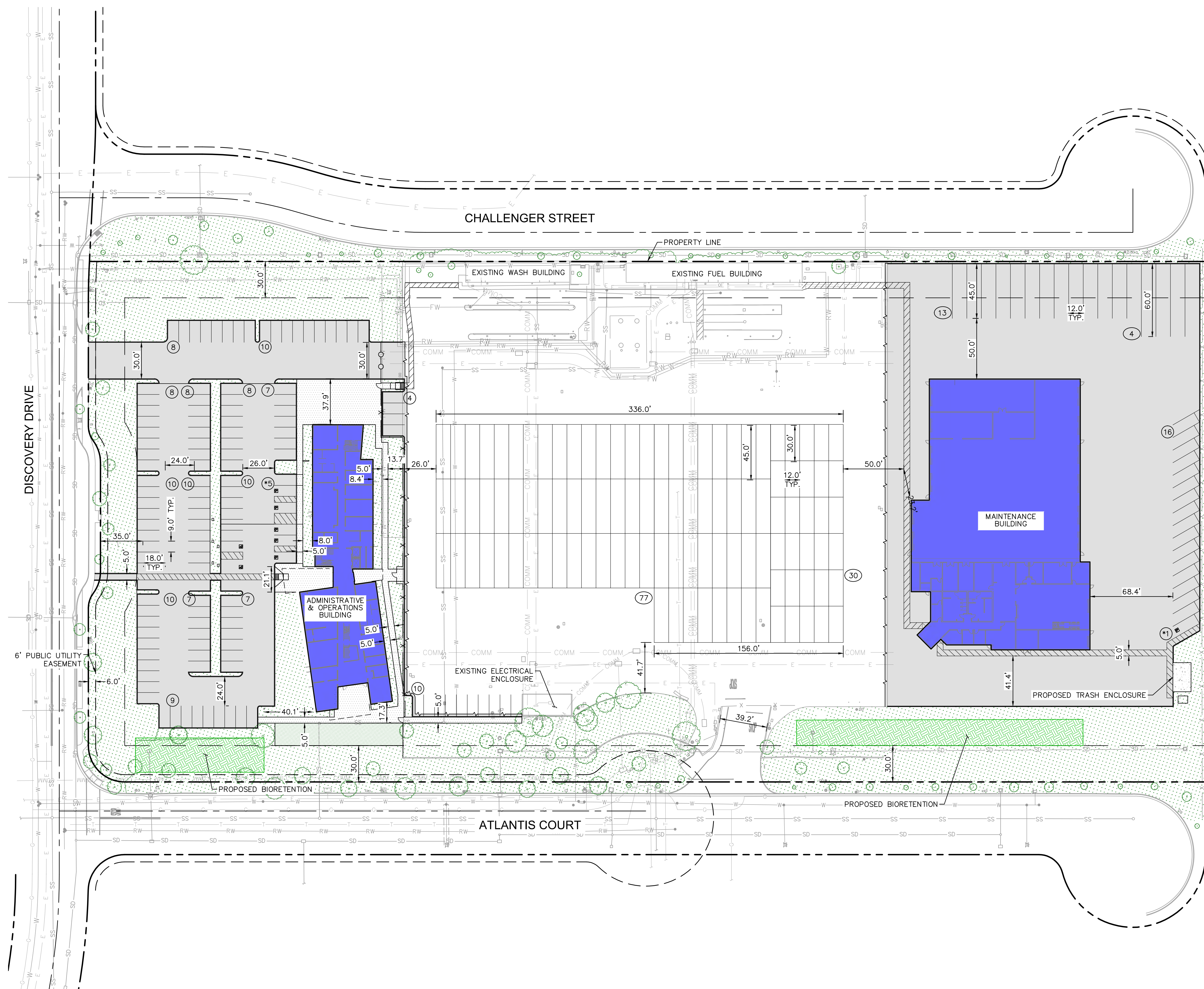


PROJECT AREA



Adjacent Architecture on Discovery Drive





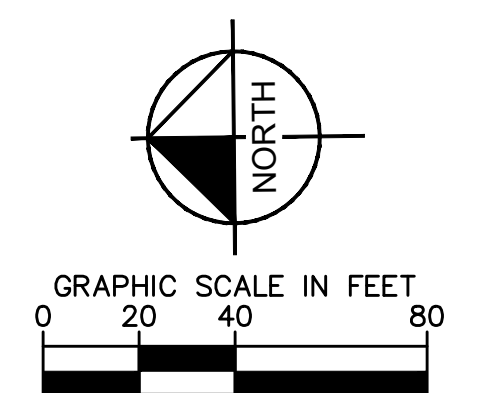
LEGEND

- CENTERLINE
- PROPERTY LINE
- EASEMENT LINE
- SETBACK LINE
- PROPOSED ASPHALT PAVEMENT
- PROPOSED CONCRETE PAVEMENT
- PROPOSED BIORETENTION
- PROPOSED LANDSCAPING
- # NUMBER OF STANDARD (9'X18') PARKING STALLS (* INDICATES ADA SPOTS)
- ## NUMBER OF BUS PARKING STALLS

PARKING NOTE:
 ZONING: PDI - PLANNED DEVELOPMENT INDUSTRIAL
 PARKING REQUIREMENT BASED OFF TABLE 4.6 IN SECTION 4.04.02 OF THE LIVERMORE DEVELOPMENT CODE
 ADA REQUIRED PARKING IS BASED OFF CHART 4.1.2(5)(A) OF THE ADA ACCESSIBILITY GUIDELINES (ADAAG)
 PRIMARY USE: OFFICE/ADMINISTRATIVE BUILDING
 PARKING REQUIREMENT: 1 SPACES / 300 SQUARE FEET (SF)
 GROSS FLOOR AREA: X SF
 PARKING REQUIRED = X SF / (1 SPACE / 300 SF) = X SPACES

PARKING DATA TABLE			
PARKING	EXISTING	REQUIRED	PROPOSED
STANDARD SPACES	14	-	142
STANDARD/VAN ACCESSIBLE SPACES	2	6	6
60' BUS STALLS	0	-	4
45' BUS STALLS	15	-	94
30' BUS STALLS	0	-	30
OPTIONAL EV STALLS*	-	7	-
OPTIONAL CLEAN AIR STALLS*	-	11	-
TOTAL VEHICULAR PARKING	31	-	267

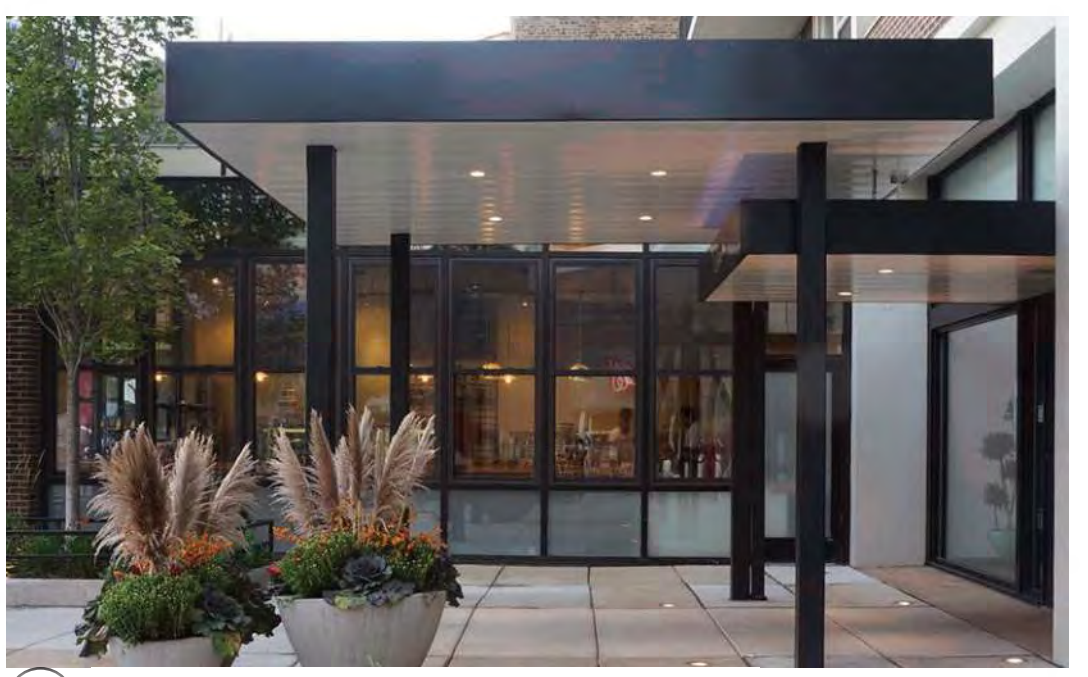
* OPTIONAL EV AND CLEAN AIR STALL REQUIREMENTS ARE PER CALGREEN CODE SECTION 5.106.5.2 & 5.106.5.3



