

Appendix A  
**Scoping Report**

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# Valley Link Scoping Report

December 7, 2018



Tri-Valley & San Joaquin Valley  
**REGIONAL RAIL AUTHORITY**

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The Tri-Valley – San Joaquin Valley Regional Rail Authority (Authority), serving as the lead agency under the California Environmental Quality Act (CEQA) for the Valley Link project, issued a Notice of Preparation (NOP) of an Environmental Impact Report (EIR) for the project on September 13, 2018. The issuance of the NOP initiated the environmental scoping period for the project, which began on Thursday, September 13th and ended on Monday, October 15th, 2018. The NOP is included in Attachment A.



## Scoping Outreach

The release of the NOP was publicized in the Livermore Independent, Pleasanton Weekly, Tri-Valley Herald, Tracy Press, Manteca Bulletin, Stockton Record, and El Observador newspapers immediately following the release of the NOP. Newspaper postings included a summary of the project and the NOP, information on the two upcoming scoping meetings, and information on how to provide comments. Newspaper postings are included in Attachment B.

The NOP, scoping meetings, and instructions on how to provide comments were also posted to the project website at [www.valleylinkrail.com](http://www.valleylinkrail.com); sent out in an email blast to a list of 446 stakeholders; and mailed to 160 public agencies, nearby jurisdictions, tribes, local organizations, and other stakeholders. Included in the email and mailing contact list were cities and counties containing disadvantaged communities as defined by Senate Bill 535. Staff bilingual in Spanish and English were present at both scoping meetings, and the NOP was translated to Spanish and published in the El Observador newspaper.



## Scoping Meetings

Two public scoping meetings were held for the project on the evening of October 2nd, 2018 at the Robert Livermore Community Center and on the evening of October 3rd at the Tracy City Hall Lobby. The display boards and sign-in sheets from the scoping meetings are included as Attachment C. 14 people attended the scoping meeting in Livermore and 5 people attended the scoping meeting in Tracy. Topics of interest discussed by attendees included:

- General support for the project
- Potential to use the Shinn connection between ACE and BART
- Connecting ACE to Dumbarton Rail
- Duration and frequency of service
- Connecting ACE to BART via the Iron Horse Trail
- Serving downtown Livermore
- Predicted ridership
- Effect of the project on ACE improvements
- Isabel station's impact on the Livermore Airport
- Concerns regarding crime
- BART's capacity for Valley Link transfer passengers



## Scoping Comments

Between September 13th and October 15th, 2018, 61 written comments were received from public agencies, local organizations, and individuals.

The following is a summary of the key issues raised during the scoping period intended to summarize the major concerns raised in comment in regards to the scope and content of the EIR. Copies of all written comments received at the scoping meetings, by USPS mail, and by email are provided in Attachment D.



See Attachment D for all comments



## Summary of Key Issues Raised

### General Comments

#### Project Features

- General support for the project
- General support for project goals
- Consider park and ride facilities to be included in the project
- Ensure the alignment within the median of I-580 is compatible with the transportation concepts planned for the corridor and meets Caltrans design standards
- Include a rail connection to the current ACE alignment

#### Specific Locations

- Consider underutilized property to the south and east of the FedEx facility at 225 N. Greenville Road in Livermore for station facilities
- Concerns regarding single track connection to the Dublin/Pleasanton BART Station
- Include use of the Iron Horse Trail rail spur to connect the track currently used by ACE rail to the Dublin/Pleasanton BART Station as an alternative
- Consider a future expansion to downtown Livermore
- Expand BART's Park and Ride at Isabel

#### South Front Street Station

- » Support for a South Front Street Station
- » Update references to the "South Front Street" Station to "Southfront Road" Station



### Grant Line Road Station

- » Support for a Grant Line Road Station
- » Fast-track the Grant Line multimodal station
- » Make the Grant Line Road Station a multimodal station connected to ACE rail service
- » Include the Grant Line Road Station as part of Phase 1

### Project Alternatives

- Include an alternative with bus technology together with express lanes or bus lanes
- Include an examination of project design options and policy actions in the alternatives analysis
- Evaluate whether the project is consistent with Assembly Bill (AB) 758 with regard to cost-effectiveness
- Add electric multiple units as the fourth alternative under the project technology alternatives
- Include Ultra Light Rapid Transit (CyberTran) as a project technology alternative
- Include a bus alternative

### Operations

- Ensure hours of service accommodate early morning and late night commuting peak hours
- Ensure Valley Link rail service meets every BART Blue Line train at the Dublin/Pleasanton BART Station
- BART should make trains meeting Valley Link 10-car trains, create a route from the Dublin/Pleasanton BART Station to downtown Oakland and Richmond, and increase Blue Line train frequency
- Run a free shuttle bus from the Isabel Park and Ride to the Dublin/Pleasanton BART Station until Valley Link operations begin
- Address how the service will connect to High Speed Rail
- Identify the optimal connection from the Central Valley High Speed Rail to the Bay Area
- Identify which transportation scenario offers the connection with the highest frequency service and shortest wait time
- Describe the possibility of direct service and slower service with frequent stops

### Construction

- Describe how construction would be phased

## Environmental Analysis



### General

- Identify the Delta Plan in the Draft EIR's description of the regulatory setting for each applicable resource section
- Review the Delta Plan's Mitigation and Monitoring Report Program (MMRP) to determine if feasible mitigation measure apply
- Determine if the project is a covered action under the Delta Plan, and, if so, submit a certification of consistency with the Delta Plan to the Delta Stewardship Council prior to project implementation
- Identify where the project would encroach on state right-of-way and obtain an encroachment permit for any work that encroaches onto the state right-of way
- Present the project as a series of distinct but related sequential activities in phases
- Include a precise and thorough project description
- Include station designs and public pedestrian bridges in the EIR analysis
- Include a detailed ridership analysis that evaluates the difference between direct platform connection between BART and ACE as compared to less direct connections
- Include a detailed evaluation of parking at each station and how the variation in parking availability alters ridership
- Include a detailed analysis of the station location alternatives and how those locations will impact the ridership forecasts
- Include an analysis of headways to understand how the increase in train frequency impacts ridership and freeway operation
- Evaluate potential spur routes to the Lawrence Livermore National Laboratory, Brentwood, and Manteca at a programmatic level

