

## Item 5:

# Adoption of a Locally Preferred Alternative (LPA) for Evaluation in NEPA Environmental Clearance

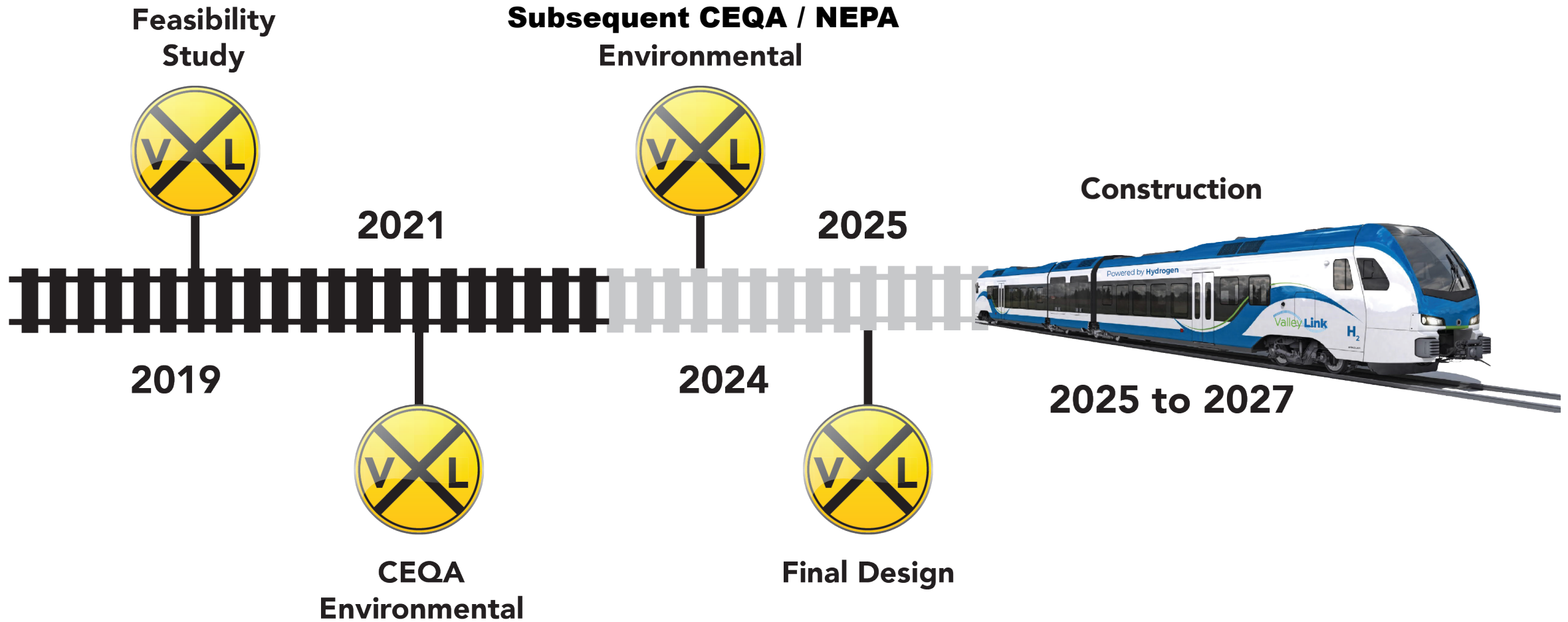


# Topics

- 1 Timeline and FTA Process
- 2 Background LPA Recommendation
- 3 Proposed LPA
- 4 NEPA / CEQA Next Steps
- 5 Consideration of Proposed Action