CONCEPTUAL SITE PLAN
 MARCH 2021



1 SITE MONUMENT SIGNAGE WALL FEATURE



2 ENHANCED HARDSAPE AT ENTRIES



3 PERFORATED STEEL PANEL FENCE/ROLLING GATE (MATCH ARCHITECTURAL SPEC)



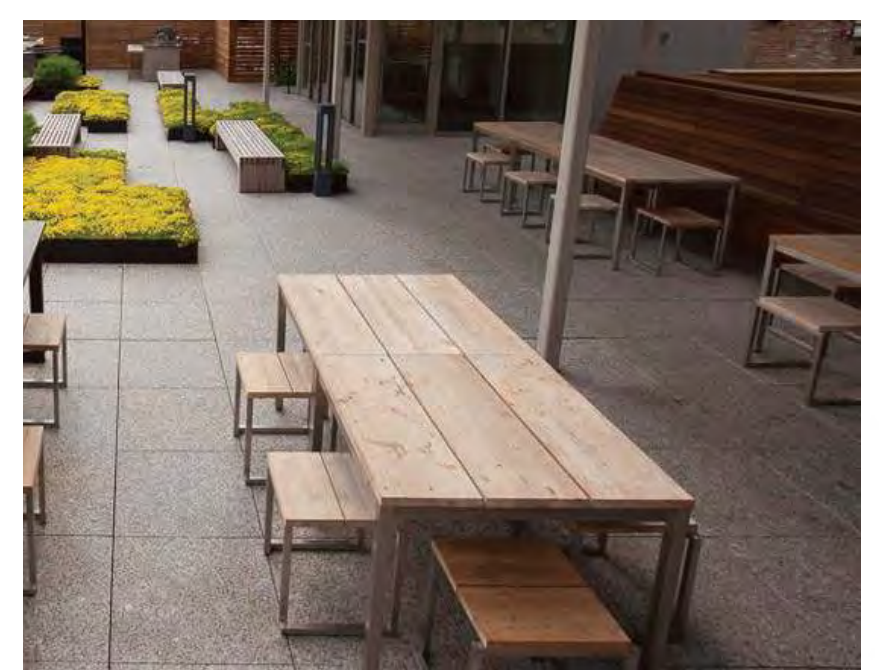
4 FOOD TRUCK ACCESS VIA ROLLING GATE



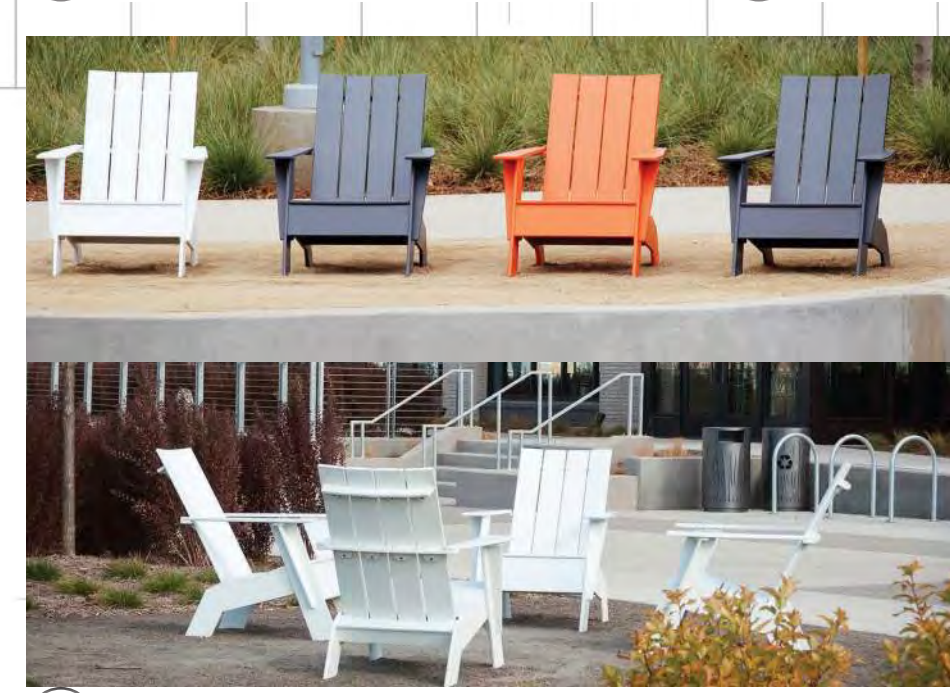
5 PERIMETER PERGOLA/ARBOR



6 MOVEABLE CAFE CHAIRS AND TABLES



7 PICNIC TABLES FOR GROUPS



8 ADIRONDACK/CHAISE SEATING



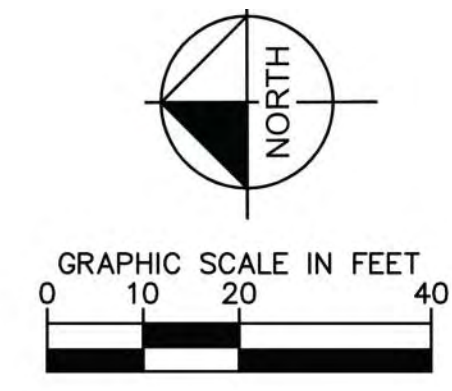
9 AT-GRADE DECK AREA



10 CAST-IN-PLACE BENCH SEATING



11 LOUNGE-STYLE SEATING FOR GROUPS



NO.	REVISIONS	DATE	BY

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 WWW.KIMLEY-HORN.COM

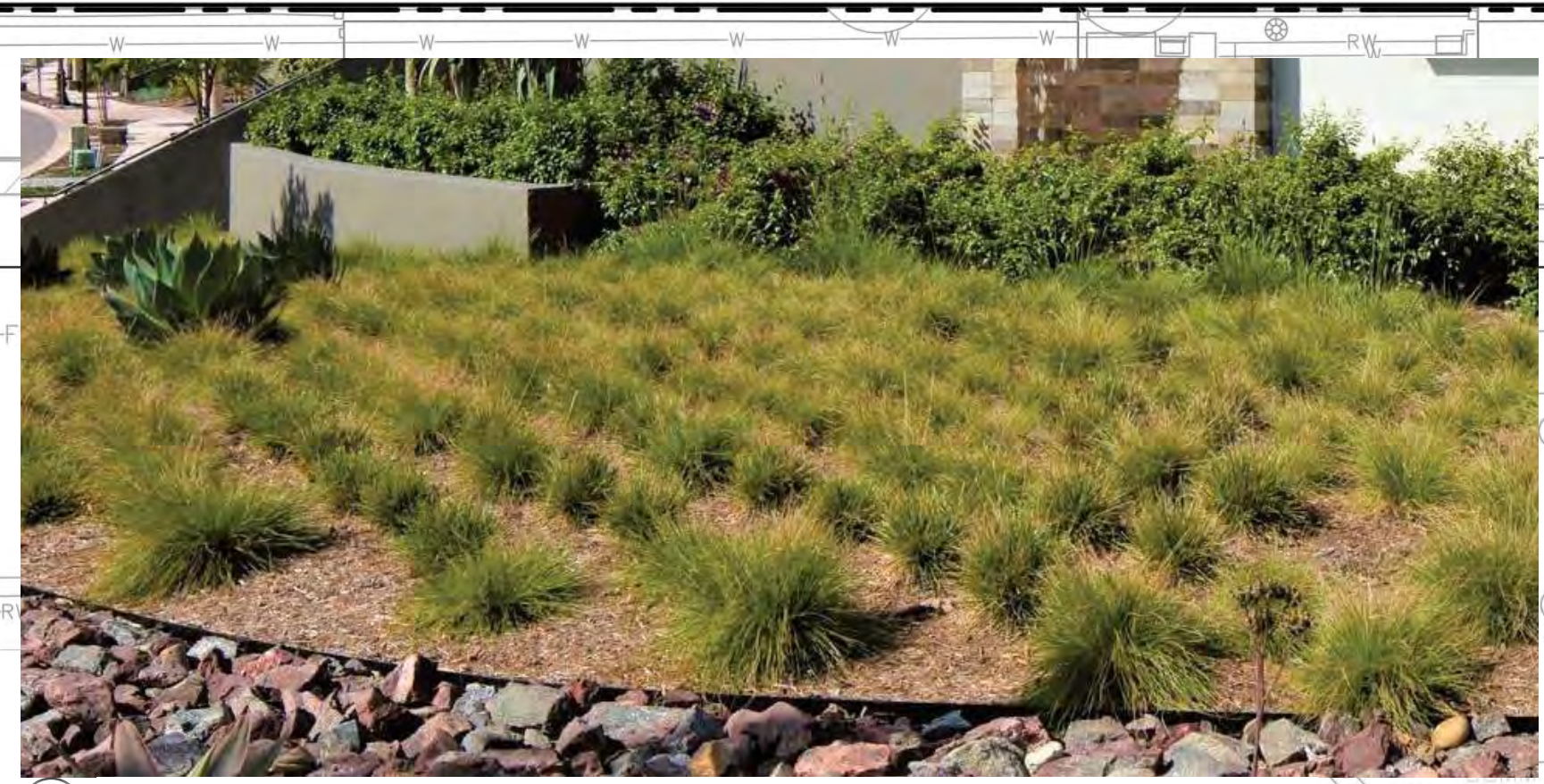
30% SCHEMATIC DESIGN

KHA PROJECT	097447106
DATE	12/18/2020
SCALE	AS SHOWN
DESIGNED BY	MT
DRAWN BY	MT
CHECKED BY	MM

LAVTA ATLANTIS SITE
 875 ATLANTIS COURT
 LIVERMORE, CA 94551

NORTH HARDSCAPE PLAN
 SHEET NUMBER
L200

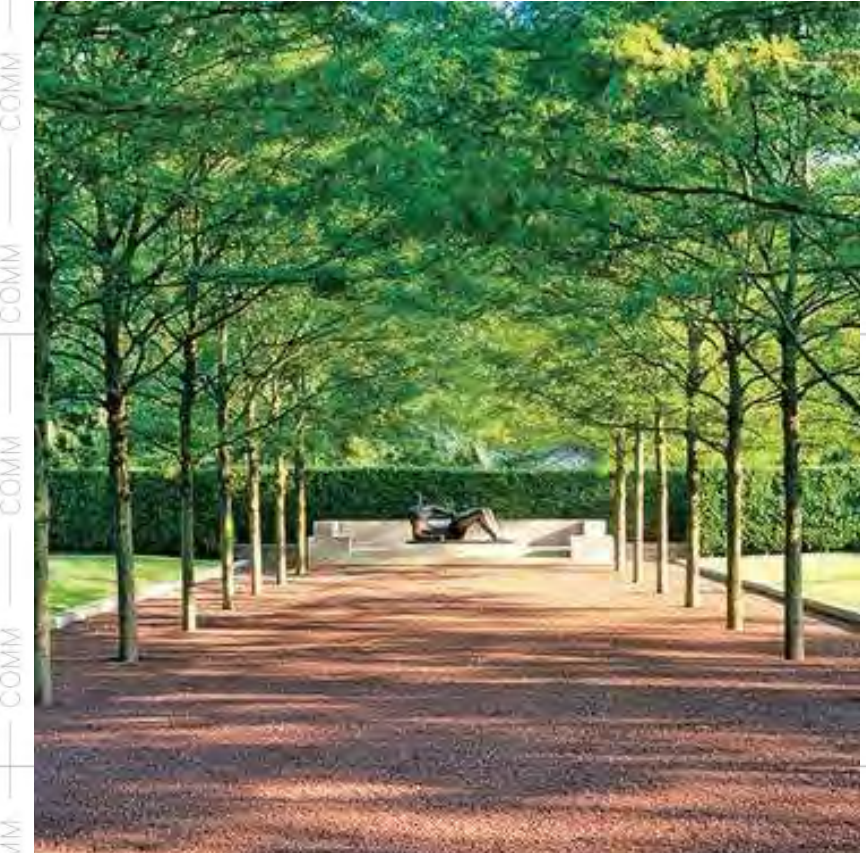
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3 ENHANCED PLANTINGS AT SITE MONUMENT SIGNAGE WALL FEATURE



4 STEEL ARBOR WITH VINE PLANTINGS



5 ALLEE / ALAMEDA OF SHADE TREES



6 SHADED DINING AREA



7 SPECIMEN TREE IN SEAT WALL PLANTER



8 BOSQUE OF TREES (ADIRONDACK/LOUNGE AREA)

PLANT SCHEDULE

TREES	CODE	BOTANICAL / COMMON NAME	CONT
	SS	BOSQUE TREE	24" BOX
	CT	CONIFER TREE	48" BOX
	ER	EXISTING TREE TO REMAIN (FOR REFERENCE ONLY)	-
	LS	LARGE BROADLEAF SHADE TREE	48" BOX
	MS	MEDIUM BROADLEAF SHADE TREE	48" BOX
	ST	SMALL MULTI-TRUCK TREE	24" BOX