### Aesthetics

- Perform a Visual Impact Assessment to identify appropriate mitigation for staging areas likely to impact interchanges and surrounding areas
- Identify whether the project will require right-of-way to widen I-580
- Identify whether the project will require additional right-of-way that widens I-580, which would require additional planting by Caltrans
- Identify whether reclaimed water will be provided within the area to inform the type of landscape Caltrans would adopt

- Identify how pedestrians and bicycles would be accommodated at each transit stop and freeway interchange in order to identify the type of landscape or hardscape that occurs near interchanges
- Analyze visual impacts of proposed aerial structures
- Consider the City of Livermore's Scenic Corridor Policy
- Analyze potential impacts of emissions or overhead electrical wires on scenic vistas

### Agricultural Resources

- Analyze impacts to agricultural land

### Air Quality

- Identify and quantify project-related criteria pollutant emissions and include a discussion of existing and post-project emissions
- Determine the likelihood that the project would result in nuisance odors
- Evaluate the project for potential health impacts to nearby receptors resulting from operational and multi-year construction Toxic Air Contaminant emissions by conducting a screening analysis that includes all sources of emissions
- Perform a refined Health Risk Assessment if the project results in a prioritization score of 10 or greater using the San Joaquin Valley Air Pollution Control District's prioritization calculator
- Perform an Ambient Air Quality analysis to determine if emissions increases from the project will cause or contribute to a violation of the ambient air quality standards
- Include a discussion of air quality modeling methodology, the components and phases of the Project and associated emission projections, project design elements and mitigation measures, and whether the project would result in a cumulatively considerable net increase of any criteria pollutant or precursor for which the San Joaquin Valley Air Basin is in non-attainment
- Evaluate whether the project is subject to San Joaquin Air Pollution Control District rules and regulations
- Analyze effects of episodic poor air quality in Eastern Alameda County and San Joaquin Valley during specific weather conditions

### Biological Resources

- Acknowledge Delta Plan Policy ER P3 in the Biological Resources section of the Draft EIR
- Conduct queries of the California Department of Fish and Wildlife's Special Status Species Database to identify special status species that may occur in the project area
- Include a discussion of consultation and/or coordination with California Department of Fish and Wildlife, US Fish and Wildlife Service, and National Marine Fisheries service as applicable

## Cultural Resources

- Consult with California Native American tribes that are traditionally and culturally affiliated with the project area to avoid inadvertent discoveries of Native American human remains
- Perform an archaeological records search with the California Historical Research Information System
- Perform a Sacred Lands File search
- Include provisions for identification and evaluation of inadvertently discovered archaeological resources, disposition of recovered cultural items that are not burial associated, and treatment and disposition of inadvertently discovered Native American human remains
- Evaluate potential impacts to submerged cultural resources in the project area, and recognize that the title for submerged resources is vested in the state and under the California State Lands Commission

## Energy

- Include a discussion of how the proposed project will reduce energy consumption during construction and operation

## Greenhouse Gases

- Include a greenhouse gas (GHG) emissions analysis consistent with the California Global Warming Solutions Act (Assembly Bill 32), including a threshold for significance for GHG emissions

## Hydrologic Resources

- Evaluate whether a permit is required for construction with the Central Valley Flood Protection Board
- Ensure the Title 23 California Code of Regulations is followed for construction, maintenance, and protection of adopted plans of flood control
- Evaluate potential impacts to surface and groundwater quality
- Ensure all wastewater discharges are in compliance with the Antidegradation Policy and the Antidegradation Implementation Policy contained in the Water Quality Control Plan for the Sacramento and San Joaquin River Basins
- Evaluate whether a Construction Storm Water General Permit would be required for any project construction that would disturb one or more acres of soil, or would disturb less than one acre but be part of a larger common plan of development that in total disturbs one or more acres
- Evaluate whether the project would impact stormwater runoff and would require a Phase I and Phase II Municipal Separate Storm Sewer System Permit to reduce pollutant and runoff flows using best management practices
- Ensure storm water discharges associated with industrial sites are in compliance with regulations contained in Industrial Storm Water General Permit Order No. 2014-0057-DWQ, and evaluate whether a Storm Water General Permit is required

- Evaluate whether the project would involve the discharge of dredged or fill material in navigable waters or wetlands and would require a Clear Water Act Section 404 Permit from the US Army Corps of Engineers (USACOE)
- Evaluate whether the project would require a USACOE permit or any other federal permit and therefore must obtain a Water Quality Certification pursuant to the Clean Water Act Section 401
- Evaluate whether the project requires a Waste Discharge Requirement Permit from the Central Valley Water Board
- Determine if the proposed project includes construction or groundwater dewatering to be discharged to land and requires a Dewatering Permit
- Evaluate whether the project will include property to be used for commercial irrigated agriculture and will need to obtain regulatory coverage under the Irrigated Lands Regulatory Program
- Evaluate if the project would include construction dewatering or if it would be necessary to discharge the groundwater to waters of the United States, and if a Low or Limited Threat General National Pollutant Discharge Elimination System (NPDES) Permit would be required
- Evaluate whether the project would discharge waste that could affect the quality of surface waters of the State, other than into a community sewer system, and would require an NPDES Permit and a Report of Waste Discharge submitted with the Central Valley Water Board
- Evaluate if the project would include any construction activities within the State Water Project right-of-way and obtain an encroachment permit or agreement issued by the Department of Water Resources
- Include an analysis of impacts from effects of climate change on riverine processes and proposed bridge crossings
- Include an analysis of impacts to local water quality in instances of potential derailment

## Land Use

- Describe impacts to BART-owned parcels, especially in regard to potential stations at Isabel Avenue and Greenville Road
- Obtain a lease and formal authorization for the use of sovereign land from the California State Lands Commission for any part of the project encroaching over state-owned lands
- Analyze transit-oriented development and transit ridership around stations in Livermore
- Utilize land use projections from the City of Livermore General Plan as opposed to Plan Bay Area land use projections
- Avoid right-of-way takes from business and homes to the extent feasible
- Address how the project will impact local communities
- Address potential impacts to airport operations by consulting with the Airport Land Use Commission

## Noise and Vibration

- Evaluate noise and vibration impacts on fish and birds from construction activities in the water, on levees, and for land-side supporting structures

## Population and Housing

- Include a thorough analysis of potential impacts associated with regional and inter-regional growth inducement
- Analyze the impacts to induced demand for affordable housing in San Joaquin, Stanislaus, and Merced counties beyond the amount of already planned housing growth
- Analyze growth inducement impacts using a threshold of whether the project impedes the State's greenhouse gas targets mandated by SB 32

