



ALAMEDA COUNTY TRANSPORTATION COMMISSION

Valley Link: TEP Amendment



A presentation to the AC Transit Board

May 27, 2020

Overview

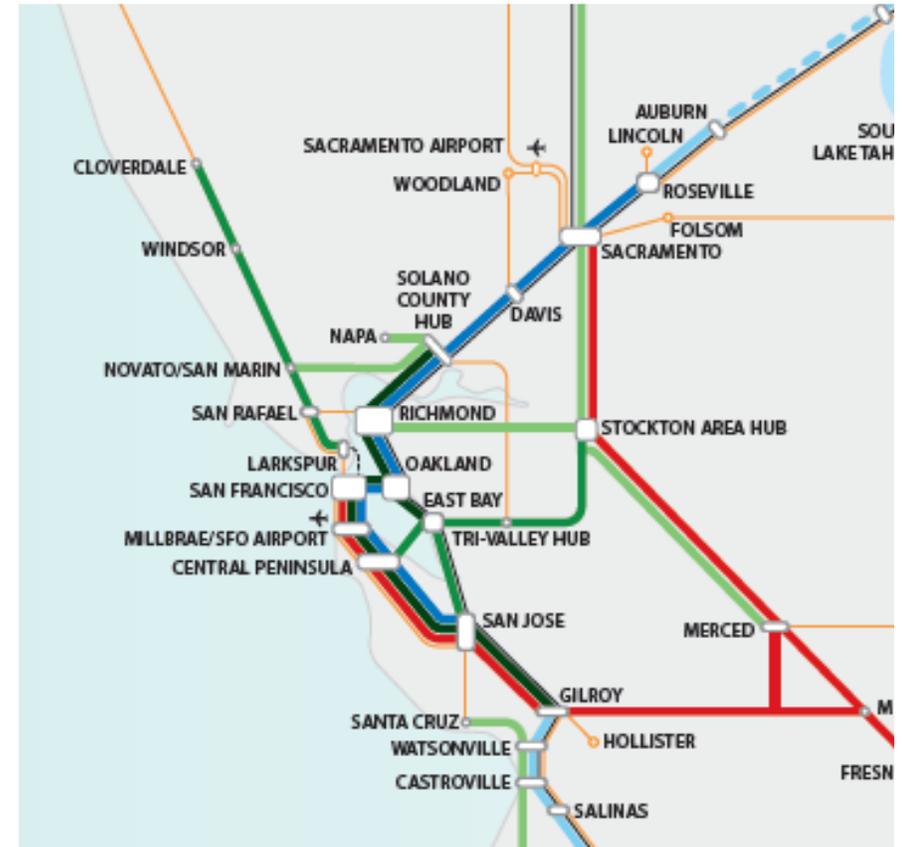
- Project Background
 - BART to Livermore
 - Tri-Valley San Joaquin Valley Regional Rail Authority (TVSJVRRA)
- Project Briefing – Michael Tree, Executive Director TVSJVRRA
- Draft 2014 Measure BB Amendment
 - Proposed language
 - Amendment process
- Next Steps

Alameda CTC Commission Upcoming Action

- TVSJVRRRA has requested an amendment to the 2014 Measure BB Transportation Expenditure Plan
- Action item before the Alameda CTC Commission in May **to initiate a 45-day comment period** by jurisdictions in Alameda County on the proposed Measure BB Transportation Expenditure Plan amendment

Rail in the Tri-Valley

- Long-standing commitment to rail service and connectivity
- **Planning and policy priority:** identified in state and regional rail planning
 - Alameda CTC Countywide Transportation Plans
 - 2007 MTC Regional Rail Plan
 - 2018 California State Rail Plan
- **Local land use planning:** Isabel Neighborhood Plan completed in May 2018 for development around a new rail station