	OT	SMALL ORNAMENTAL TREE	24" BOX
	AT	SPECIMEN TREE	48" BOX

- 1 ORNAMENTAL PLANTS MAY INCLUDE:
 AGAVE 'BOUTIN BLUE' - BOUTIN BLUE AGAVE
 ARCTOSTAPHYLOS SP. - MANZANITA
 BACCHARIS PILULARIS - COYOTE BRUSH
 CALLISTEMON 'LITTLE JOHN' - BOTTLEBRUSH
 CARISSA MACROCARPA - NATAL PLUM
 HELICTOTRICHON SEMPERVIRENS - BLUE OAT GRASS
 JUNCUS PATENS - CALIFORNIA GRAY RUSH
 LOMANDRA LONGIFOLIA 'PLATINUM BEAUTY' - MAT RUSH
 MUHLENBERGIA DUBIA - PINE MUHLY
 MYRTUS COMMUNIS 'COMPACTA' - DWARF MYRTLE
 OLEA EUROPAEA 'LITTLE OLLIE' - DWARF OLIVE
 PITTOSPORUM TENUIFOLIUM - KOHUHU
 RHAMNUS CALIFORNICA - COFFEEBERRY
 SANSEVIERIA TRIFASCIATA - SNAKE PLANT

- 2 BIO-INFILTRATION PLANTS MAY INCLUDE:
 BACCHARIS PILULARIS - COYOTE BRUSH
 BOUTELOUA GRACILIS - BLUE GRAMA OATS
 CAREX PANSA - DUNE SEDGE
 CAREX PRAEGRACILIS - CALIFORNIA MEADOW SEDGE
 CHONDROPETALUM TECTORUM - DWARF CAPE RUSH
 JUNCUS PATENS - CALIFORNIA GRAY RUSH
 LOMANDRA LONGIFOLIA 'BREEZE' - DWARF MAT RUSH
 MUHLENBERGIA RIGENS - DEER GRASS
 RHAMNUS CALIFORNICA - COFFEEBERRY
 ROSA CALIFORNICA - CALIFORNIA WILD ROSE
 STIPA ARUNDINACEA - NEW ZEALAND WIND GRASS

- NOTES:**
- THE PRELIMINARY LANDSCAPE PLANTING SCHEME HAS BEEN CHOSEN FOR DROUGHT TOLERANCE, ADAPTABILITY, AND BASED ON LOCAL AND REGIONAL CLIMATIC CONDITIONS. SELECTIONS MAY BE SUBJECT TO CHANGE AS THE DESIGN IS DEVELOPED.
 - ALL PLANTS PROPOSED FOR BIO-INFILTRATION AREAS ARE COMPLY WITH THE ALAMEDA COUNTY CLEAN WATER PROGRAM.
 - PLACE 3-INCHES OF COMPOSTED, NON FLOATABLE MULCH IN AREAS BETWEEN STORMWATER TREATMENT PLANTINGS AND SIDE SLOPES.