## Public Services

- Describe how the project will contribute a fair share to local and regional costs associated with public services
- Evaluate how the project will affect risks associated with wildfire

## Safety and Security

- Assess how the project will induce terrorist activity
- Assess the ability of the rail line to provide adequate speeds for passenger service before beginning environmental review

## Transportation and Traffic

- Analyze how construction would affect access to the Dublin/Pleasanton BART station for pedestrians, bicyclists, and transit users
- Describe any reductions or other changes to BART tail tracks due to the project
- Identify impacts to BART operations, vehicle capacity, and station capacity due to the project
- Consider the City of Livermore's Airport Protection Area in the analysis
- Evaluate transportation impacts using level of service for City of Pleasanton intersections
- Analyze parking impacts at current or proposed stations
- Analyze cumulative impacts associated with San Joaquin County's Grant Line Road Corridor Improvements project near the community of Banta
- Analyze potential additional travel demand on Regional Congestion Management Program facilities within a 1-2 mile radius of proposed improvements

## Utilities

- Ensure modifications to existing or proposed rail crossings follow rules and regulations and design criteria set forth by the California Public Utilities Commission
- Ensure the project complies with federal regulations regarding track safety standards, railroad workplace safety, grade crossing signal systems, and standards related to signal and train control systems devices

## Plans and Policies Referenced

- The Delta Plan and the Delta Plan Mitigation and Monitoring Reporting Program
  - » Delta Plan Policy ER P3
- City of Livermore' Scenic Corridor Policy
- Title 23 California Code of Regulations
- Water Quality Control Plan for the Sacramento and San Joaquin River Basins
- City of Livermore General Plan
- California Assembly Bill 32
- California Senate Bill 32
- California Assembly Bill 758

## Informational Databases Referenced

- San Joaquin Valley Air Pollution Control District's prioritization calculator
- California Department of Fish and Wildlife's Special Status Species Database
- California Historical Research Information System
- California Native American Heritage Commission Sacred Lands File records search

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## Attachment A – Notice of Preparation

**NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT**  
**Valley Link Rail Project**

**SCOPING PERIOD: SEPTEMBER 13, 2018 – OCTOBER 15, 2018**

**DATE:** September 13, 2018  
**TO:** Agencies, Organizations, and Interested Parties  
**FROM:** Tri-Valley – San Joaquin Valley Regional Rail Authority  
**SUBJECT:** Notice of Preparation of an Environmental Impact Report (EIR)

**NOTICE IS HEREBY GIVEN** that the Tri-Valley – San Joaquin Valley Regional Rail Authority (Authority) intends to prepare an Environmental Impact Report (EIR), consistent with requirements under the California Environmental Quality Act (CEQA). The purpose of the EIR is to evaluate the environmental issues associated with the proposed improvements included in the Valley Link Rail Project. The Authority will serve as the lead agency under CEQA for the EIR.

The purpose of this Notice of Preparation (NOP) is to notify agencies, organizations, and individuals that the Authority plans to prepare the EIR and to request input on the scope of the environmental analysis to be performed and the alternatives to be considered. From public agencies, we are inviting comments on the scope and context of the environmental information that is germane to each agency's statutory responsibilities with regard to the proposed project. We are also requesting interested individuals' or organizations' views on the scope of the environmental document.

### **A. Scoping Period**

Written responses and comments on the scope of the Valley Link Rail Project will be accepted until 5:00 PM on Monday, October 15, 2018. Please send written comments to:

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

Your comments may also be sent by email to [info@valleylinkrail.com](mailto:info@valleylinkrail.com). Please include "Valley Link Project" in the subject heading.

Public scoping meetings are scheduled at the time and date listed below.

### **B. Scoping Meetings**

Public scoping meetings will be held for the project at the following locations:

Tuesday, October 2<sup>nd</sup> from 6:00-8:00 p.m. Open House  
Robert Livermore Community Center - 4444 East Livermore Avenue, Livermore, CA

Wednesday, October 3<sup>rd</sup> from 6:00-8:00 p.m. Open House  
Tracy City Hall Lobby - 333 Civic Center Plaza, Tracy, CA

The scoping meetings will provide an opportunity for the lead agency to provide further details on the project and to give interested agencies, organizations, and individuals an opportunity to comment on the scope and content of the EIR.

### **C. Project History**

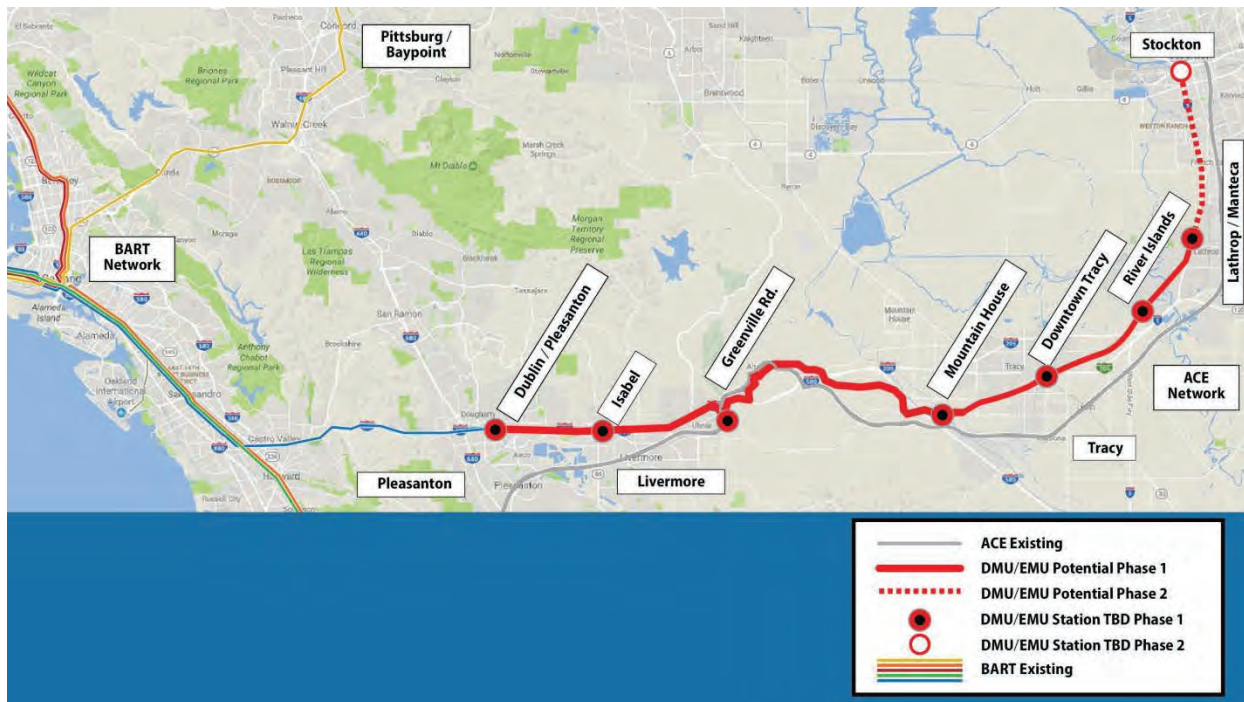
In the Bay Area and surrounding Northern California megaregion, the greatest daily commute flow is between the Northern San Joaquin Valley and the Bay Area, with an average of more than 82,000 daily trips recorded in 2016. This number is projected to continue to increase as the Bay Area produces six jobs for every one new housing unit; cities in the Northern San Joaquin Valley such as Manteca, Livermore, Tracy, and Stockton continue to grow; and traffic over the already-congested Altamont Pass increases by a projected 60 percent between 2013 and 2040.