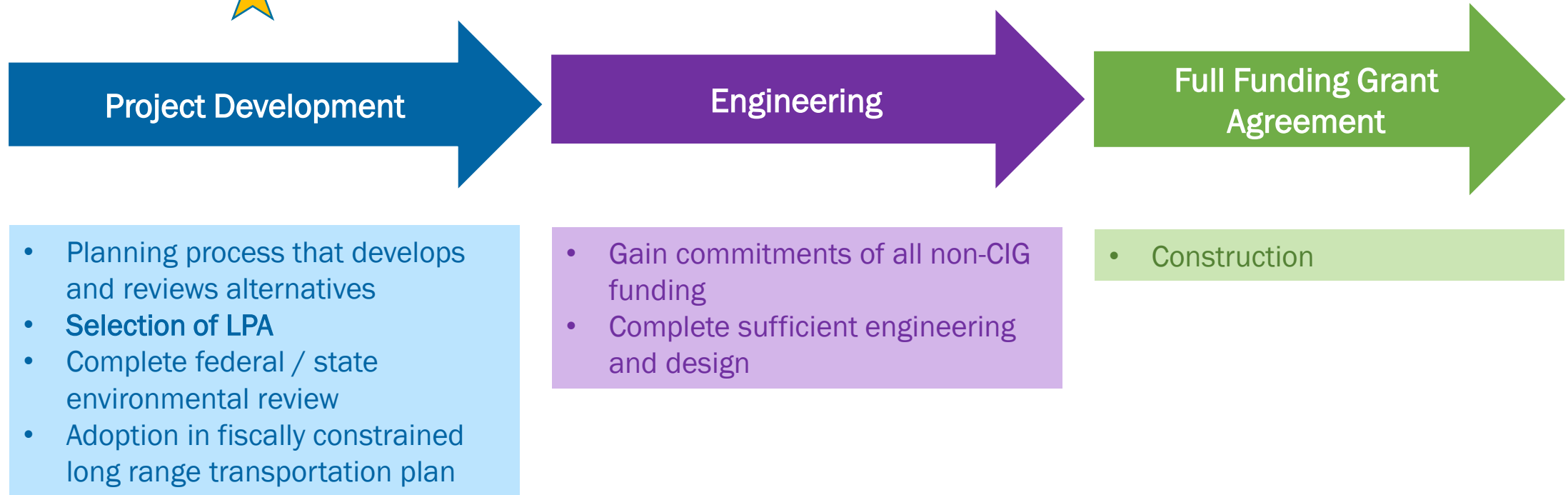


# Project Timeline



# FTA Capital Investment Grants (CIG) Process

We are here

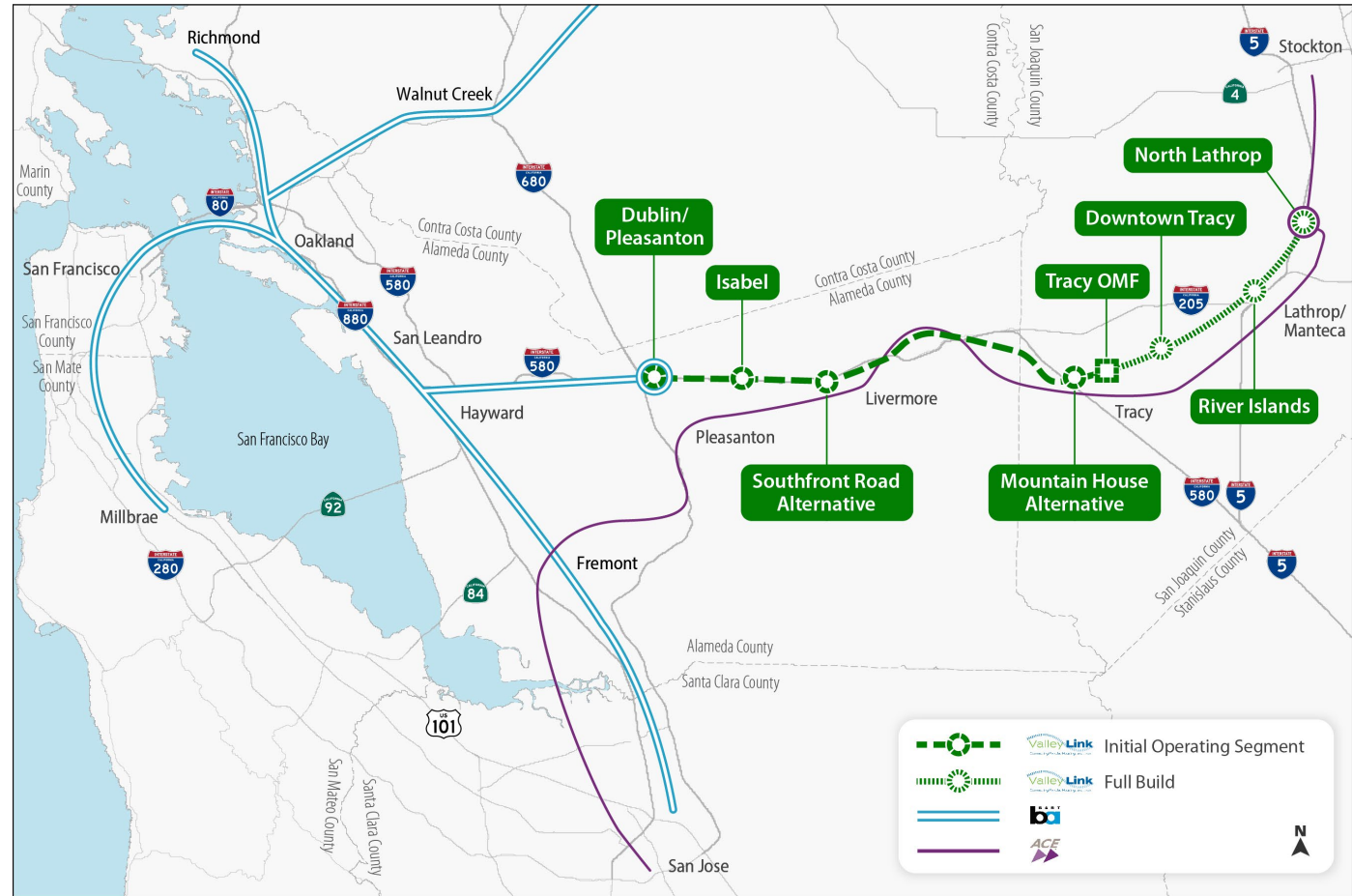


# Background on LPA Recommendation



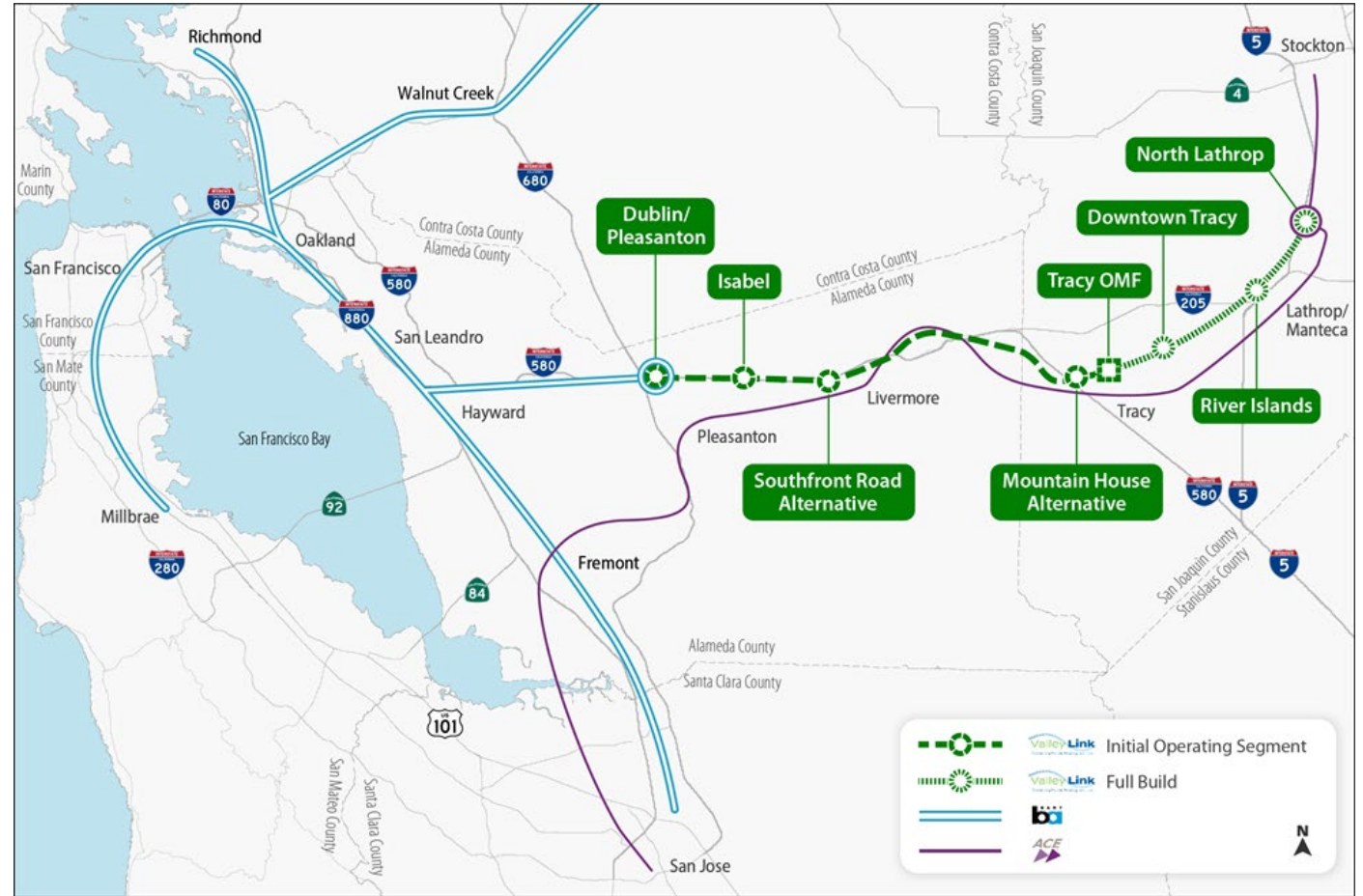
# 2021 CEQA Certified Alternative Review