NO.	REVISIONS	DATE	BY

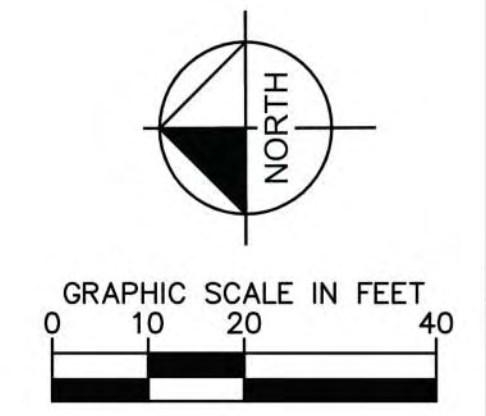
Kimley Horn
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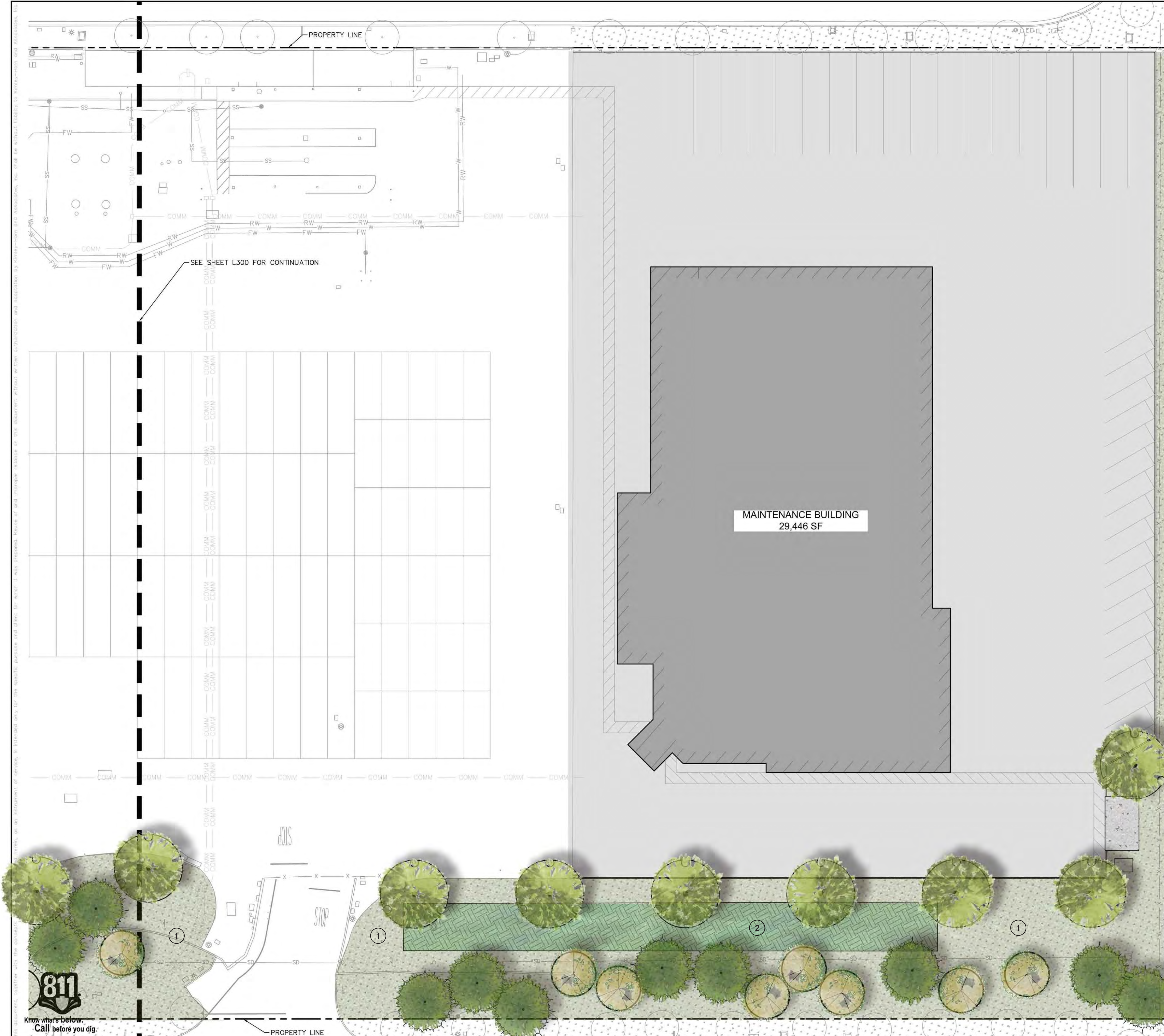
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KHA PROJECT	097447106
DATE	12/18/2020
SCALE	AS SHOWN
DESIGNED BY	MT
DRAWN BY	MT
CHECKED BY	MM

LAVITA ATLANTIS SITE
 875 ATLANTIS COURT
 LIVERMORE, CA 94551

NORTH LANDSCAPE PLAN
 SHEET NUMBER
L300





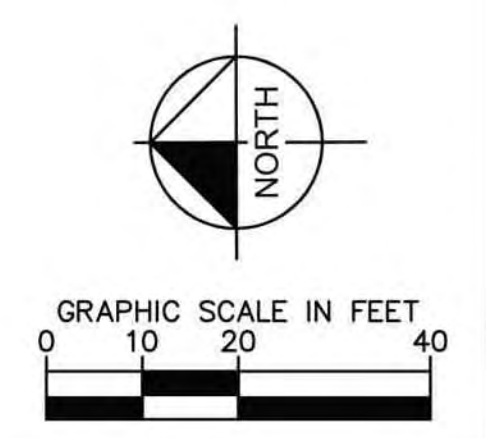
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	REVISIONS No. _____ BY _____ DATE _____
30% SCHEMATIC DESIGN	
KHA PROJECT 097447106	DATE 12/18/2020
SCALE AS SHOWN DESIGNED BY MT DRAWN BY MT CHECKED BY MM	
LAVTA ATLANTIS SITE 875 ATLANTIS COURT LIVERMORE, CA 94551 	
SOUTH LANDSCAPE PLAN	
SHEET NUMBER L301	



VIEW 1



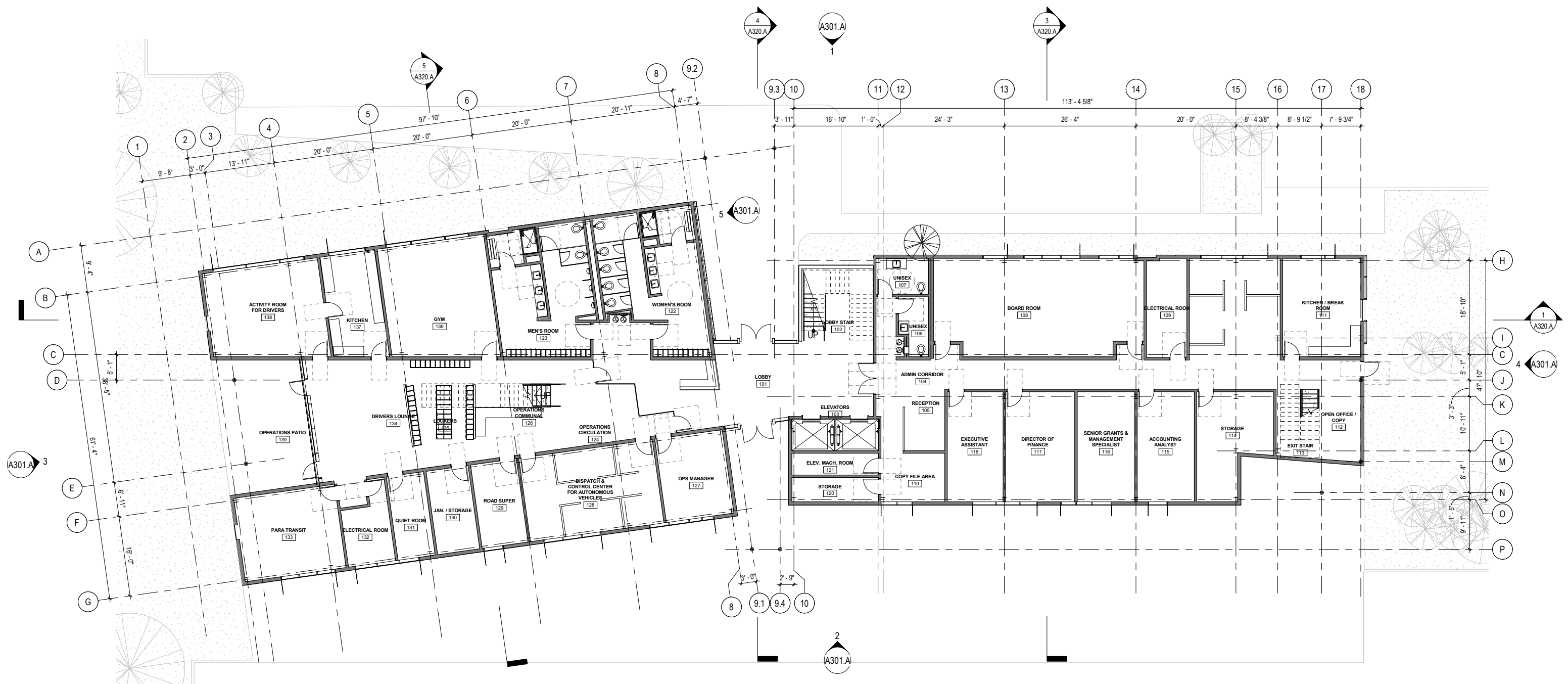
VIEW 5



VIEW 4



VIEW 6



LEVEL 01 FLOOR PLAN
3/32" = 1'-0"