To address this issue, the Tri-Valley – San Joaquin Valley Regional Rail Authority was formed through California State Assembly Bill 758 in October of 2017. With a governing board made up of representatives from fifteen cities, counties, and agencies in the region, the Authority was empowered by the State Legislature to plan, design, procure, and construct facilities to achieve “transit connectivity” between the Tri Valley and San Joaquin Valley through the Valley Link project.

### **D. Project Location**

As shown in the Project Location Map, the project spans Alameda and San Joaquin Counties. Project improvements would provide rail service from the existing Dublin/Pleasanton BART Station to the approved ACE North Lathrop Station. The alignment would be located within the I-580 freeway median through Dublin, Pleasanton, and Livermore; follow the Alameda County Transportation Corridor (formerly the Southern Pacific line) over the Altamont Hills; and then follow along existing rail lines through Tracy to Lathrop and Stockton.

## Project Location Map



## E. Project Goals

The goals of the project as adopted by the Authority on July 25, 2018 are below:

- Rail connectivity between the Bay Area Rapid Transit District's rapid transit system and the Altamont Corridor Express commuter service in the Tri-Valley.
- Project implementation that is fast, cost-effective and responsive to the goals and objectives of the communities it will serve.
- Improved connectivity within the Bay Area Megaregion: connection people, jobs and housing.
- Supports the vision of the California State Rail Plan to connect the Northern California Megaregion to the State rail system.

The project contains both Phase I and Phase II improvements. The Phase I improvements will be analyzed at a project level of detail based on preliminary engineering and Phase II improvements are analyzed at a programmatic, more conceptual level of detail because only conceptual engineering has been completed at this time.<sup>1</sup>

<sup>1</sup> CEQA permits the use of a tiered process for environmental review. The first tier is a program-level analysis of an entire program of improvements which comprehensively reviews the environmental impacts of a program as a whole at a broad conceptual level of analysis including cumulative impacts. The second tier is a project-level analysis conducted for specific improvements that are sufficiently designed to allow for a detailed analysis and the identification and disclosure of project-level environmental impacts. Improvements that are analyzed at a program level of review would subsequently be reviewed at the project level before they can be approved at a project level and constructed.

### **Overview of Phase I Improvements**

Phase I improvements that are part of the project consist of the following:

- Construction of a new connecting platform at the existing Dublin/Pleasanton BART Station
- New platforms, parking, pedestrian facilities, and other improvements at new stations at Isabel, Greenville Road, Mountain House\West Tracy, Downtown Tracy, River Islands, and North Lathrop
- Rail infrastructure
  - New rail alignment within the I-580 freeway median through Dublin, Pleasanton, and Livermore;
  - Restoration of rail in Alameda County Transportation Corridor (formerly the Southern Pacific line) over the Altamont Hills;
  - Upgrades of existing track and/or new rail alignments in or along existing rail ROW from west of Tracy to Lathrop.

### **Overview of Phase II Improvements**

Phase II improvements that are part of the project consist of the following:

- New platforms, parking, pedestrian facilities, and other improvements at new infill stations at South Front Street, Grant Line Road and Ellis
- Rail infrastructure
  - Upgrades of existing track and/or new rail alignments in or along existing rail ROW from Lathrop to Stockton.

## **F. Potential Environmental Effects**

The lead agency has initially determined that the following topics will be included for evaluation in the EIR: Aesthetics, Agricultural Resources, Air Quality, Biological Resources, Cultural Resources, Energy, Geology and Soils, Greenhouse Gas Emissions, Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Noise and Vibration, Population and Housing, Public Services, Recreation, Safety and Security, Transportation and Traffic, and Utilities and Service Systems. The EIR will consider both temporary construction-period and permanent impacts. The EIR will also include a cumulative impact analysis of the impacts of the project in combination with other planned railway projects, transportation improvements, and land use plans and projects in the various cities along the project corridor.

The Authority is seeking comments from agencies, stakeholders, and the public regarding the environmental effects and potential alternatives to be analyzed in the EIR.

## **G. Alternatives**

As required by CEQA, the EIR will consider a reasonable range of alternatives in addition to the proposed project. At a minimum, the following alternatives will be considered in the EIR:

1. No build

2. Build – Project level
  - a. Technology alternatives
    - 1) Diesel Multiple Unit (DMU)
    - 2) Diesel/Electric Hybrid Multiple Unit
    - 3) Locomotive Haul for Union Pacific Railroad (UPRR)
  - b. Station alternatives
    - 1) Greenville Station – North or south of I-580
    - 2) West Tracy/Mountain House – West of I-580 or East of I-580
  - c. Alignment alternatives
    - 1) UPRR right-of-way (ROW) from West Tracy to Lathrop
    - 2) Alignment alternative to UPRR ROW from West Tracy to Lathrop
3. Build – Program level
  - a. Infill Station Alternatives
    - 1) South Front
    - 2) Ellis Historical
    - 3) Grant Line Road
  - b. Alignment alternatives
    - 1) UPRR right-of-way (ROW) from Lathrop to Stockton
    - 2) Alignment alternative to UPRR ROW from Lathrop to Stockton

The Authority is seeking comments from agencies, stakeholders, and the public regarding feasible alternatives for evaluation in the EIR. After consideration of input from project scoping and development of environmental analysis of the proposed project, the Authority will consider the need for analysis of additional alternatives. Only alternatives that are feasible, meet the project purpose and need, and reduce one or more significant environmental impacts of the proposed project will be analyzed in detail. Alternatives that are infeasible, that do not meet the project purpose and need, or that do not reduce one or more significant environmental impacts of the proposed project will be discussed in the EIR but will not be analyzed in detail as allowed by the requirements of CEQA.




