

**Item 6: Certification of
Final Environmental Impact
Report and Approval of the
Valley Link Project with
Findings Required by The
California Environmental
Quality Act**

CEQA Milestones and Timeline



Project Objectives



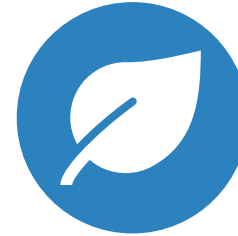
Improve connectivity within the Northern California Megaregion connecting housing, people, and jobs.



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.

Station and Alignment Alternatives Evaluated in Draft EIR

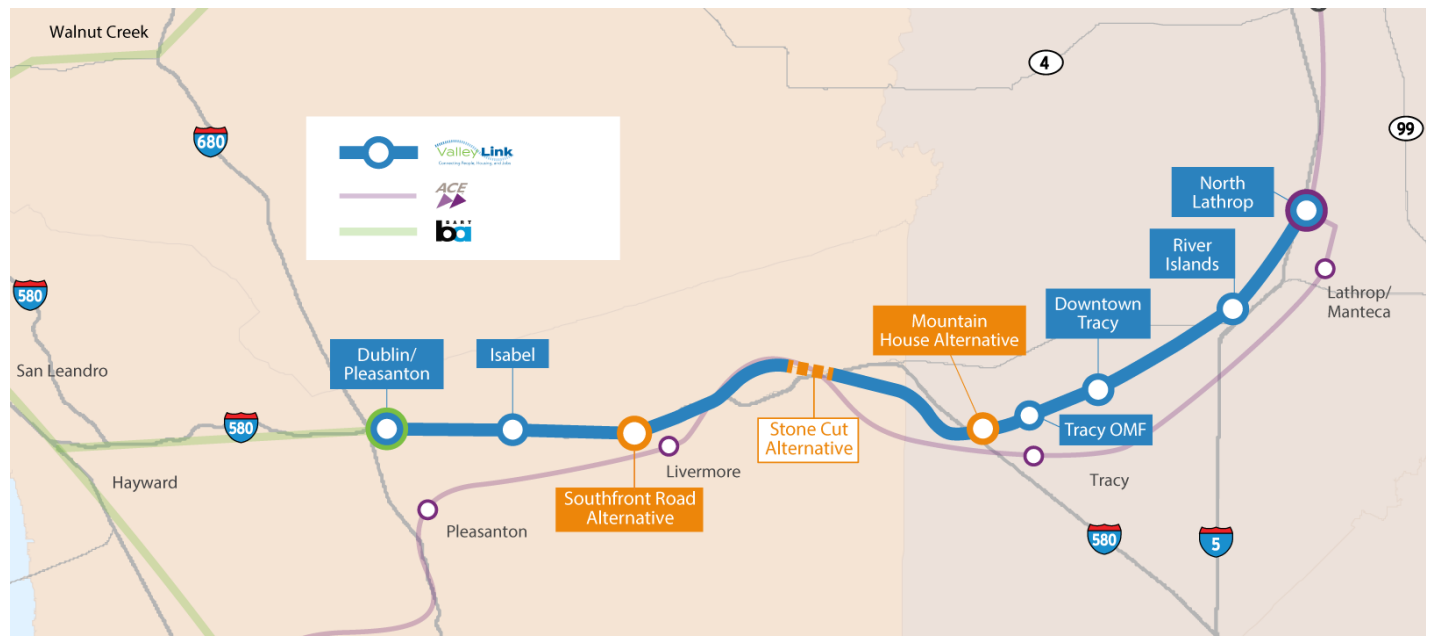


Staff Recommended Preferred Alternative

- 7 stations

- Dublin/Pleasanton (BART Intermodal)
- Isabel (Livermore)
- **Southfront Road Alternative (Livermore)**
- **Mountain House Alternative (San Joaquin County)**
- Downtown Tracy Station (Tracy)
- River Islands Station (Lathrop)
- North Lathrop Station (ACE Intermodal)

- Operations and Maintenance Facility (Tracy)
- **Stone Cut Alignment Alternative (Altamont Pass)**



Future Decisions

The below were cleared in the EIR, but decisions on which alternatives are implemented can be made later to allow maximum flexibility:

Vehicles

- Technologies are changing
- Allow for maximum flexibility for operations and agreements



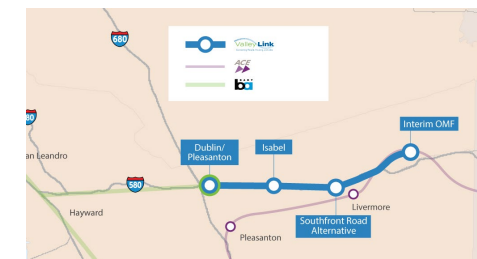
Initial Operating Segment

- Could implement if funding or construction requires

Mountain House IOS



Southfront Road IOS



Benefits of Preferred Alternative

- Selection of the Southfront Road and Mountain House Station Alternative -
 - Avoids the Significant and Unavoidable Impact for:
 - Special-Status Wildlife Species
 - Wildlife Movement
 - Unplanned Population Growth
 - Land Use Conflicts
 - Reduces Impacts to:
 - Important Farmland
 - Special-Status Plant Species