LEVEL 02 FLOOR PLAN
3/32" = 1'-0"

12/17/2020 11:44:26 AM



SEAL

SHEET: **A000.M**
 OF SHEETS

DATE: December 18, 2020
 SCALE:
 DRAWN: Author
 PROJ. NO.: Project Number
 FILE NAME:



FMG ARCHITECTS
300 15TH STREET
OAKLAND, CA 94612
510-465-8700 TEL
510-465-8711 FAX

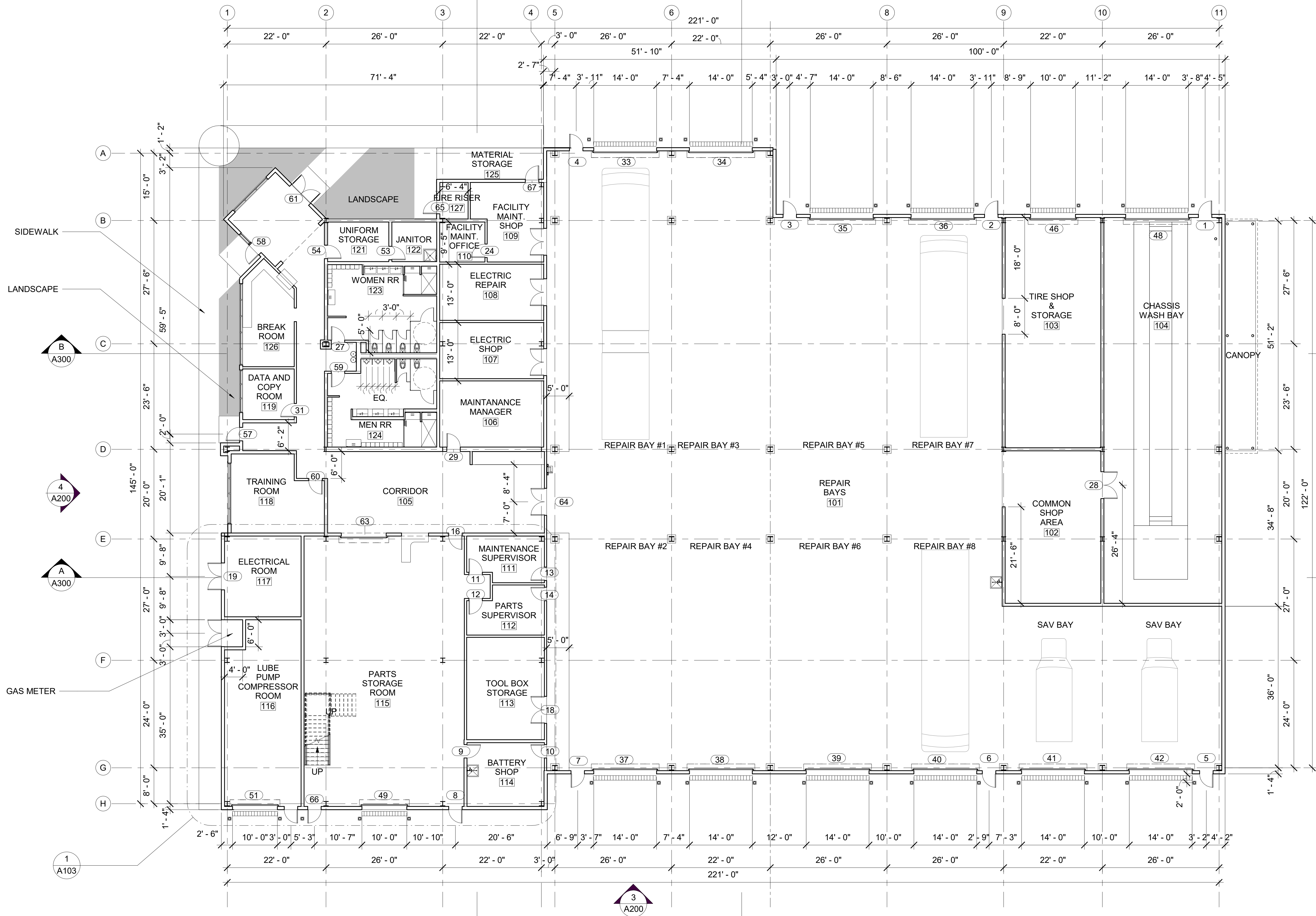
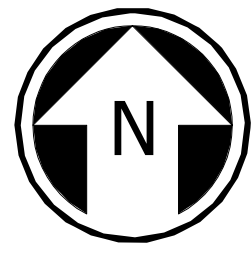
CONSULTANTS LOGO

LIVERMORE AMADOR
VALLEY TRANSIT
AUTHORITY (LAVTA)

PERSPECTIVE VIEW

REVISIONS	
#	DATE

BY



FIRST FLOOR PLAN
SCALE: 3/32" = 1'-0"

12/17/2020 11:44:28 AM

REVISIONS	DATE	BY
#		

FIRST FLOOR PLAN

**LIVERMORE AMADOR
VALLEY TRANSIT
AUTHORITY (LAVTA)**

CONSULTANTS LOGO

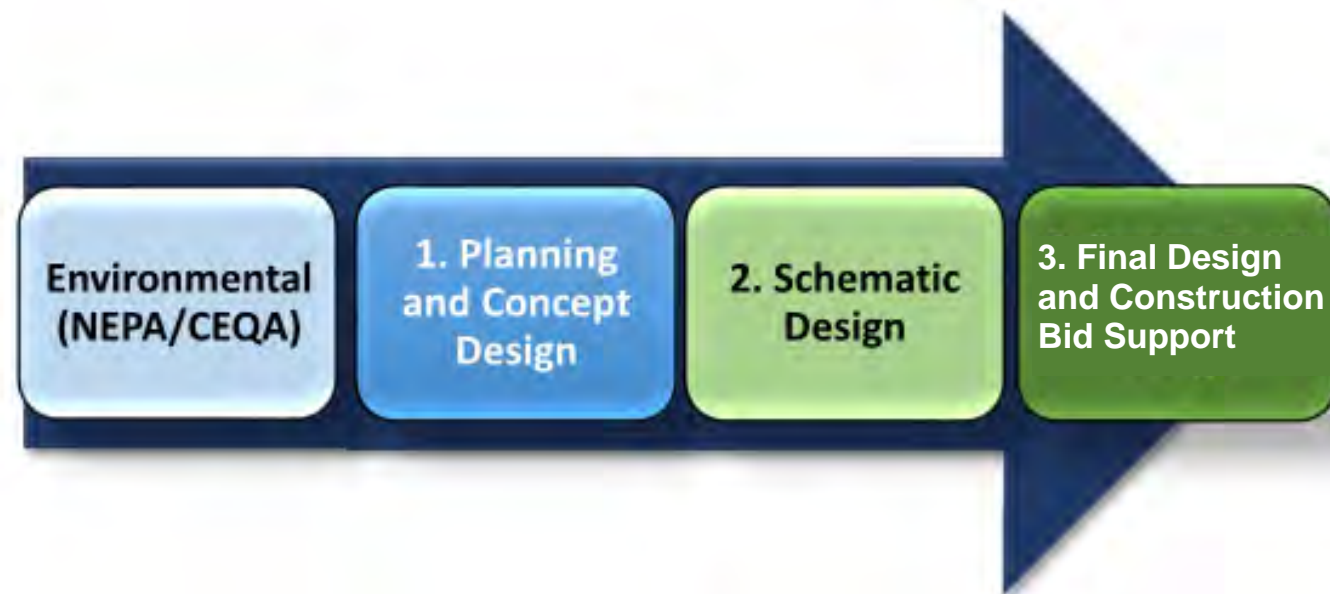
FMG ARCHITECTS
330 15TH STREET
OAKLAND, CA 94612
510-465-8700 TEL
510-465-8711 FAX