- A Final EIR for the Valley Link Project was published in April 2021
- The staff-recommended CEQA Certified Alternative was adopted by the Authority Board on May 12, 2021
- 42-mile, 7-station passenger rail service that would link the Dublin/Pleasanton BART Station and the proposed Altamont Corridor Express (ACE) North Lathrop Station
- A wide range of alternatives were evaluated and dismissed from further analysis due to not meeting most of the project objectives, being infeasible, or not avoiding or substantially reducing one or more significant impacts of the proposed Project.
- The CEQA Certified Alternative does not include a preferred vehicle technology as it was recognized that development of zero-emission technologies to meet project objectives was rapidly advancing in the marketplace.



# 2021 CEQA Initial Operating Segments (IOS)

- The CEQA Certified Alternative included two initial operating segments (IOS):
  1. Dublin/Pleasanton BART Station to the Southfront Road Station
  2. Dublin/Pleasanton BART Station to Mountain House Station Alternative.
- The Mountain House Station Alternative IOS is the basis of the Proposed LPA



# Input and Regional Planning Since 2021 CEQA Process

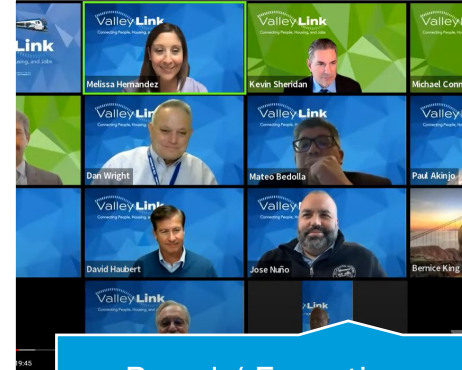
Welcome!  
We will begin in a few moments.

Valley Link Project Scoping Meeting  
Subsequent Environmental Impact Report/CEIP

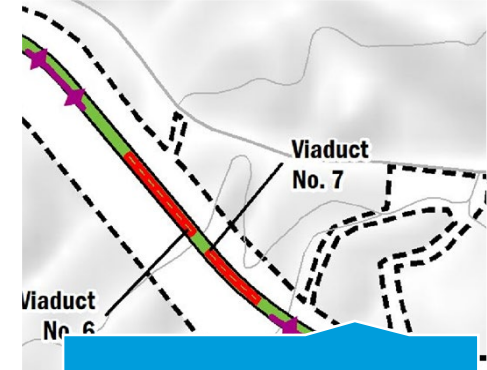
CEQA Scoping Meetings



Stakeholder Input



Board / Executive  
Committee Updates



Further Project Design



Regional Transportation  
Plans



Caltrans I-205 Managed  
Lanes Project



SJCOG Congested  
Corridors Plan



Optimizing Operations



# Community and Stakeholder Input

## CEQA Scoping Meetings

- NOP circulated 11/14/22
- Copies Sent to all Elected Officials, Local Agencies, and Adjacent Property Owners
- 2 Virtual Scoping Meetings :
  - Monday, Dec 5 (6:30 – 8:00 pm)
  - Tuesday, Dec 6 (11:30 am – 1:00 pm)
- 17 written comments from state, regional, local stakeholders, public
  - 8 from agencies
  - 9 from public
  - 241 distinct comments
- Comment Period Ended 12/19/22
- Comments will be considered during environmental evaluation

## Stakeholder Input

- Alameda and San Joaquin Counties
- Dublin, Pleasanton, Livermore, Tracy, Lathrop, Stockton, Manteca, Mountain House Community Services District
- 5 MPOs / regional working groups
- 5 county agencies / TACs
- 9 State and regional transit / rail agencies/operators
- 3 special districts
- 10 State representatives/ agencies
- 6 organizations / major employers
- Property Owners and Members of the Community

## Board and Executive Committee Updates

- Board of Directors
  - Monthly meetings
  - Open to the Public and includes public comment
  - 15 member Board of Directors from counties, cities, communities, and transit agencies
- Executive Committee
  - 7 agency committee
  - CalSTA, Caltrans, MTC, SJCOG, ACTC, SJRRC, BART

# Changes to 2021 CEQA Certified EIR

Made changes to the Valley Link Project based on input, regional planning, and further analysis / design:

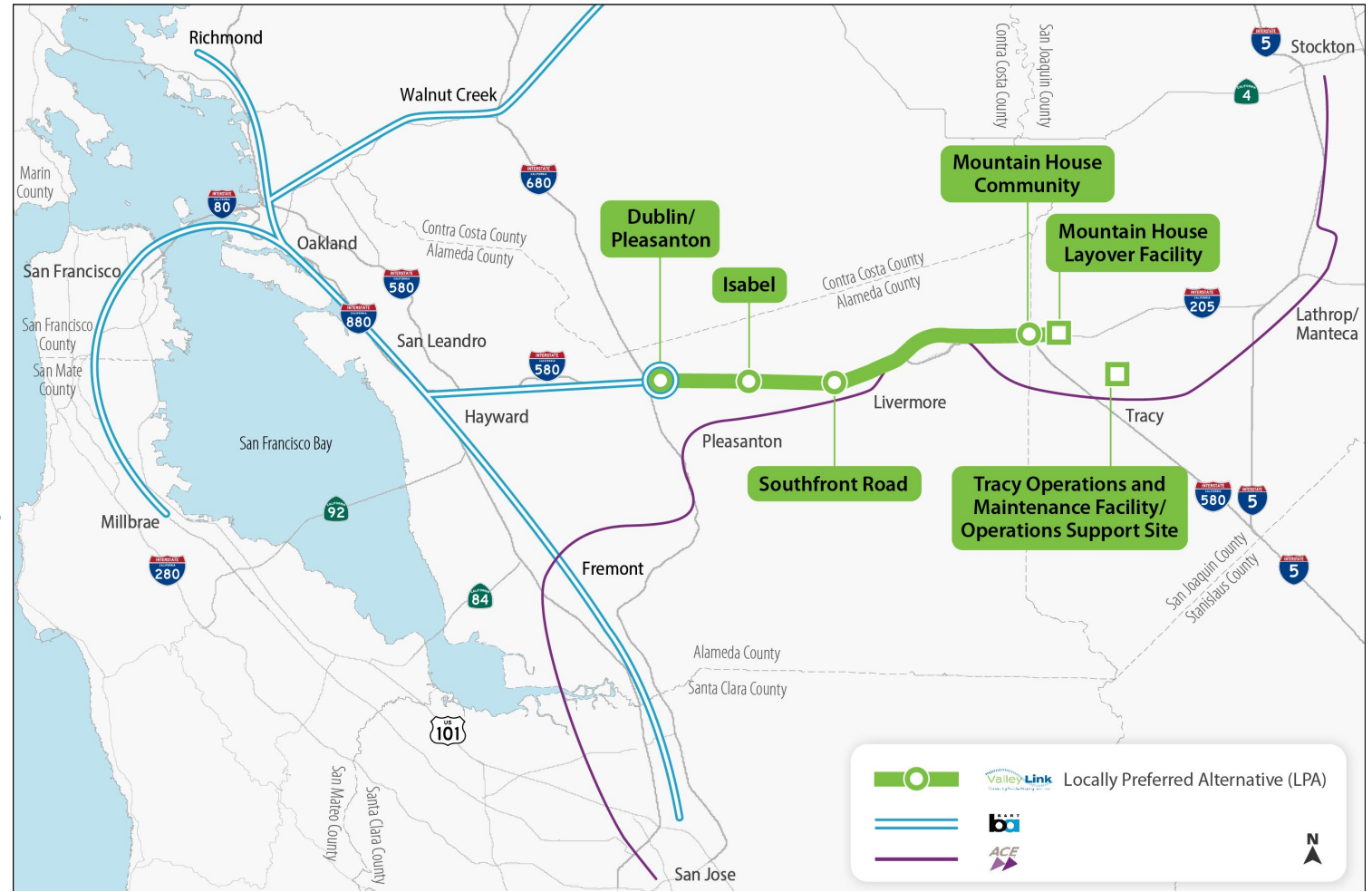
- ❖ Relocation of Dublin/Pleasanton Station platform to south side of Interstate 580
- ❖ Track realignment in Altamont Pass
- ❖ New Mountain House Community Station and addition of a Layover Facility

# Proposed Locally Preferred Alternative (LPA)



# Proposed Locally Preferred Alternative (LPA)

- ❖ 22-mile alignment ending at Mountain House Community Station
- ❖ 4 new stations
- ❖ Layover and operations and maintenance / support facility sites
- ❖ All-day service at frequent intervals in both directions
- ❖ Zero emission rail vehicles
- ❖ Alignment within a combination of existing I-580 freeway median, existing transportation corridor, and new right-of-way to be acquired for project

