



VALLEY LINK

DRAFT ENVIRONMENTAL IMPACT REPORT

AGENDA ITEM # 7

December 9, 2020



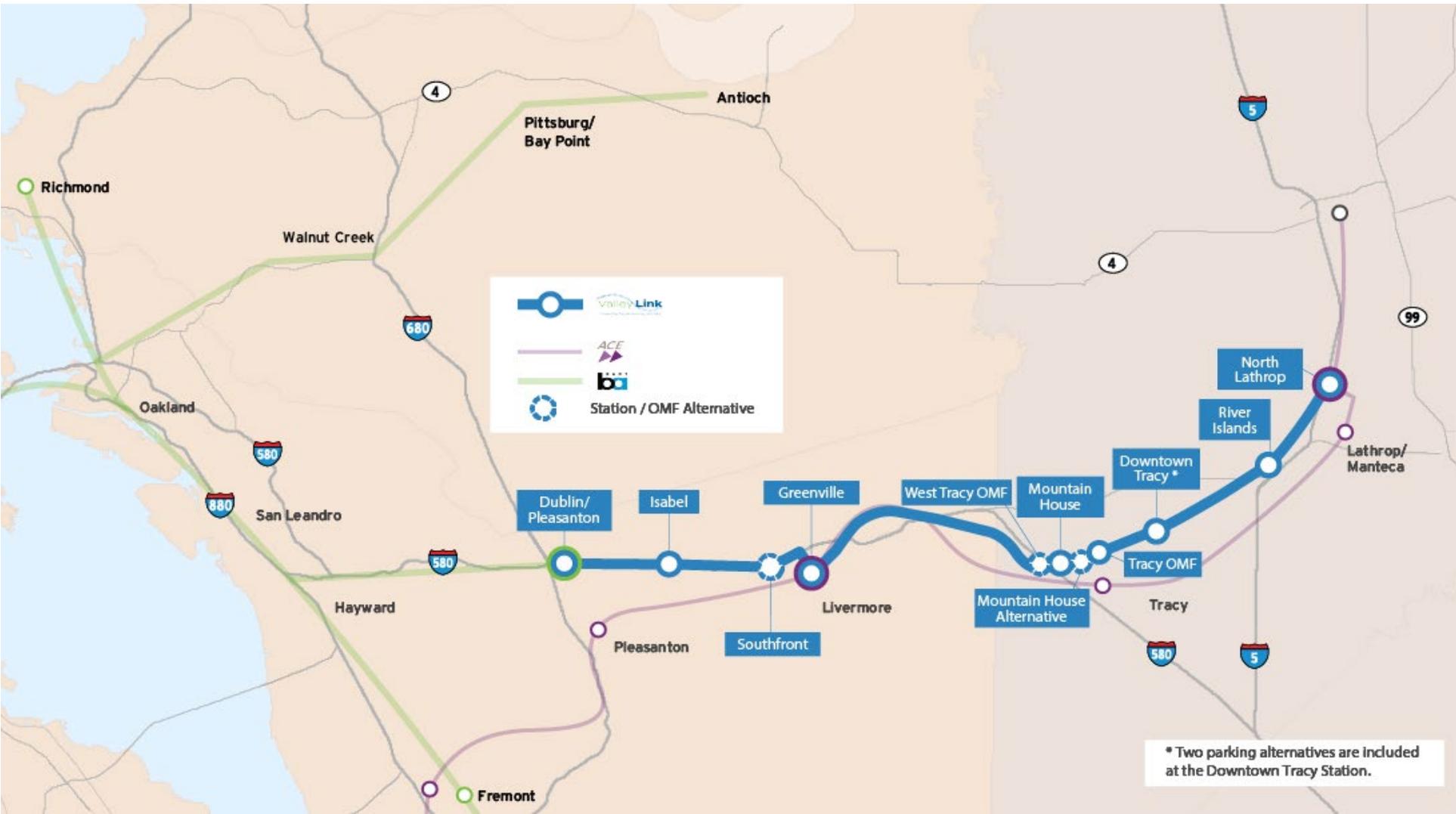
Key Project Milestones and Timeline



Project Objectives

- Improve connectivity within the Northern California Megaregion: connecting housing, people, and jobs.
- Establish rail connectivity between BART's rapid transit system and the ACE commuter service in the Tri-Valley.
- Pursue project implementation that is fast, cost-effective, and responsive to the goals and objectives of the communities it will serve.
- Be a model of sustainability in the design, construction and operation of the system.
- Support the vision of the California State Rail Plan to connect the Northern California Megaregion to the State rail system.