DATE:	December 18, 2020
SCALE:	3/32" = 1'-0"
DRAWN:	Author
PROJ. NO.:	Project Number
FILE NAME:	

A102.M
OF SHEETS

SEAL



PHASE 1 SERVICES AND DELIVERABLES:

Phase 1 included:

- Building and Site Programming for key features
- Conceptual Building Design with Alternatives
- Conceptual Site Layout
- Site Survey

PHASE 2 SERVICES AND DELIVERABLES:

Phase 2 will include additional services from

- Utility, Grading and Stormwater
- Site Landscaping / Site Lighting
- Mechanical, Electrical and Plumbing Engineering
- Refined Building Architecture and Building Layout
- Refined Site Design

PHASE 3 SERVICES AND DELIVERABLES:

Phase 3 services will include:

- Bid level design for Grading, Utility and Stormwater
- Bid level design for Landscape, Lighting and Electrical
- City plan check, Entitlements and Permitting
- CTE Study (Electrical Fleet) incorporation
- Bid level design for Architectural and Site Design
- Bid support for on boarding General Contractor

LAVTA Shared Autonomous Pilot



TIMELINE

October 19, 2016 – LAVTA receives BAAQMD grant (\$966,000)

February 2018 – City of Dublin receives MTC grant to support project

February 28, 2018 – AB 1444 (extension) permits the operation of an autonomous vehicle on public roads for testing purposes

June 22, 2018 – DMV registration of SAV

September 18, 2018 – Dublin & LAVTA enter into an MOU

December 12, 2019 – NHTSA Phase 1 Approval

February 11, 2020 – Dublin Encroachment Permit

February 25, 2020 – NHTSA EasyMile Safety Review – Country Wide

July 2020 – Start of testing

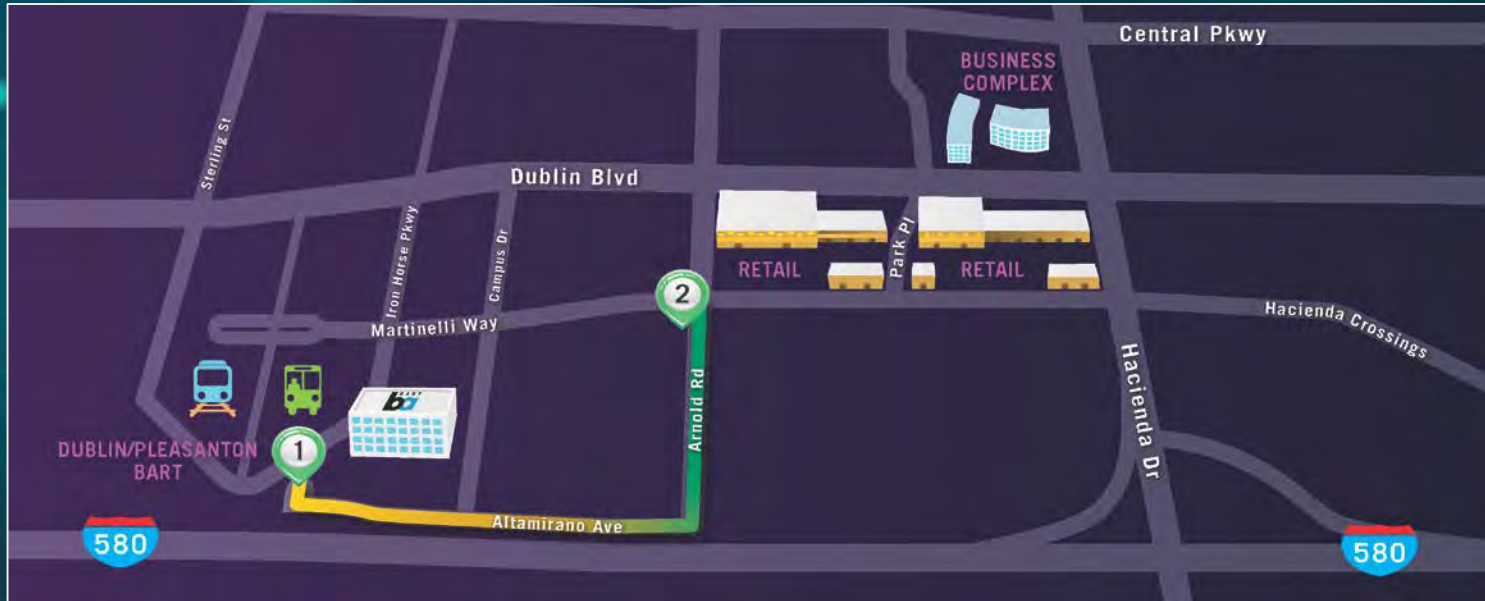
January 2021 – NHTSA Phase 1 Route Extension Submission

PHASE 1

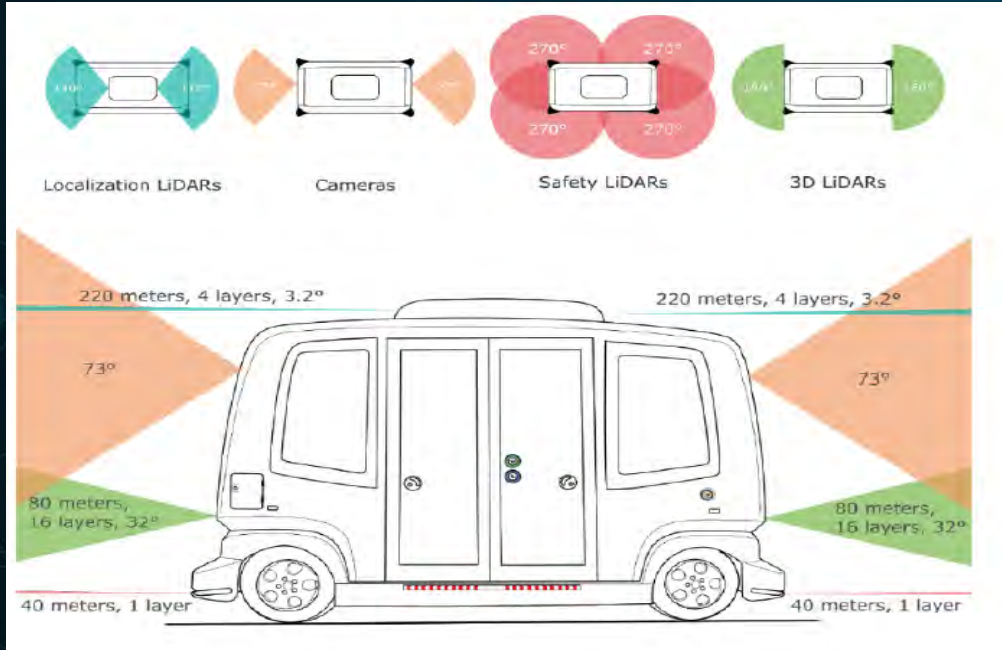


VEHICLE SETUP AND TESTING

- Weather
- Speed



CURRENT VEHICLE – EASYMILE – GENERATION 2



CLICK ON LINK TO VIEW LAVTA PHASE 1 SAV

<https://www.dropbox.com/s/dhtaviyppyu57n14/Presentation%204%2C%20Slide%205.mp4?dl=0>

Limiting passengers due to COVID

Having strong partnerships with MTC, City of Dublin, and LAVTA

Improving vehicle speed

Testing under various environmental conditions (such as ash from California fires)

Vehicle uses localization methods outside of GPS to locate where it's at on the route. Localization signs had to be put on the existing route due to lack of fixed structures to handle the localization needs

FCC has restricted the go forward use of DSRC so V2X and TSP technologies along with 5G are being considered