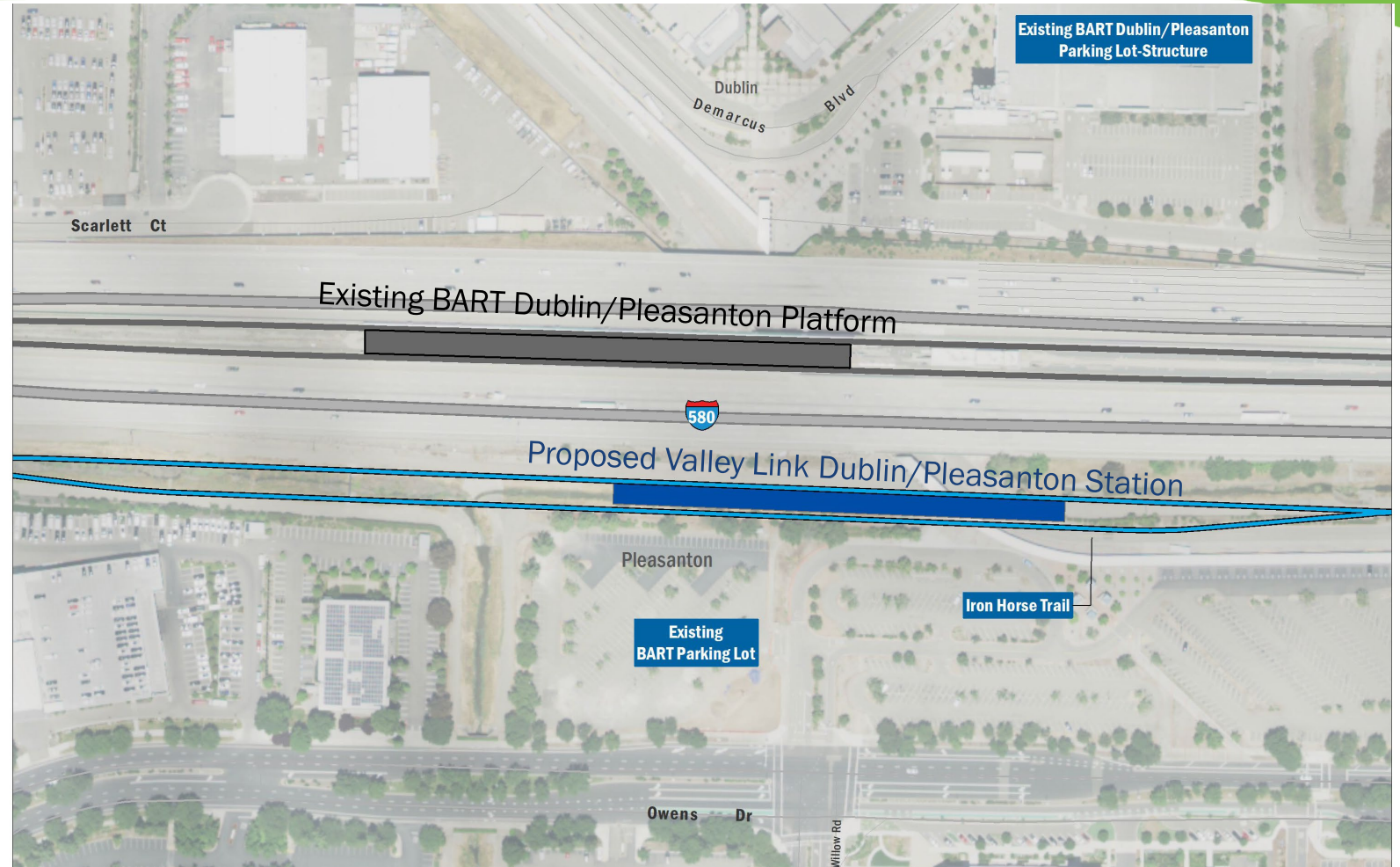


# Alignment in I-580 Median



# Valley Link Dublin/Pleasanton Station

- Located south of the eastbound I-580 freeway lanes in proximity to the Dublin/Pleasanton BART Station.
- A double-track aerial platform station designed to provide convenient intermodal passenger service.



— Existing BART tracks      — Proposed Rail Alignment  
■ Existing BART Platform      ■ Elevated Valley Link Platform

Sources: USGS (NAIP) Imagery, 2022; ESRI, 2022

Note: Station layout is preliminary and will be refined as design continues



# Isabel Station

- A double-track, at-grade Valley Link station platform in the median of I-580 just east of Isabel Avenue
- Surface parking lots providing parking spaces and bus bays located on site along East Airway Boulevard south of I-580.
- A pedestrian overcrossing from the parking lots over Arroyo Las Positas and eastbound I-580 to the median station platform, and an overcrossing of westbound I-580 (depending on available funding). Overcrossing access always open.



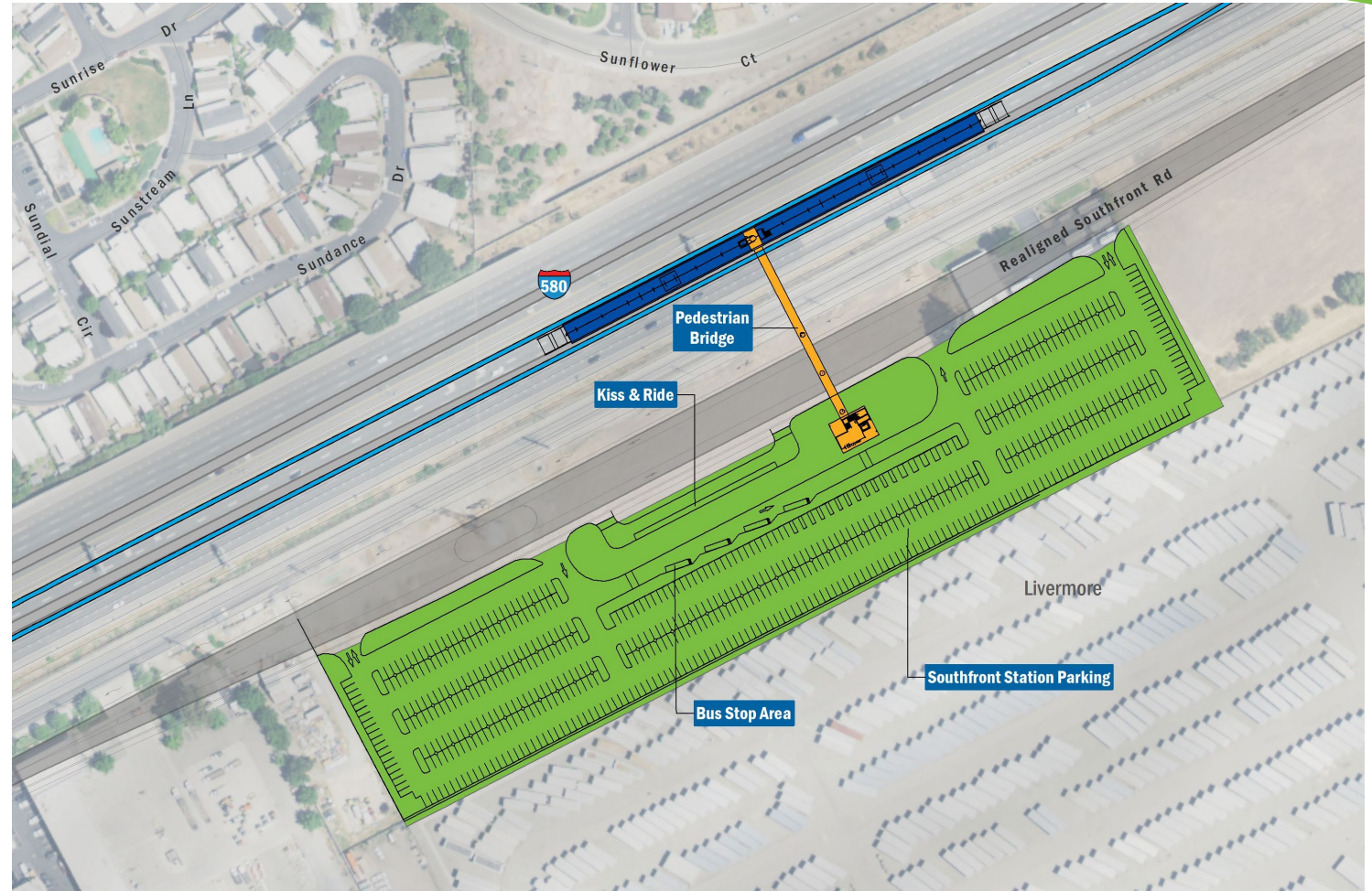
— Proposed Rail Alignment  
— At-Grade Valley Link Platform  
— Valley Link Parking  
— Pedestrian Overcrossing

Note: Station layout is preliminary and will be refined as design continues

Sources: USGS (NAIP) Imagery, 2022; ESRI 202.