Significant Unavoidable Impacts

Resource	Impact	Mitigation	Impacts Reduced by
Agricultural	Permanent conversion of Important Farmland	Conservation easements; coordination with property owners and utilities; maintaining access; equipment crossings	Selection of Mountain House Alternative, Southfront Road Alternative, and Stone Cut Alternative
Air Quality	(1) Localized ambient air quality conditions in the San Joaquin Valley during construction and (2) Localized cumulative health risks immediately adjacent to I-580 during construction and operation in the Tri-Valley segment due to existing health risks.	Advanced emission controls; idling restrictions; dust controls; Voluntary Emissions Reduction Agreement	BEMU technology variant (for operations)
Noise	Construction and Operational noise near certain sensitive receptors	Noise control plan; phased program to reduce train noise	N/A

Air Quality – Significant and Unavoidable Impacts

Construction

- Localized cumulative health risk impact in the Tri-Valley immediately adjacent to I-580 due to ambient conditions exceeding cumulative thresholds after mitigation.
- Localized impact during construction close to close to construction sites in the San Joaquin Valley portions of the Project due to ambient air quality conditions after mitigation.

Operation

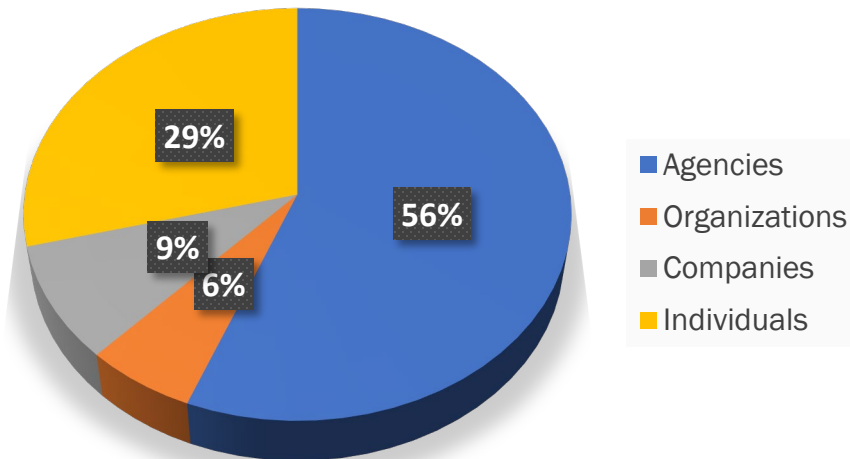
- The DMU, HBMU, or DLH technology variants would contribute to localized significant cumulative health risks to sensitive receptors at certain locations along the Tri-Valley segment immediately adjacent to I-580 due to existing risks exceeding the cumulative thresholds already.

Public Draft EIR - Comments

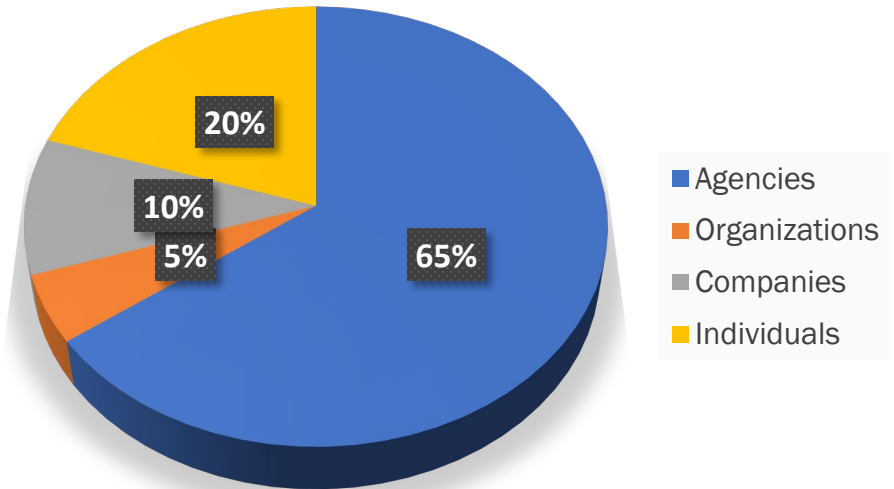
Public Draft EIR received letters and comments from:

- 26 Federal, State, Regional, and Local Agencies
- 2 Organizations
- 4 Private Companies
- 8 Individuals