Valley Link Map



Proposed Project Elements

- 42 miles of rail
- 7 stations
 - Dublin/Pleasanton (BART Intermodal)
 - Isabel (Livermore)
 - Greenville (Livermore)
 - Mountain House (San Joaquin County)
 - Downtown Tracy Station (Tracy)
 - River Islands Station (Lathrop)
 - North Lathrop Station (ACE Intermodal)
- Operations and Maintenance facility (Tracy)



Project Alignment Variants

Alignment variants permit flexibility in operations

- Altamont segment alignment variants:
 - Owens-Illinois Industrial Lead Variant 1, Single Track
 - Owens-Illinois Industrial Lead Variant 2, Double Track
- Tracy to Lathrop segment alignment variants:
 - Tracy to Lathrop Alignment Variant 1, Single Track
 - Tracy to Lathrop Alignment Variant 2, Double Track

Project Technology Variants

Technology variants permit flexibility in making rolling stock choices

- Diesel Multiple Unit (DMU)
- Hybrid Multiple Unit (HBMU)
- Battery-Electric Multiple Unit (BEMU) with Altamont Overhead Catenary System (OCS)
- Diesel Locomotive Haul (DLH)



Project Alternatives

Analyzed at same level of detail as Proposed Project in EIR

Station alternatives

- Southfront Road Station Alternative (Livermore)—Alternative to Greenville Station. Includes a Southfront Road IOS (with Interim OMF)
- Mountain House Station Alternative—Alternative to Mountain House Station. Includes a Mountain House Station Alternative IOS (with West Tracy OMF)

Parking Alternatives

- Downtown Tracy Station Parking Alternative 1 - three-level parking structure at the site of the existing surface parking lot
- Downtown Tracy Station Parking Alternative 2 - three-level parking structure at the southwest corner of the North Central Avenue/West Sixth Street intersection

OMF Alternative

- West Tracy OMF

Alignment Alternative

- Stone Cut Alignment Alternative



Service Characteristics

2025	Peak	Off-Peak	2040	Peak	Off-Peak
Between Dublin / Pleasanton and Mountain House	12 min [meeting every BART train]	36 min [meeting every third BART train]	Between Dublin / Pleasanton and Mountain House	12 min [meeting every BART train]	24 min [meeting every other BART train]
Beyond Mountain House	24 min [meeting every other BART train]	72 min [meeting every sixth BART train]	Beyond Mountain House	24 min [meeting every other BART train]	48 min [meeting every fourth BART train]

Key Valley Link Benefits



33,000 daily rides

in 2040. 42 miles and 7 stations using existing transportation corridors.

74 daily round-trips

by Valley Link trains each day in 2040



99.4 Million

reduction in Vehicle Miles Traveled (VMT)

32,220 to 42,650 metric tons reduction

in GHG reduction per year in 2040



Draft EIR Resource Areas Studied

Draft EIR analyzes and considers impacts to the following resource areas:

- Aesthetics
- Agricultural Resources
- Air Quality
- Biological Resources
- Cultural Resources (including Tribal Cultural Resources)
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise and Vibration
- Population and Housing
- Public Services
- Recreation
- Safety and Security (including Wildfire)
- Transportation
- Utilities and Service Systems

Less Than Significant or Beneficial Impacts

- Air Quality
(Criteria
Pollutants)
- Greenhouse
Gas
Emissions
- Energy
- Public
Services
- Safety and
Security



Less Than Significant with Mitigation

- Aesthetics
- Cultural resources
- Geology and Soils
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Recreation
- Transportation
- Utilities and Service Systems
- Vibration



Significant Unavoidable Impacts

- **Agricultural Resources** (Permanent conversion of Important Farmland)
- **Air Quality** (Cumulative health risks during construction and operation in the Tri-Valley segment due to existing health risks)
- **Biological Resources** (Operational impacts at Greenville Station, Mountain House Station, and West Tracy OMF Alternative)
- **Land Use and Planning** (Greenville Station, Mountain House Station, Tracy OMF, Mountain House Station Alternative, West Tracy OMF Alternative)
- **Noise** (Construction and Operational noise near sensitive receptors)
- **Population and Housing** (Induced population growth due to Greenville Station and Mountain House Station)

Public Review Period/Meetings

- 50 day Comment Period (December 2, 2020 – January 21, 2021)
- Notices sent to stakeholders/filed with State Clearinghouse
- Newspaper Notices
- Three Virtual Public meetings
 - Saturday, December 12, 2020, from 9:00 am to 10:30 am.
 - Wednesday, December 16, 2020 from 11:30 am to 1:00 pm.
 - Thursday, December 17, 2020 from 5:00 pm to 6:30 pm.

Comments

Your input is important to us!

Submit Comments – through 5:00 pm on January 21, 2021

Mail:

Tri-Valley–San Joaquin Valley
Regional Rail Authority
Attn: Valley Link Draft EIR
1362 Rutan Court #100
Livermore, CA 94551

Email:

drafteircomments@valleylinkrail.com

Please include “Valley Link Project”
in the subject heading