# Southfront Road Station

- A double-track, at-grade Valley Link station platform in the median of a widened I-580 between First Street and Vasco Road interchanges
- A surface parking lot providing parking spaces and bus bays on a site along Southfront Road between McGraw Avenue and Franklin Lane in Livermore
- A pedestrian overcrossing from the parking lot over Southfront Road and eastbound I-580 to the median station platform and platform design that accommodates a potential pedestrian overcrossing to north



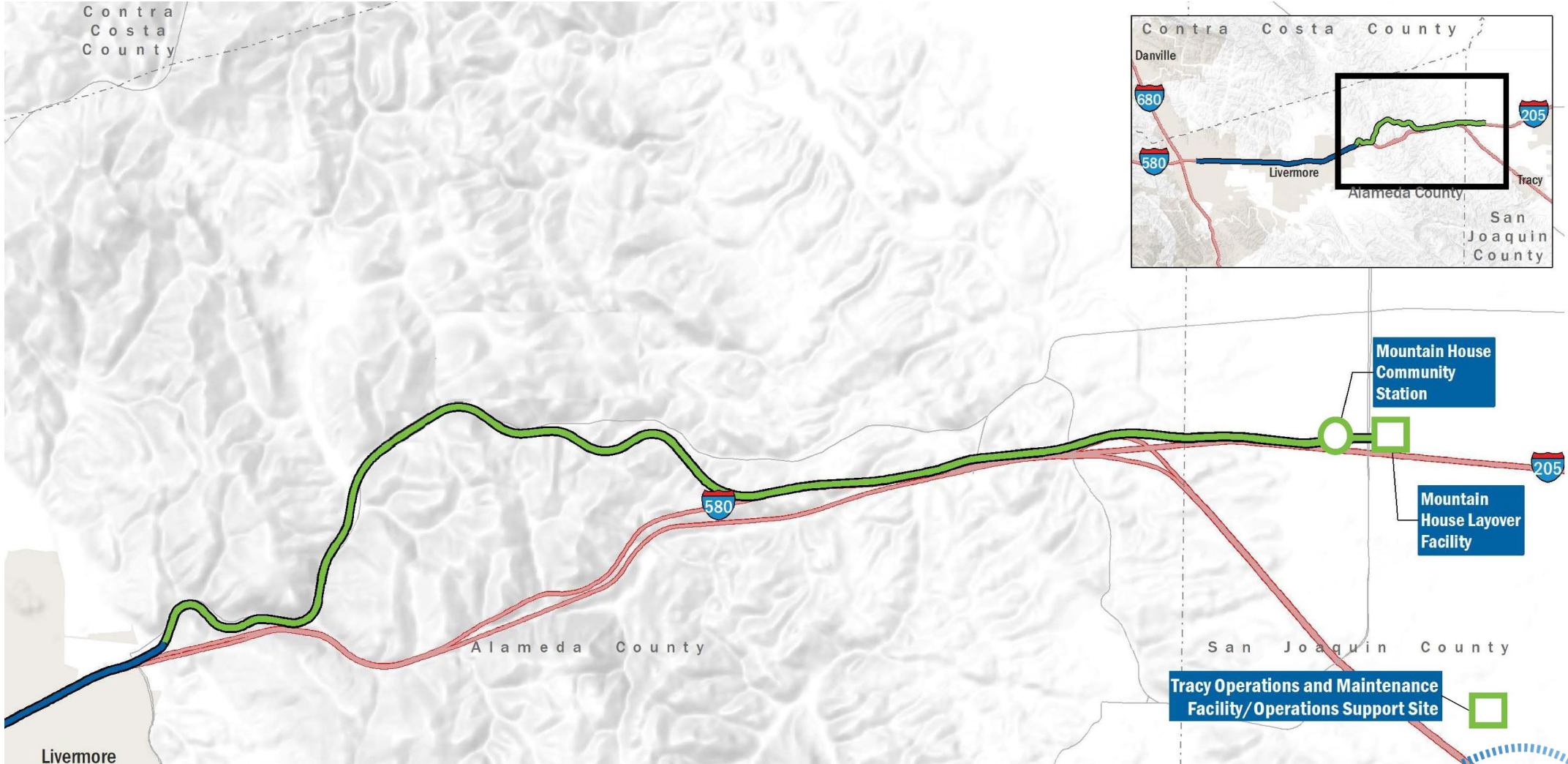
— Proposed Rail Alignment    ■ Valley Link Parking    ■ Realigned Southfront Road  
■ At-Grade Valley Link Platform    ■ Pedestrian Overcrossing