Percent of Comments



Percent of Letters

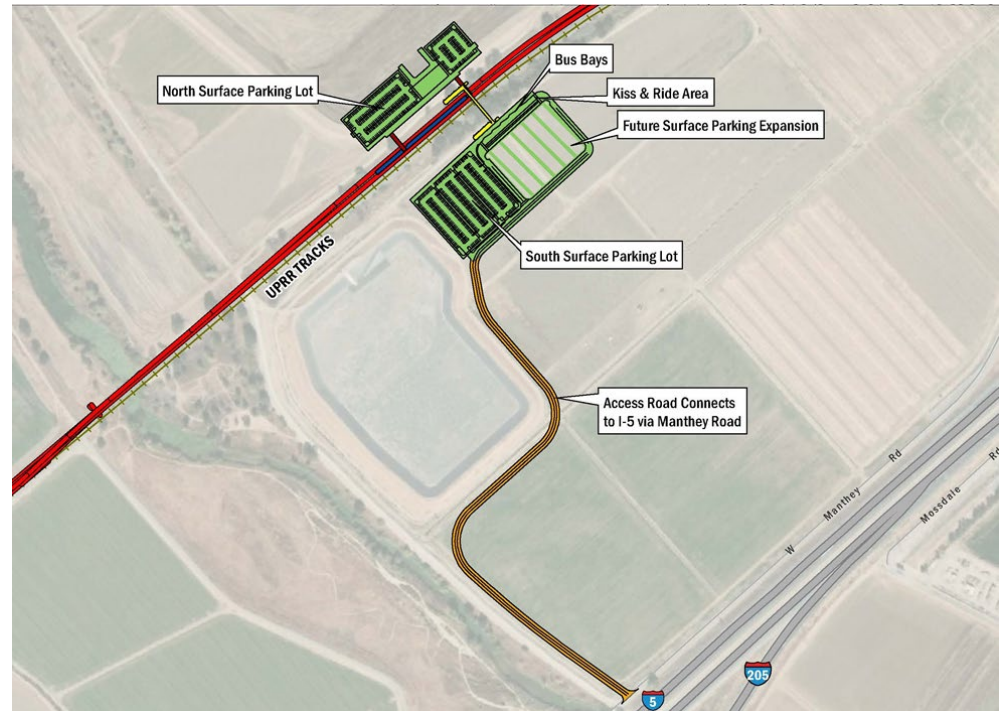


Summary of Comments

- Support for Project
- Advocacy for Other Projects
- Clarification of Alternatives
- Request for Additional Mitigation Measures
- Clarification of Mitigation Measures
- Impacts on Biological Resources
- Clarification of Ridership and VMT Analysis
- Impacts to Transit Providers
- Working with Agencies on Project Design and Implementation
- Right-of-Way Impacts
- Clarification of Construction Impacts

Key Revisions to the Project/Draft EIR

- Minor clarification of certain mitigation measures
- Text revisions and clarifications in response to comments
- Details added on potential Construction and Operational Impacts to BART
- Access Road to River Islands Station Realigned
- Revisions to parking for the Mountain House Station IOS/Mountain House Station Alternative IOS
- Revised air quality analysis requested by SJVAPCD
- Additional explanation of project and Bus/BRT ridership and VMT analysis



Recommended Action

- Adopt a Resolution of the Board of Directors of the Tri-Valley – San Joaquin Valley Regional Rail Authority **Certifying the Final Environmental Impact Report** for the Valley Link Project
- Adopt a Resolution of the Board of Directors of the Tri-Valley – San Joaquin Valley Regional Rail Authority **Adopting CEQA Findings of Fact, Statement of Overriding Considerations and Mitigation Monitoring and Reporting Plan and Approving the Valley Link Project**

Next Steps After Adoption

1

- Notice of Determination will be filed with the State Clearinghouse and the County Clerks

2

- Continue to work with Caltrans, UPRR, BART, and local jurisdictions
- Advance project design

3

- Additional Federal, state and local funding sources will be sought

4

- Initiate studies in support of compliance with the National Environmental Policy Act (NEPA)



Questions?



BACK UP SLIDES

Comments Received on Draft EIR

- **Federal Agencies**
 - US Department of Homeland Security
- **State Agencies**
 - California Department of Fish and Wildlife
 - Caltrans District 10 (Stockton)
 - Caltrans Division of Transportation Planning
 - California High Speed Rail Commission
 - California Public Utilities Commission
 - California Station Lands Commission
 - Delta Stewardship Council
- **Regional Agencies**
 - Bay Area Air Quality Management District
 - Central Valley Regional Water Quality Control Board
 - San Francisco Bay Area Rapid Transit District (BART)
 - San Joaquin Regional Transit District
 - San Joaquin Valley Air Pollution Control District

Comments Received on Draft EIR (Cont.)

- **Local Agencies**

- Alameda County Community Development Agency
- Alameda County Public Works Agency
- Alameda County Transportation Commission
- City of Dublin
- City of Livermore
- City of Pleasanton
- City of Tracy
- Mountain House Community Service District
- Reclamation District 17
- San Joaquin Council of Governments
- San Joaquin County
- Stanislaus County Environmental Review Committee
- Stanislaus County Public Works

Comments Received on Draft EIR (Cont.)

- **Organizations**
 - Bay Area Transportation Working Group
 - Transportation Solutions Defense and Education Fund (TRANSDEF)
- **Private Companies**
 - FarmWorld LLC
 - Musco Family Olive Company
 - River Islands Development
 - Union Pacific Railroad Company
- **Private Individuals**

Southfront Road Station - ROW