2018 California State Rail Plan

Funding for Rail in the Tri-Valley

- **Financial commitment:** Voters consistently supported funding
 - 1986 Alameda County Measure B
 - \$170 million for a “Rail extension to Dublin Canyon”
 - 2000 Transportation Expenditure Plan
 - \$8.7 million for I-580 Corridor/BART to Livermore Studies
 - 2014 Alameda County Measure BB
 - \$400 million for BART to Livermore
 - Regional Measures (RM)
 - RM1 bridge toll funding to advance planning and environmental work
 - RM3 (2018) included \$100 million for Tri-Valley Transit Access Improvements

BART to Livermore

- 1980s: BART purchased a potential sites near I-580 and Isabel Avenue and Greenville Road to preserve land for extension
- 2010: BART completed a Program EIR evaluating station sites and alignments
- 2012: BART advanced conceptual engineering and environmental review of extension to Isabel Avenue
- 2017: BART released Draft Project EIR
- 2018: BART certified Final Project EIR and directed staff to not advance an alternative



Tri-Valley San Joaquin Valley Regional Rail Authority (TVSJVRRA)

- Assembly Bill 758 created the TVSJVRRA for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and commuter rail service in the Tri-Valley and San Joaquin County
- TVSJVRRA assumed responsibility to advance rail project in 2018 when the BART Board declined to advance the project
- TVSJVRRA leveraged significant amount of previous work:
 - BART to Livermore
 - ACEForward planning and environmental work