## Attachment B – Newspaper Postings

## Index of Newspaper Postings

<b>Newspaper</b>	<b>Distribution Area</b>
Livermore Independent	Dublin, Livermore, Pleasanton, and Sunol
Pleasanton Weekly	Pleasanton
Tri-Valley Herald	Livermore
Tracy Press	Tracy, Mountain House, and surrounding areas
Manteca Bulletin	Manteca, Lathrop, Ripon
Stockton Record	San Joaquin County and Calaveras County
El Observador	Greater San Francisco Bay Area and online





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**We are seeking a Delivery Driver Associate to join our Trade Supplies Team in Hayward, California. Opportunity for growth at a rapidly expanding company.**

**Responsibilities and Duties**

- Full time 40 Hour (Early morning to Afternoon Shift – 8+ hours a day).
- Must be able to work overtime daily until job is completed.
- Must be able to stand for periods at a time.
- Must hold a driver's license in good standing (Class C).
- Knowledge of how to drive a 26 Ft. Truck safely.
- Must know how to operate an electric jack and liftgate.
- Must be able to lift up to 100 lbs. pounds, move 50 lbs. repetitively.
- Ability to work with tight deadlines and meet new and changing demands.
- Ability to identify the vision and produce goals with realistic plans to achieve them.
- Excellent communication and interpersonal skills necessary to provide customer service.
- Experience in a food handling
- Knowledge of commercial truck safety (chucking tires at S/R docks, braking while driving heavy loads, etc)
- Available to work during weekends and holiday

\* Competitive pay  
\* Medical, Dental, and Vision Healthcare  
\* 401k option  
\* Paid Holidays, Vacation and Sick

Education/Experience:  
High school or G.E.D preferred; must be a minimum of 21 years of age and possess and maintain a safe driving record and 1-2 years related experience and/or training; or equivalent combination of education and experience.

**TEL: 325.581.3250**     **FAX: 325.585.4762**  
**800.464.4504**

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WE USE RECYCLED PRODUCTS WHEREVER POSSIBLE

Atlantis Glass Inc looking for workers to install shower doors & mirrors. Requires to understand and speak English. Also, helper needed.  
Call between 9:30-4:30  
Monday-Friday for an appointment  
408-441-1447

Atlantis Glass Inc busca trabajadores para instalar puertas y espejos para duchas. Se requiere entender y hablar inglés. Tambien se necesita ayudante.  
Llame de lunes a viernes entre las 9:30-4:30 para una cita 408-441-1447

**FICTITIOUS BUSINESS NAME STATEMENT NO. 646405**

The following person(s) is (are) doing business as: **PROFESSIONAL POLICE PRODUCTS, 1177 Branham Lane #109, San Jose CA, 95118, Santa Clara County.** This business is owned by a: Married Couple. The name and residence address of the registrant(s) is (are): Jeff B Graves, Lynn T Vo, 1177 Branham Lane

#109, San Jose CA, 95118. The registrant began transacting business under the fictitious business name(s) listed above on: N/A. This filing is a first filing. "I declare that all information in this statement is true and correct." (A registrant who declares as true information which he or she knows to be false is guilty of a crime.) /s/ Jeff B. Graves This statement was filed with the Co. Clerk

**BUSCAMOS TÉCNICOS DE LIMPIEZA PARA ESCAPES DE COCINA COMERCIAL**

Se necesitan de tiempo completo y medio tiempo.

Español e Inglés OK – se entrenará – preferimos un buen historial de conducir. Los horarios varían de sábado a jueves. Turnos de día y de noche disponibles. Seguro médico y vacaciones para empleados de tiempo completo. Apliqué en persona de lunes a jueves de 9:00 a.m. a 1:00 p.m en 775B Mabury Road, San José o llámame a la oficina al (408) 993-0816 y deje un mensaje a Hipólito o Marcos.

South San Jose Room for share with full bath and a living space, separate entrance, include water, electric, and internet, look for one person, one car \$950 monthly  
Call 408-256-8300

Recorder of Santa Clara County on 9/13/2018.  
Regina Alcomendras,  
County Clerk Recorder  
By: /s/ Nina Khamphilath, Deputy  
File No. FBN 646405

CA, 95134. The registrant began transacting business under the fictitious business name(s) listed above on: N/A. This filing is a first filing. "I declare that all information in this statement is true and correct." (A registrant who declares as true information which he or she knows to be false is guilty of a crime.) /s/ Helber Rengifo This statement was filed with the Co. Clerk Recorder of Santa Clara County on 9/14/2018.  
Regina Alcomendras,  
County Clerk Recorder  
By: /s/ Sandy Chanthasy, Deputy  
File No. FBN 646445

**September 21, 28; October 5, 12, 2018**

**FICTITIOUS BUSINESS NAME STATEMENT NO. 646445**

The following person(s) is (are) doing business as: **CAR DETAIL USA, 368 Los Encinos Ct, San Jose CA, 95134, Santa Clara County.** This business is owned by an: Individual. The name and residence address of the registrant(s) is (are): Helber Rengifo, 368 Los Encinos Ct, San Jose

CA, 95134. The registrant began transacting business under the fictitious business name(s) listed above on: N/A. This filing is a first filing. "I declare that all information in this statement is true and correct." (A registrant who declares as true information which he or she knows to be false is guilty of a crime.) /s/ Helber Rengifo This statement was filed with the Co. Clerk Recorder of Santa Clara County on 9/14/2018.  
Regina Alcomendras,  
County Clerk Recorder  
By: /s/ Sandy Chanthasy, Deputy  
File No. FBN 646445

**September 21, 28; October 5, 12, 2018**

**Aviso de Preparación para un Reporte de Impacto Ambiental y Reunión del Alcance sobre el proyectó Valley Link.**

**Que:** El Tri-Valley Regional Rail Authority (Autoridad) propone preparar un Reporte de Impacto Ambiental (EIR) en conformidad con los requisitos de la Ley de Calidad Ambiental de California (CEQA). El propósito del EIR es evaluar problemas ambientales asociados con los mejoramientos propuestos por el proyecto Valley Link. La Autoridad servirá como la agencia principal bajo CEQA para el EIR.