Note: Station layout is preliminary and will be refined as design continues

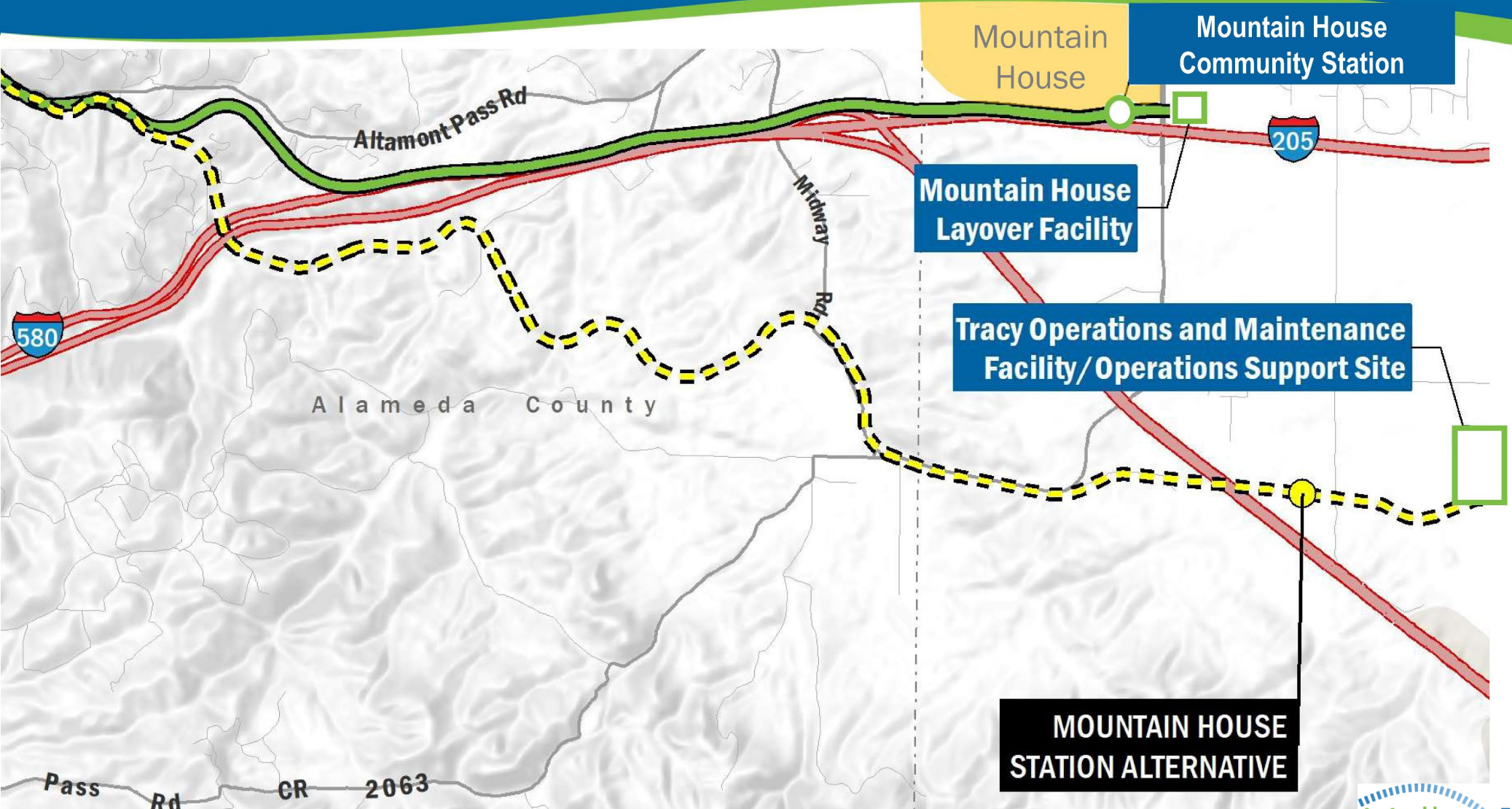
Sources: ESRI 2022, USGS (NAIP) Imagery, 2021



# Alignment – Altamont Pass to Mountain House



# Altamont Track Alignment Changes



# Mountain House Community Station

- Located west of Mountain House Parkway near the I-205/Mountain House Parkway interchange.
- At-grade, double-track Valley Link station platform
- Surface parking lot north of the tracks with parking spaces and bus bays



— Proposed Rail Alignment  
— At-Grade Valley Link Platform  
— Valley Link Parking  
— Drainage Basin

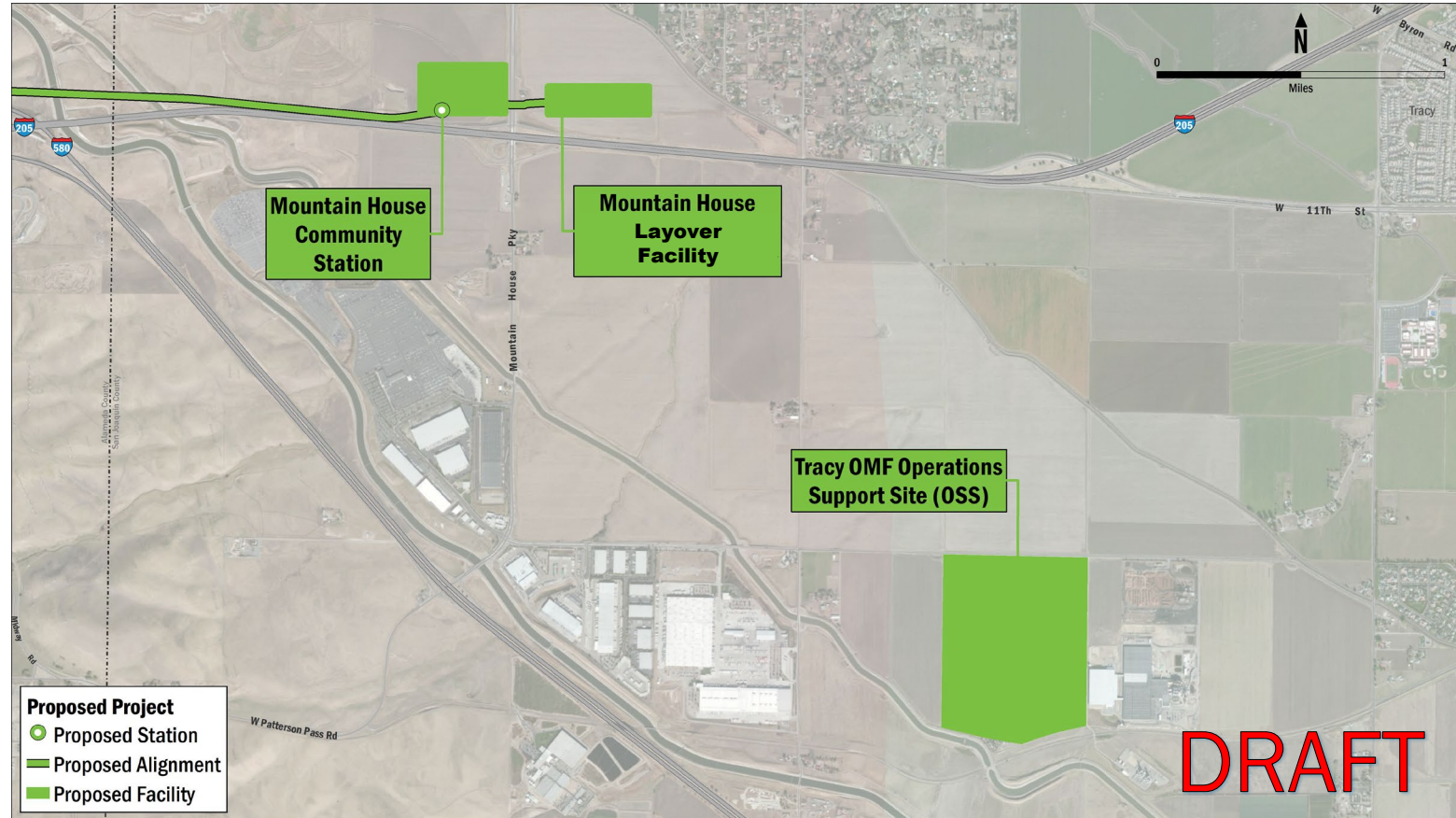
Sources: USGS (NAIP) Imagery, 2022; ESRI, 2022