Valley Link

Connecting People, Housing and Jobs

Briefing
Materials

Information provided
is through Feasibility
Report approved in
October 2019

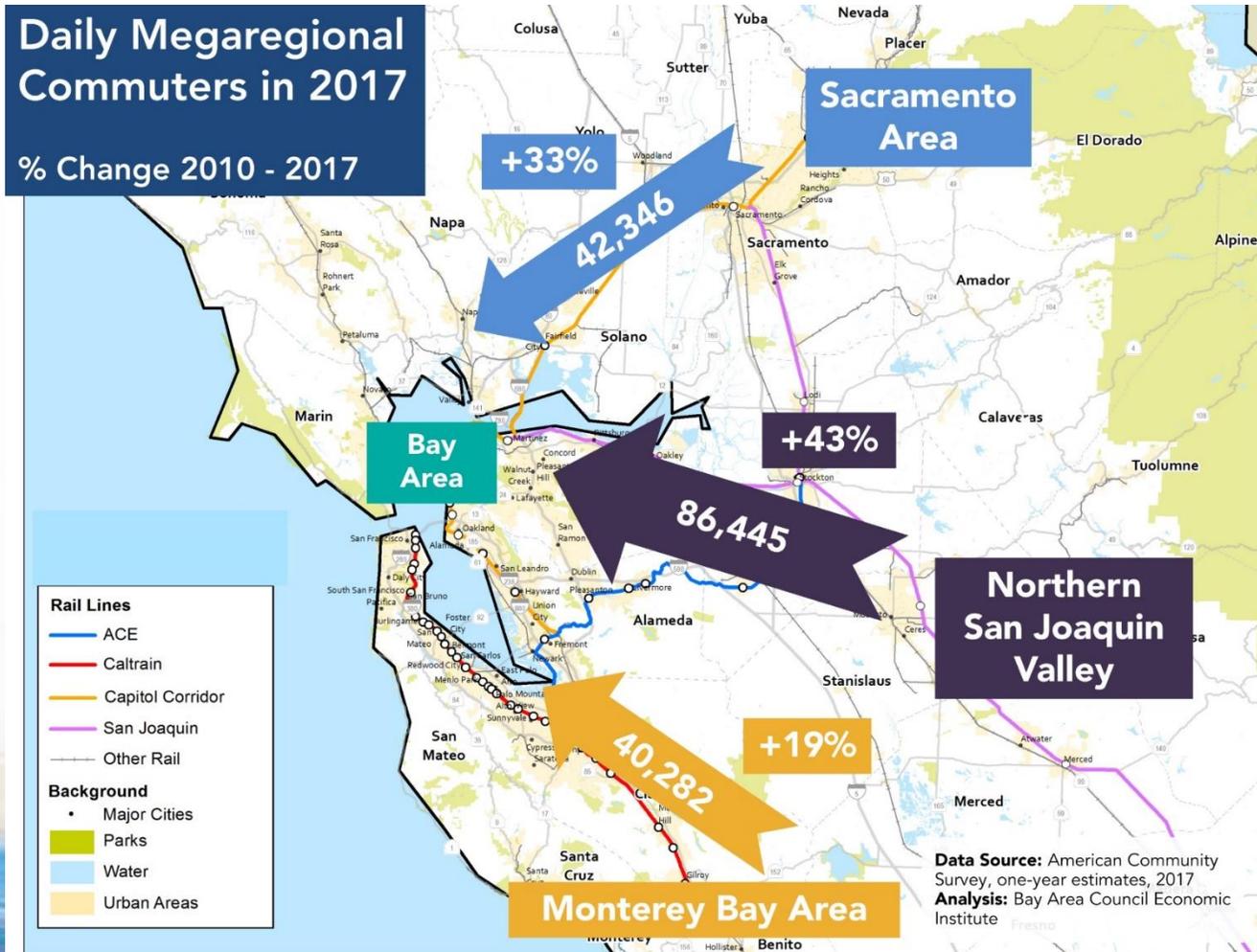


Tri-Valley & San Joaquin Valley
REGIONAL RAIL AUTHORITY

The Super Commute on Interstate 580



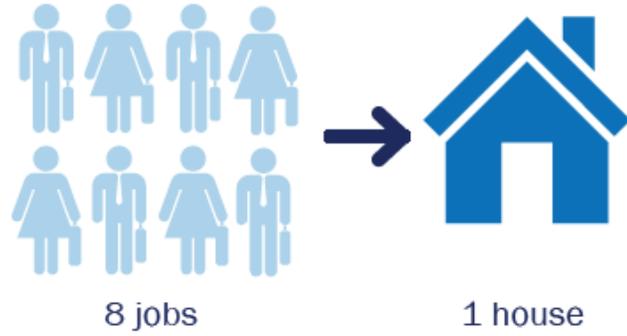
More Commuters Making Megaregional Trips



Source:
www.bayareaeconomy.org



THE BAY AREA GENERATES



BAY AREA UNSUSTAINABLE HOUSING COSTS



PEOPLE ON THE MOVE EVERYDAY



TRAFFIC WILL INCREASE

75%



2016



2040



Board of Directors



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BOARDMEMBER
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LAVTA Boardmember



BOARDMEMBER
LEO ZUBER
Commissioner, ACE



Corridor Snapshot With Proposed Stations



42
miles

7
stations

**26,000-
28,000**
daily riders by 2040

33,000
metric tons of CO₂
equivalent/year
reduction in Greenhouse
Gas (GHG) emissions
in 2040

