



Valley Link

Draft Environmental Impact Report

Virtual Outreach Meetings

December 2020



Meeting Format

- Presentation, followed by a Questions and Answers session
- For the Questions and Answers session, use the “Q&A” button bottom of your screen (Note: questions will not be answered until the Q&A section near the end of the virtual meeting)



Phone only? Contact Emily Biro at 510-768-9066 to have a question typed in on your behalf.

Note: Questions asked during this webinar are not considered official Draft EIR comments.

Please e-mail or mail official Draft EIR comments.

Agenda

- Welcome, Meeting Goals, and Introductions
- Project Overview
- Environmental Review Process / Results
- Questions / How to Comment on the Draft EIR



Welcome, Meeting Goals, and Introductions

Board of Directors



Scott Haggerty (Chair)
Supervisor, County of Alameda



Veronica Vargas (Vice Chair)
Councilmember, City of Tracy



Boardmember Paul Akinjo
Councilmember, City of Lathrop



Boardmember Bob Elliott
Supervisor, County of San Joaquin



Boardmember Melissa Hernandez
Councilmember, City of Dublin



Boardmember Sol Jobrack
Councilmember, City of Stockton



Boardmember John Marchand
Mayor, City of Livermore



Boardmember John McPartland
Director, BART



Boardmember Benjamin J. Cantu
Mayor, City of Manteca



Boardmember Philip G. O'Loane
Vice Mayor, City of San Ramon



Boardmember Karen Stepper
Councilmember, Town of Danville



Boardmember Jerry Thorne
Vice Mayor, City of Pleasanton



Boardmember Bernice Tingle
Director, Mountain House CSD



Boardmember Bob Woerner
LAVTA Boardmember



Boardmember Leo Zuber
Comissioner, ACE

Presenters



Michael Tree
Executive Director
Tri-Valley – San Joaquin
Valley Regional Rail Authority



Diane Cowin
Project Manager
AECOM



Rich Walter
CEQA Co-Lead
ICF



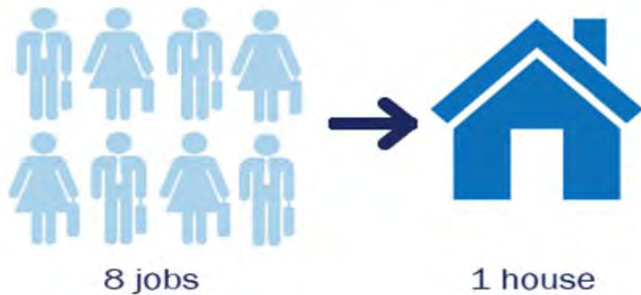
Project Overview

Valley Link Map



Project Need

THE BAY AREA GENERATES



BAY AREA UNSUSTAINABLE HOUSING COSTS



PEOPLE ON THE MOVE EVERYDAY



TRAFFIC WILL INCREASE

75%



Building on Previous Work

BART

- Livermore Extension EIR
 - 5.5 miles along I-580
 - New station near Isabel Ave/I-580 interchange
 - On May 24, 2018, the BART Board took an action to certify the environmental document but chose to not select a preferred alternative.

ACE

- *ACEforward* EIR, completed 2017
 - Identified longer-term improvements in the Tri-Valley that would ultimately support a train-to-train ACE and BART connection.
 - SJRRC rescinded the *ACEforward* NOP and the Draft EIR.

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.

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



Valley Link Benefits

- Serves communities and households in the Northern San Joaquin Valley with some of our state's highest poverty rates
- Promotes equity by maximizing benefits to disadvantaged communities
- Links the Northern California Megaregion's workforce to affordable housing
- Readily connects our state's future high-speed rail system to BART
- Provides direct and seamless service to major employment centers in all parts of the Bay Area
- Provides opportunities for compact transit-oriented development
- Will have a reduction of VMT and greenhouse gas emissions

Service Characteristics

Opening	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]

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)



Potential Initial Operating Segment (IOS)

Greenville

or

Mountain House



Project Alignment Variants

Project 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



Project Alternatives – Lesser Detail

Analyzed at lesser level of detail as Proposed Project in EIR

- Alternatives evaluated in Chapter 5 of the EIR
 - No Project Alternative
 - Bus Rapid Transit Alternative
 - Electric Multiple Unit / Overhead Catenary System



- Other alternatives also considered but withdrawn from further evaluation as discussed in Chapter 5 of the EIR



Environmental Review Process / Results

Key Project Milestones and Timeline



Your 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

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 Impact

- Energy
- Air Quality
- Greenhouse Gas Emissions
- 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

- **Agricultural Resources** (Permanent conversion of Important Farmland)
- **Air Quality** (Cumulative health risks during construction and operation in the Tri-Valley segment)
- **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, 9:00 am to 10:30 am
 - Wednesday, December 16, 2020, 11:30 am to 1:00 pm
 - Thursday, December 17, 2020, 5:00 pm to 6:30 pm



Questions + How to Comment on the Draft EIR

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Standing by for
additional questions