El propósito de este Aviso de Preparación es notificar agencias, organizaciones, y individuos que la Autoridad tiene la intención de preparar el EIR y pedir opiniones sobre el alcance del análisis ambiental que se realizara. De agencias públicas, aceptaremos comentarios sobre el alcance y el contexto de información ambiental que pertenece a las responsabilidades estatuarias de cada agencia con respecto al proyecto propuesto. También estamos pidiendo a individuos o organizaciones interesados que opinen sobre el alcance del documento ambiental y los alternativos.

Los mejoramientos del proyecto serán analizados al nivel de detalle de ingeniería preliminar. Los mejoramientos de programación serán analizados al nivel programático. El nivel de detalle del proyecto es conceptual porque solo ingeniería conceptual se ha completado. Mejoramientos del proyecto proveerá servicio ferroviario desde la existente estación Dublin/Pleasanton hasta la planeada estación ACE North Lathrop. La alineación será dentro de I-580 en Dublin, Pleasanton, y Livermore luego sigue el corredor de transportación del condado de Alameda sobre los cerros de Altamont donde pasara por Tracy a Lathrop sobre o lado de las existente vías del ferrocarril. Mejoramientos del proyecto incluye la construcción de una nueva plataforma de conexión en la existente estación de BART Dublin/Pleasanton además de instalaciones de peatones y estacionamientos. Otras estaciones planeadas como Isabel, Greenville, Mountain House/West Tracy, Downtown Tracy, River Islands, y North Lathrop incluye mejorar las existentes vías de ferrocarril además de instalaciones de peatón y estacionamiento. Mejoramientos de programación incluye proveer nuevas plataformas, estacionamientos, instalaciones de peatón, y otros mejoramientos en las nuevas estaciones de relleno en las calles South Front, Grant Line, y Ellis.

La completa NOP provea una descripción más detallada del proyecto puede ser vista en línea en [www.valleylinkrail.com](http://www.valleylinkrail.com).

**Potenciales efectos ambientales:** La agencia principal ha determinado inicialmente que los siguientes temas serán incluidos para evaluación en el EIR: Estéticas, Recursos Agrícolas, Calidad de Aire, Recursos Biológicos, Recursos Culturales, Energía, Geología y Tierra, Gases de Efecto Invernadero, Materiales Peligrosos, Hidrología y Calidad de Agua, Uso de Terreno y Planificación, Ruido y Vibración, Población y Alojamiento, Servicios Públicos, Recreación, Seguridad, Transportación y Tráfico, Utilidades y Sistemas de Servicio. El EIR considerara impactos permanentes e impactos temporarios debidos al tiempo de construcción. El EIR también incluyera un análisis de impacto cumulativo de los impactos del proyecto en combinación con otros proyectos de ferrocarril planeados, mejoramientos de transportación, planes de uso terreno y proyectos en varias ciudades a largo del corredor del proyecto. Según por el requisito de CEQA, el EIR considerara alternativas razonables además del proyecto propuesto.

La Autoridad pide comentarios de agencias, accionistas, y el público sobre los efectos ambientales y alternativas potenciales que serán analizados el en EIR.

Reuniones del Alcance: La Autoridad llevara a cabo reuniones públicas sobre el alcance para ofrecer una oportunidad a la agencia principal de explicar el proyecto y darle a agencia interesadas, organizaciones, e individuos una oportunidad adicional de comentar sobre el alcance y el contenido del EIR. Reuniones públicas sobre el alcance se llevaran a cabo en las siguientes fechas:

Martes: 2 de Octubre del 2018 de las 6:00-8:00p.m. Casa Abierta  
Robert Livermore Community Center - 4444 East Livermore Avenue, Livermore, CA  
Miércoles: 3 de Octubre del 2018 de las 6:00-8:00p.m. Casa Abierta  
Tracy City Hall Lobby – 333 Civic Center Plaza, Tracy, CA

Comentarios del Alcance: respuestas y comentarios escritos sobre el alcance del análisis ambiental del proyecto Valley Link serán aceptadas de Jueves 13 de Septiembre del 2018 hasta el 15 de Octubre del 2018 a las 5:00 p.m. Favor de mandar comentarios escritos a:

Correo Electrónico: [info@valleylinkrail.com](mailto:info@valleylinkrail.com)  
Correo Postal: Tri-Valley – San Joaquin Valley Regional Rail Authority  
Attn: Valley Link Project  
1362 Rutan Ct #100  
Livermore, Ca 94551

**ORDER TO SHOW CAUSE FOR CHANGE OF NAME NO. 18CV334754**

Superior Court of California, County of Santa Clara-In the matter of the application of: Noehemi Teodora Rodriguez Mercado. Petitioner(s) Noehemi Teodora Rodriguez Mercado has filed a petition for Change of Name with the clerk of this court for a decree changing names as follows: a. Noehemi Teodora Rodriguez Mercado to Noehemi Ruvalcaba Rodriguez. THE COURT ORDERS that all persons interested in this matter appear before this court at the hearing indicated below to show cause, if any, why the petition for change of name should not be granted on 1/22/2019 at 8:45 am, Probate Dept., located at 191 N. First Street, San Jose, CA 95113. A copy of the Order to Show cause shall be published at least once a week for four successive weeks prior to the date set for hearing on the petition in El Observador, a newspaper of general circulation, printed in the county of Santa Clara. September 19, 2018  
Rise Jones Pichon  
Judge of the Superior Court

September 21, 28; October 5, 12, 2018

**ORDER TO SHOW CAUSE FOR CHANGE OF NAME NO. 18CV334522**

Superior Court of Cali-

# SPORT NOTES



Amador Valley High School defeated Granada in girls varsity volleyball, Thursdays (9-13) away conference match by a score of 3-0.