Seamless
connections to BART and
ACE



Improving Statewide Connectivity

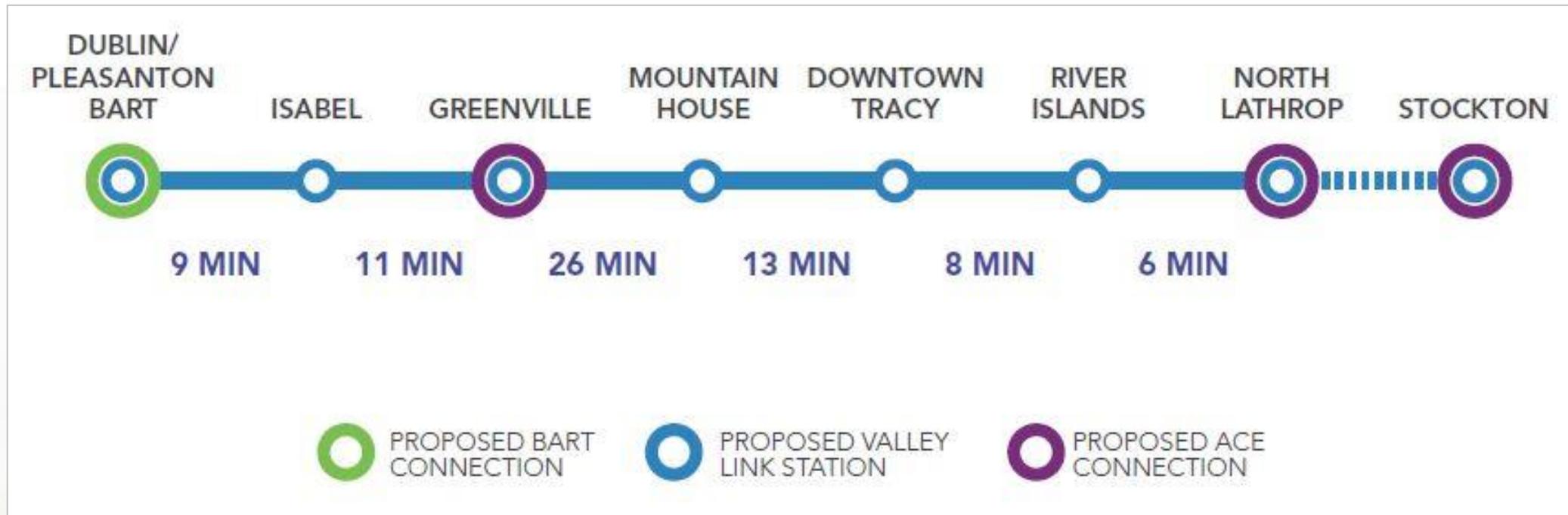
Key Policy Objective

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

Valley Link closes critical transit gaps and improves connectivity within the Bay Area Megaregion by connecting two designated State Rail Hubs and providing a connection to High Speed Rail.



Travel Times Between Proposed Stations



Frequent and Reliable Service

	PEAK	OFF-PEAK
Between Bart Dublin/ Pleasanton and Greenville	12 min (meeting every BART train)	30 min (meeting every other BART train)
Beyond Greenville	24 min (meeting every other BART train)	60 min (meeting every 4th BART train)





Tri-Valley & San Joaquin Valley
REGIONAL RAIL AUTHORITY

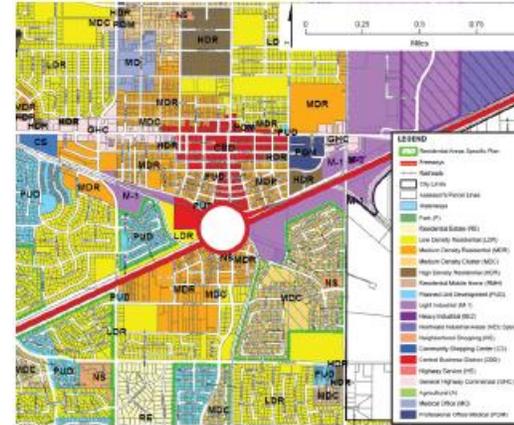
Station Partnerships

Key Policy Objectives

- Work in partnership with communities to identify and incorporate high priority local goals and objectives for individual stations.
- Initiate service at earliest possible date.
- Preserve land and right-of-way to allow for the implementation of phased design and infrastructure, in support of Sustainable Community Strategies (SB375).

Typology of Stations

Transit-Oriented Development



Intermodal



Park and Ride



Transit Oriented Development Policy

ADOPTED DECEMBER 11, 2019

- Station area plans required that include zoning, design standards, parking policies and station access plans
- Station area plans that meet or exceed a corridor-level threshold of 2,200 housing units within ½ mile radius of stations



Station Access

Key Policy Objectives

- Expand and improve connectivity through improved transit and/or feeder bus services.
- Promote active transportation.
- Encourage zero emission vehicles and shared rides.



Sustainability Goal

100% Self-sufficiency

Key Policy

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

Valley Link will strive for a system that can operate largely on its own stored and created energy.