PHASE 1 LESSONS LEARNED

CURRENT SERVICE / COVID-19

Wed and Sat Service

- Static Display – 8:00am-9:30am
- Operations – 10:00am-2:00pm

Individual rides with up to 3 others in the same party

Scheduling passenger trips and reserving seats

Wipe down vehicle after every run

Deep clean each night

Hand sanitizer on-board

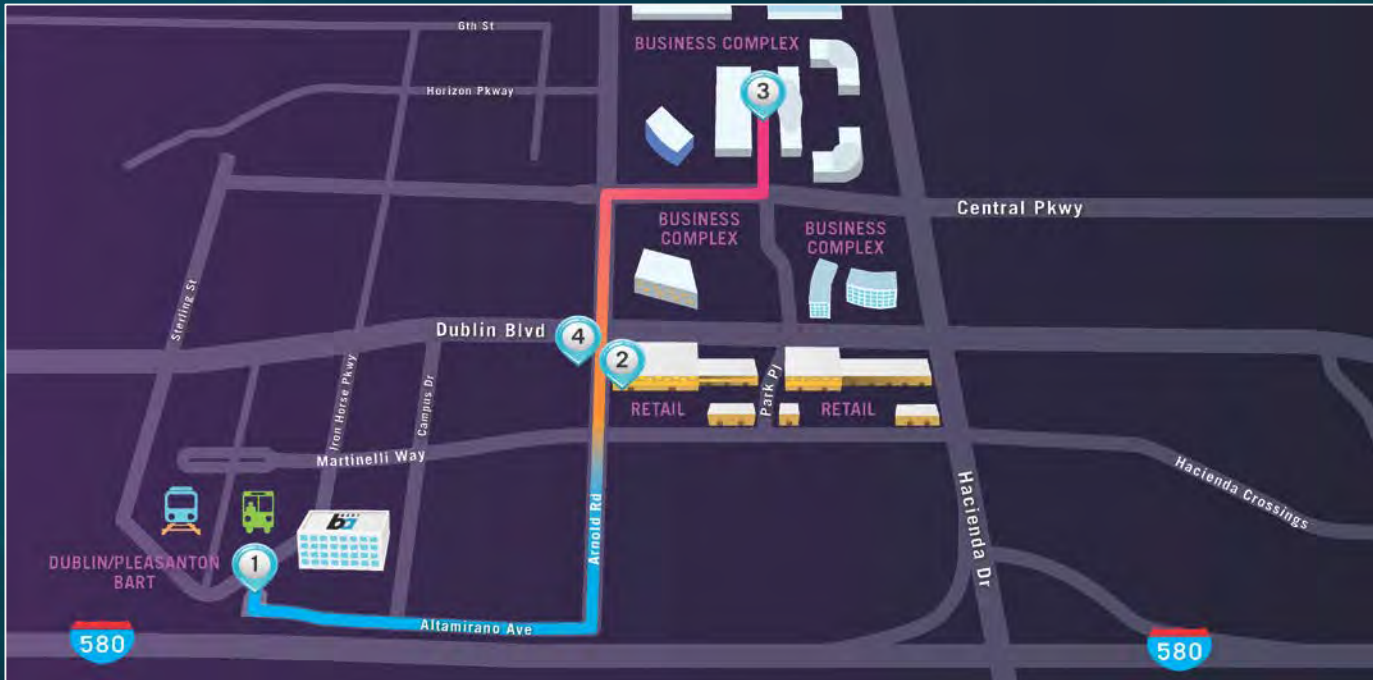
Masks required for safety operator and passengers

Communication to passengers on cleaning process – build passenger trust



PHASE 2

Will focus on expansion of the route to serve more businesses in the area, continue testing, and working to make the SAV a more convenient, feasible service.



PHASE 2



UPGRADE VEHICLES

New technology

Increased speed capability



CLICK ON LINK TO VIEW PHASE 2 UPGRADED TECHNOLOGY

<https://www.dropbox.com/s/2t721up8l7mo7id/Presentation%204%2C%20Slide%2010.mp4?dl=0>

PHASE 2



MOBILITY HUB

Agreements with local businesses
Design and construction



CONSIDER BIKE AND SCOOTER SHARE

Look at logistics, safety, demand



W
17:32

UPPER FLOOR
TRANSIT AUTHORITY



Valley Link

Connecting People, Housing and Jobs

Briefing
Materials

February 2021



Tri-Valley  San Joaquin Valley
REGIONAL RAIL AUTHORITY

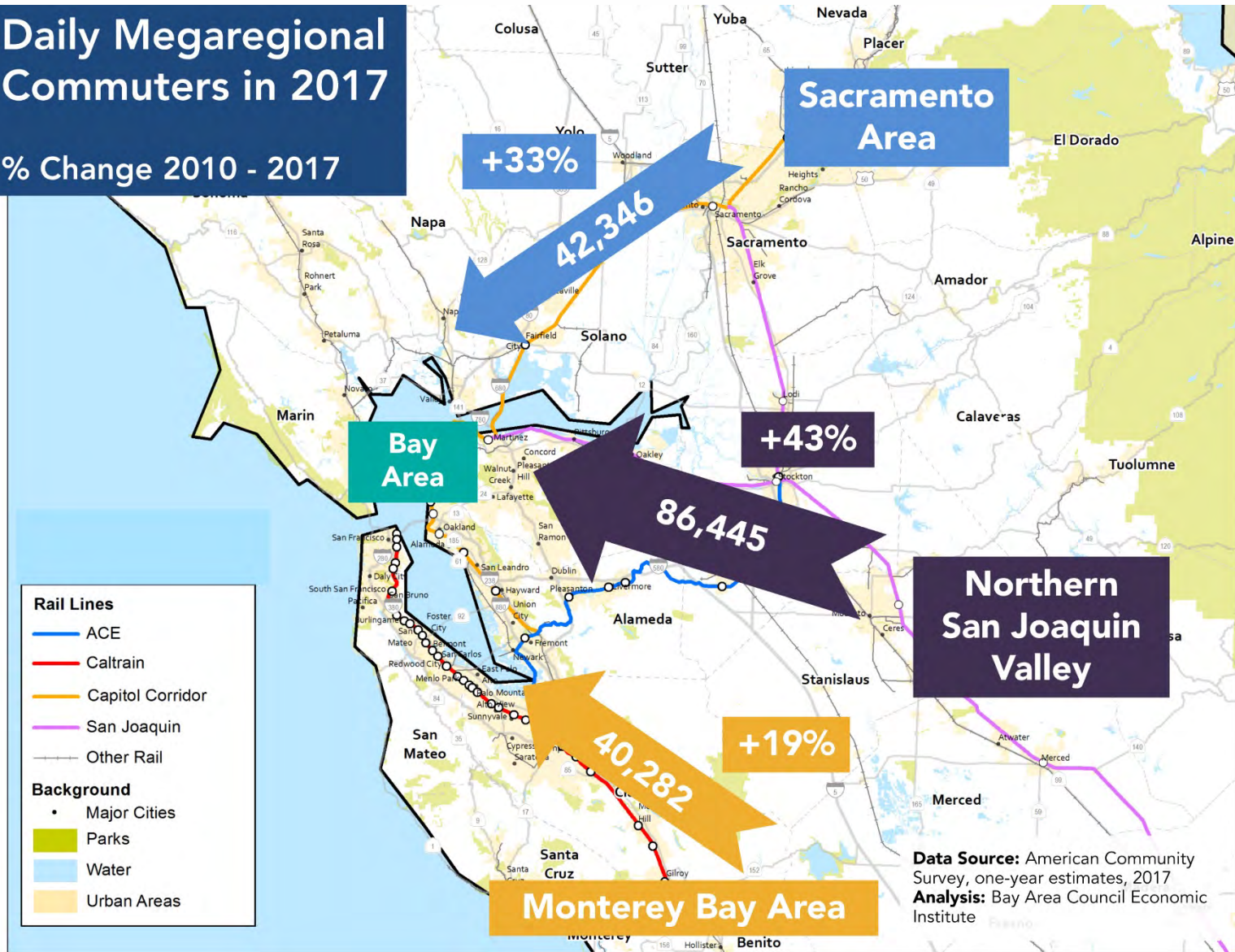
The Super Commute on I-580



More Commuters Making Megaregional Trips

Daily Megaregional Commuters in 2017

% Change 2010 - 2017





VERONICA VARGAS
CHAIR
Vice Mayor
City of Tracy



MELISSA HERNANDEZ
VICE CHAIR
Mayor
City of Dublin



PAUL AKINJO
BOARDMEMBER
Councilmember
City of Lathrop



BENJAMIN CANTU
BOARDMEMBER
Mayor
City of Manteca



DAVID HAUBERT
BOARDMEMBER
Supervisor
County of Alameda



DAVID HUDSON
BOARDMEMBER
Mayor
City of San Ramon



SOL JOBRACK
BOARDMEMBER
Councilmember
City of Stockton



BRITJNI KIICK
BOARDMEMBER
Boardmember
LAVTA



BERNICE TINGLE
BOARDMEMBER
President
Mountain House



JOHN MCPARTLAND
BOARDMEMBER
Director
BART



KATHY NARUM
BOARDMEMBER
Vice Mayor
City of Pleasanton



ROBERT RICKMAN
BOARDMEMBER
Supervisor
County of San Joaquin



KAREN STEPPER
BOARDMEMBER
Mayor
Town of Danville



BOB WOERNER
BOARDMEMBER
Mayor
City of Livermore



LEO ZUBER
BOARDMEMBER
Vice Chair
ACE



Corridor Snapshot with Proposed Stations



42

miles

7

stations

33,000

daily riders by 2040

42,000

Metric tons of CO₂ equivalent/year
reduction in Greenhouse Gas (GHG)
emissions in 2040