Pictured Sophia Moore #3 Amador, Hannah Callahan, #12 Granada and Rachel Malmrose #9 Amador



It was a battle of defenses last Wednesday when the Freshman football teams of Granada High School and Kennedy High School played. The score ended in a tie at 6-6. Granada's defense worked hard to keep points off the scoreboard with 2 interceptions from Colin Pearce and Garrett Riddough, while Caleb Salinas led the Granada Matador defense with strong tackles. Eric Hall rushed for the only Matador touchdown.



West Coast U16 Girls Score Big in Opener - West Coast Kaos 03 girls kicked off their NPL 1 season with a huge 5-3 win over the Thorns Academy. Forwards Alivia Ganz and Daisy Samuelson each found the net and forward, Madison Del Prado, claimed her first hat trick of the season. Pictured is Defender, Alyssa Williams making a move past the Thorn's Midfield.



Fusion's 2010 Girls Select played Pleasanton Rage to a 3-3 draw. Fusion dominated possession in the first half, with striker Bailey R. applying continual pressure on passes from Claire N. and Danika M. Fusion could not break through, however, and faced a 0-2 deficit after surrendering two turnover goals. Fusion evened the score on breakaway goals from Layla T. and Sarah M. After moving to goalie, Layla T. made several acrobatic saves before Rage connected to take a 3-2 lead. Fusion's Alexis T. quickly answered with an equalizer and the match ended 3-3.



Congratulations to the Livermore Mavericks Fastpitch 14A Travel team for finishing as the Gold Bracket Champions of the USSSA 14U "Bee Sting" tournament in Hayward, Ca. What a way to begin their Fall Season finishing with a perfect 5-0 record over the weekend, with a hard fought 4 -3 comeback victory in the Championship game.

Players are: Emily Aleman, Jasmine Chao, Lauren Deplitch, Sydney Gutierrez, Skylar Jester, Kate Hankins, Makayla Munoz, Kathryn Piscotty, Ava Silversmith, Delanie Stevens and Hannah Temple

### News from the Elite Taekwondo Academy

Allison DeGuzman representing CPPM-Team and Elite Taekwondo Academy of Livermore capped off the summer with poomsae gold, silver and bronze in team, pairs, and individual, respectively at the 2018 California TKD Games in San Jose. In July, Allison advanced to US National Team trials during the US National Championships held in Utah where she and her team finished in 3rd place and 14th individually (out of 120). At the beginning of summer, Allison took 3rd individually and 2nd in teams at the California State Championship.

# Anniversary

(continued from page one)

the sheriff agreed to end his no-interview policy, and soon, I returned to the jail to conduct the first press interview at Santa Rita.

Through my months-long investigation of Santa Rita, I received the undying support of publisher Joan Kinney, who paid my legal fees and promised that my wife and children would continue to receive my paycheck if I was convicted and went to jail. She encouraged me to stay in the fight against the sheriff and find out what was going on at the jail. (One scheme I uncovered involved county-

owned cattle, grazing in the hills above the jail, that were meant to supplement the diet of the inmates but were being sold and trucked out at night by some guards who were lining their own pockets.)

Another time, I well remember Joan and associate publisher David Lowell passing by my desk and complimenting me on a front-page article over which one of the biggest car dealers in town had cancelled his full-page ad. I no longer recall the subject of the story, only that it upset the car dealer. Yet, there were Joan and David, who between them were responsible for the financial well-being of the paper, encouraging me to "keep up the good work" without nary a word about the dire consequences to the paper's bottom line.

When it was time for me to move on in 1973 to other reporting and writing horizons, I took with me everything I had learned and practiced at the Independent. Getting the facts right, interviewing all kinds of people about all kinds of things, distilling every story to its very essence so the readers will care, and doing it all on a deadline. These

*Bruce Henderson is the author of more than 20 books, including a #1 New York Times bestseller. He can be found on the web at www.BruceHendersonBooks.com.*

## Notice of Preparation of an Environmental Impact Report and Scoping Meeting for the Valley Link Project

**WHAT:** The Tri-Valley – San Joaquin Valley Regional Rail Authority (Authority) intends to prepare an Environmental Impact Report (EIR) consistent with requirements of the California Environmental Quality Act (CEQA). The purpose of the EIR is to evaluate the environmental issues associated with the proposed improvements included in the Valley Link Project (Project).

The Authority will serve as the lead agency under CEQA for the EIR. The purpose of this Notice of Preparation (NOP) is to notify agencies, organizations, and individuals that the Authority plans to prepare the EIR and to request input on the scope of the environmental analysis to be performed. From public agencies, we are inviting comments on the scope and context of the environmental information that is germane to each agency's statutory responsibilities with regard to the proposed project. We are also requesting interested individuals' or organizations' views on the scope of the environmental document and alternatives.

The Project improvements will be analyzed at a project level of detail based on preliminary engineering and the Program improvements will be analyzed at a programmatic, conceptual level of detail because only conceptual engineering has been completed at this time. Project improvements would provide rail service from the existing Dublin/Pleasanton BART Station to the planned ACE North Lathrop Station. The alignment would be within I-580 in Dublin, Pleasanton, and Livermore, then follow the Alameda County Transportation Corridor (former Southern Pacific line) over the Altamont Hills, then along or adjacent to existing rail lines through Tracy to Lathrop. Improvements would include construction of a new connecting platform at the existing Dublin/

Pleasanton BART Station; new platforms, parking, pedestrian facilities, and other improvements at new stations at Isabel, Greenville Road, Mountain House/West Tracy, Downtown Tracy, River Islands, and North Lathrop; and upgrades to existing track. Program improvements would provide new platforms, parking, pedestrian facilities, and other improvements at new infill stations at South Front Street, Grant Line Road and Ellis.

The full NOP provides a more detailed description of the project and can be viewed online at [www.valleylinkrail.com](http://www.valleylinkrail.com).

**POTENTIAL ENVIRONMENTAL EFFECTS:** The lead agency has initially determined that the following topics will be included for evaluation in the EIR: Aesthetics, Agricultural Resources, Air Quality, Biological Resources, Cultural Resources, Energy, Geology and Soils, Greenhouse Gas Emissions, Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Noise and Vibration, Population and Housing, Public Services, Recreation, Safety and Security, Transportation and Traffic, and Utilities and Service Systems. The EIR will consider both temporary construction-period and permanent impacts. The EIR will also include a cumulative impact analysis of the impacts of the project in combination with other planned railway projects, transportation improvements, and land use plans and projects in the various cities along the project corridor. As required by CEQA, the EIR will consider a reasonable range of alternatives in addition to the proposed project.