Note: Station layout is preliminary and will be refined as design continues

# Layover and Operations & Maintenance Facility Sites

Two sites to support train storage, maintenance, and operations associated with the Proposed Project:

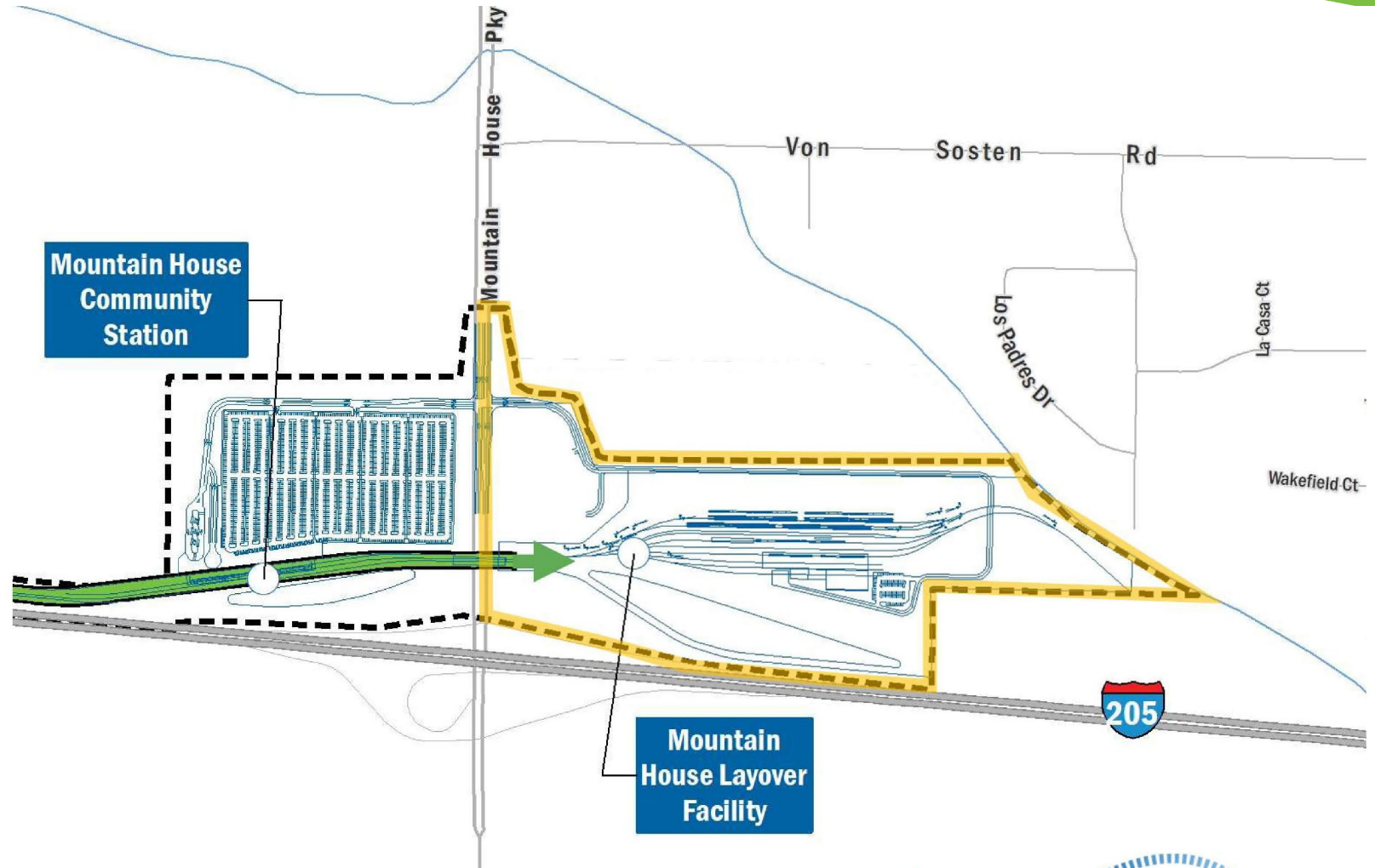
1. Mountain House Layover Facility - a site east of Mountain House Parkway and north of I-205.
2. Tracy OMF / Operations Support Site (OSS) - an approximately 200-acre property along West Schulte Road just west of Tracy. Includes onsite renewable energy farm with potential for hydrogen production.



# Mountain House Layover Facility

## Layover Facility

- Train layover
- Storage
- Administrative Offices
- Central Train Control Center
- Train Cleaning
- Light Maintenance



# NEPA / CEQA Next Steps

*“Goal: Project implementation that is fast, cost-effective and responsive to the goals and objectives of the communities it will serve.”*

- Consideration of proposed action to adopt staff recommended LPA
- Provide updates to Board of Directors periodically
- Continued coordination with public and partner agencies
- Complete Environmental Technical Reports for CEQA / NEPA
- Begin preparation of the Draft Environmental Documents for public review

# Consideration of Proposed Action