seamless

Connections to BART
and ACE





Tri-Valley & San Joaquin Valley
REGIONAL RAIL AUTHORITY

Economic Impact Study

American Public Transit Association Model

construction

22,000
potential jobs

\$3.5b
economic impact

Operations

395
potential jobs

\$69M
economic impact annually



Draft Environmental Impact Report

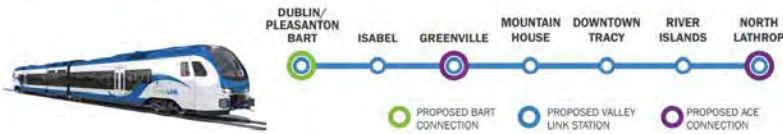
SCH# 2018092027



Public comments were due January 21, 2021.

Comment letters from 42 different entities, which included 27 agencies, 3 organizations, 4 private companies and 8 individuals.

Project team currently responding to those comments and making any associated revisions to the Draft EIR.





PROJECT OVERVIEW

The Tri-Valley – San Joaquin Valley Regional Rail Authority was established on January 1, 2018 through the enactment of Assembly Bill 758 with the mandate to plan and deliver cost-effective and responsive transit connectivity between the BART system and the Altamont Commuter Express. The Feasibility Report adopted by the Board in October 2019, identifies a proposed project.

The Proposed Project is a new 42-mile, 7-station passenger rail project that will connect the existing Dublin/Pleasanton Bay Area Rapid Transit (BART) Station in Alameda County to the planned Altamont Corridor Express (ACE) North Lathrop Station in San Joaquin County utilizing existing transportation rights-of-way where feasible. Regular service is planned for throughout the day in both directions with timed connections with both BART and ACE services. Initial Operating Segments are also under consideration – from the Dublin/Pleasanton BART Station to either the Greenville or Mountain House Station.

Valley Link promotes social equity by providing transit to jobs in the Bay Area for some of the most disadvantaged communities in California. These include essential jobs that are critical to the entire megaregion.



PROJECT GOALS & BENEFITS

Improve connectivity within the Northern California Megaregion: connecting housing, people, and jobs.

Will provide a reliable alternative to congestion for the more than 93,500 Bay Area workers now commuting daily from their homes in Northern San Joaquin County.

Establish rail connectivity between BART's rapid transit system and the ACE commuter service.

The connection of these two intermodal hubs would link nearly 500 miles of commuter and intercity rail with more than 130 stations in the Northern California Megaregion.

Pursue Project implementation that is fast, cost-effective, and responsive to the goals and objectives of the communities it will serve.

The Authority's TOD policy supports regional goals by encouraging the development of station area plans tailored to the goals and objectives of each community.

Be a model of sustainability in the design, construction, and operation of the system.

Valley Link provides an estimated 33,000 daily rides in 2040, resulting a reduction of 99.4 million vehicle miles traveled per year between 32,220 and 42,650 metric tons of GHG emissions.

Support the vision of the California State Rail Plan to connect the Northern California Megaregion to the State rail system.

Valley Link supports State transportation goals. It closes critical transit gaps, connects two designated State Rail Hubs, and provides a potential interim connection to high-speed rail.





REVISED DRAFT 2020 BUSINESS PLAN



Recovery and Transformation

“Our collaboration...will focus on developing integrated services and connections between state rail systems, including projects such as the Valley Link project that will provide increased connectivity...”



Project Funding

- Cost of Project:
 - \$2.4 to \$3.2 billion in year of expenditure
- Funds identified for the project:

Measure BB \$400 Million

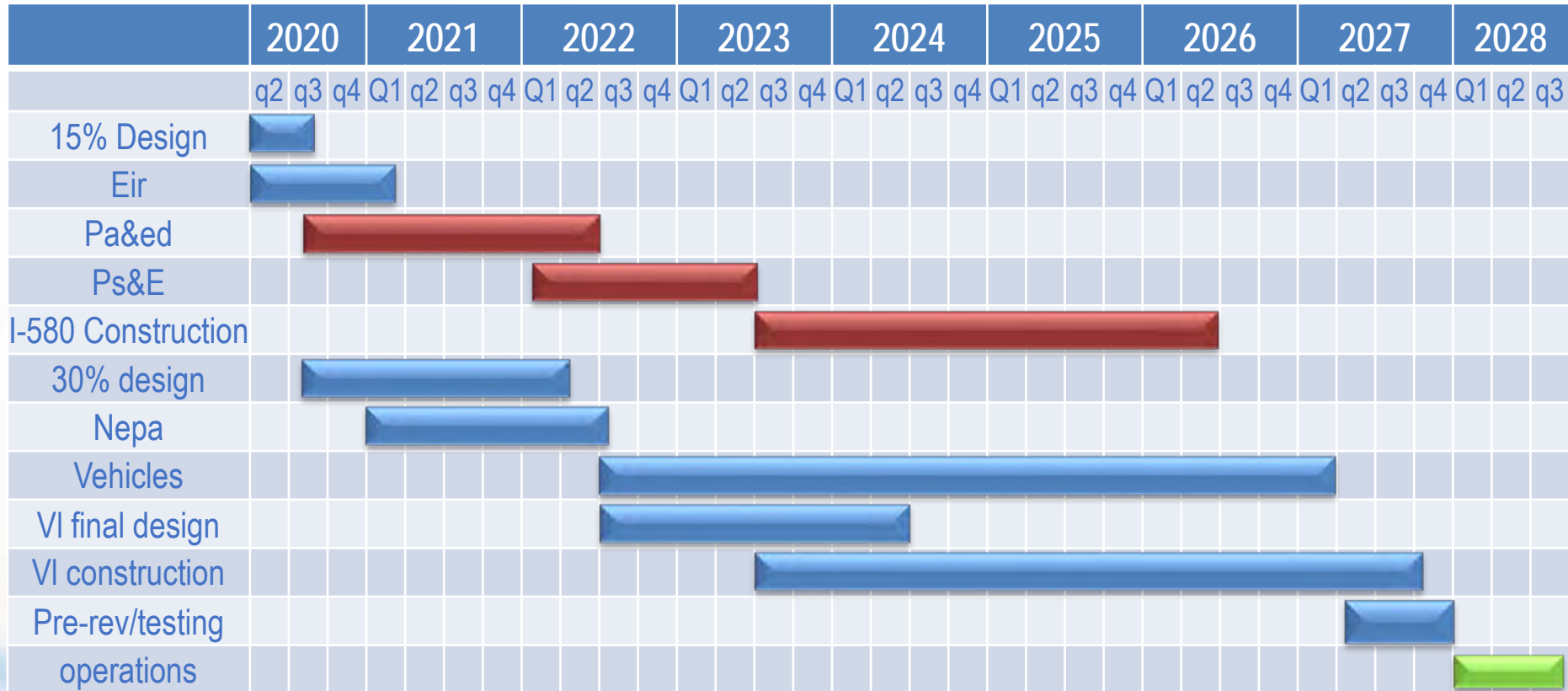
Bridge Toll \$188 Million

Impact/Developer \$120 Million
Fees

Total \$708 Million



Project Schedule [unconstrained funding scenario]



Changes to SB 548

- Eliminated the requirement for Valley Link to connect BART and ACE rail services in the Tri-Valley (at Greenville).
- Added the ability of the Authority to enter into design-build contracts, and allows Authority to include long-term maintenance and operations obligations in a design-build contract.
- Exempts Authority from specified provisions related to regulation by counties and cities regarding building, zoning and related matters.