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 Fees	<u>\$ 40 million</u>
TOTAL:	\$628 million



Project Partners

- Alameda CTC: I-580 relocation of managed lanes
- Caltrans: I-580 widening
- MTC and SJCOG: Funding and project delivery
- CalSTA: Funding
- BART: Valley Link/BART connection
- SJRRC/ACE: Valley Link/ACE connections and station designs in San Joaquin Valley
- UPRR: Review for construction and operation in UPRR right-of-way in San Joaquin Valley



Project Schedule

- Completed Feasibility Report in October of 2019
- EIR to be certified and project adopted by the end of 2020
- 30% design to be completed in 2021
- Beginning of revenue service in late 2027 to early 2028



TEP Amendment Process

- TEP amendment process from the 2014 TEP
- Amendments Require 2/3rds Support: To modify and amend this Plan, an amendment must be adopted by a two-thirds vote of the Alameda CTC Commissioners
- Comment Period: All jurisdictions within the County will be given a minimum of 45 days to comment on any proposed Plan amendment
- Staff to return to Commission to report on the comments received and recommend final action by Commission

TEP Project Requirements

- All implementing guidelines will be applicable to the project and project sponsor, similar to all other TEP projects
- Strict Project Deadlines: Each project will be given a period of seven years to receive environmental clearance approvals and to have a full funding plan for each project
- Commitments from Fund Recipients: All recipients of funds allocated in this expenditure plan will be required to sign a Master Funding Agreement, which details their roles and responsibilities in spending sales tax funds, and includes local hiring requirements
- No expenditures outside of Alameda County

TVSJVRRA TEP Amendment Request

1. Acknowledge TVSJVRRA as a new agency eligible for Measure BB funds (Attachment B)
2. Removal of BART to Livermore Project as a named capital project and associated \$400 million in Measure BB funding (Attachment C)
3. Addition of the Valley Link Project as a named capital project and include \$400 million in Measure BB funding (Attachment C)
4. Technical adjustments such as maps and tables to reflect changes noted above (Attachment C)

Proposed Changes

~~BART to Livermore~~ Valley Link Rail in Alameda County (\$400 M)

This project funds the first phase of a ~~BART~~ Valley Link Rail Extension from the existing Dublin/Pleasanton BART Station within the Tri-Valley and Altamont Pass in Alameda County ~~I-580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange~~ using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed alternatives assessment of ~~all~~ fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

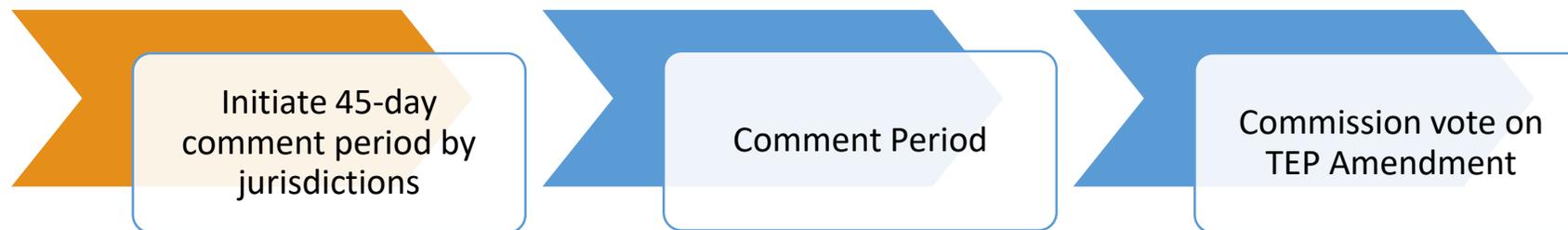
- Blue denotes new language added
- Red denotes language removed

Valley Link Rail

This project funds the first phase of a Valley Link Rail Extension from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed alternative assessment of all fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Upcoming Alameda CTC Commission Action

- Approval of this item will initiate a 45-day comment period by jurisdictions in Alameda County on the proposed amendment, which would then return to the Committee and Commission for final action. This is an action item and requires 2/3rds approval at the Commission meeting per the Implementing Guidelines of the 2014 TEP.





Thank You

For more information, visit

www.AlamedaCTC.org