The Authority is seeking comments from agencies, stakeholders, and the public regarding the environmental effects and potential alternatives to be analyzed in the EIR.

**SCOPING MEETINGS:** The Authority will hold public scoping meetings to provide an opportunity for the lead agency to explain the project and to give interested agencies, organizations, and individuals an additional opportunity to comment on the scope and content of the EIR. Public scoping meetings will be held on the following:

**Tuesday October 2nd**  
from 6:00-8:00 p.m. Open House  
Robert Livermore  
Community Center  
4444 East Livermore Avenue  
Livermore, CA

**Wednesday, October 3rd**  
from 6:00-8:00 p.m. Open House  
Tracy City Hall Lobby  
333 Civic Center Plaza  
Tracy, CA

**SCOPING COMMENTS:** Written responses and comments on the scope of the environmental review of the Valley Link Project will be accepted from Thursday, September 13, 2018 until 5:00 PM on Monday, October 15, 2018. Please send written comments to:

**Email:**  
[info@valleylinkrail.com](mailto:info@valleylinkrail.com)

**Mail:**  
Tri-Valley – San Joaquin Valley  
Regional Rail Authority  
**Attn:** Valley Link Project  
1362 Rutan Ct #100  
Livermore, CA 94551

**#Detecting FAKE NEWS** **The Challenge Bigger Than Fake News**

**BANKHEAD THEATER ▶ Thursday, October 4, 2018 @ 7:30 pm**



**Joel Breakstone**  
Stanford University  
Director, History Education Group

"Fake" or "real," Internet posts resist neat labels. With dark clouds of Russian meddling hanging over mid-term elections, finding who is behind materials and deciding their trust-worthiness is critical. Dr. Breakstone explains his teaching curriculum for even digitally fluent students to diagnose the validity of any material.

**THE RAE DOROUGH SPEAKER SERIES**  
2018-19 SEASON  
BANKHEAD THEATER

RaeDoroughSpeakerSeries.org  
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Seating by Section – A: \$40 | B: \$36 | C: \$32 | Students: \$16

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Legal Notices 9310

Lin-Sale Notice 17127, 1 And B Body And...
DOCS 2004 Will sell at public sale on...
THE RECORD #112768

FICTITIOUS BUSINESS NAME STATEMENT...
DOCS 2018-08843
The following person(s) is/are doing business...

Legal Notices 9310
NOTICE OF INTENTION OF FORECLOSURE PROCEEDINGS...
YUAN QIAN NANCY ZHENG

ALL INTERESTED PARTIES
Notice is hereby given that a petition for the...
SUPERIOR COURT OF SAN JOAQUIN COUNTY

Address of the Court: Superior Court, San Joaquin County...
180 E. Weber Avenue, Room 200

Name, Mailing Address and Telephone Number...
TORI WEBER SALAZAR

Legal Notices 9310
APRIL 09/030-26-18 NO. CA60000308-18...
THE SALE (The above statement is made...)

Legal Notices 9310
NOTICE OF PUBLIC HEARING STOCKHOLDERS...
TO APPROVE ENGINEER'S REPORT AND ALTAZORES LEVY...
ASSESSMENT DISTRICT NO. 96-2 - CALAVARES ESTERES IV - ZONE D - 2018

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NOTICE INVITING BIDS
The City of Stockton currently will receive sealed bids...

STATEMENT OF ABANDONMENT OF USE OF FICTITIOUS BUSINESS NAME...
DOCS 2018-091982
The person(s) listed below have abandoned...

Legal Notices 9310
TGS No. 170031773 TS. No. 17-AT33300...
The following person(s) is/are doing business...

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Case No. STK-PR-EST-2018-919
To all heirs, beneficiaries, creditors...

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2020397

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY  
ATTN: ACCOUNTS PAYABLE  
1362 RUTAN CT., #100  
LIVERMORE, CA 94551

**PROOF OF PUBLICATION**  
**FILE NO. Valley Link Project**

In the matter of

**Tri-Valley Herald**

I am a citizen of the United States. I am over the age of eighteen years and I am not a party to or interested in the above entitled matter. I am the Legal Advertising Clerk of the printer and publisher of the Tri-Valley Herald, a newspaper published in the English language in the City of Livermore, County of Alameda, State of California.

I declare that the Tri-Valley Herald is a newspaper of general circulation as defined by the laws of the State of California as determined by court decree dated September 16, 1947, Case Number 205370 and modified November 19, 1973, Case Number 240625. Said decree states that the Tri-Valley Herald is adjudged to be a newspaper of general circulation for the City of Livermore, County of Alameda and State of California. Said order has not been revoked.

I declare that the notice, of which the annexed is a printed copy, has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to wit:

**09/21/2018**

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated: September 24, 2018

  
Public Notice Advertising Clerk

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Mail: Tri-Valley - San Joaquin Valley Regional Rail Authority  
Attn: Valley Link Project  
1362 Rutan Ct #100  
Livermore, CA 94551  
TVH# 6224306 Sept. 21, 2018

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## Attachment C – Scoping Meeting Display Board Exhibits

# **WELCOME**

## **to the Scoping Meeting for the Valley Link Project!**



**Please sign in and visit the project display stations at your leisure. Project staff are available to discuss the project and answer questions.**

**If you would like to provide a scoping comment, you may submit one at the scoping comment station or provide a comment by email or mail.**

**Email: [info@valleylinkrail.com](mailto:info@valleylinkrail.com)**

**Mail: Tri-Valley - San Joaquin Valley Regional Rail Authority  
Attn: Valley Link Rail Project  
1362 Rutan Court Suite 100  
Livermore CA 94551**

**Thank you for coming!**

# Scoping Comment Station

## Alternatives Raised in Scoping

After consideration of input from project scoping and development of environmental analysis of the proposed project, the Authority will consider the need for analysis of additional alternatives. Only alternatives that are feasible, meet the project purpose and need, and reduce one or more significant environmental impacts of the proposed project will be analyzed in detail.

## How to Provide Comments

Written comments can be submitted by filling out a scoping comment form here at the meeting.

Comments can also be submitted via email and mail.

Email: [info@valleylinkrail.com](mailto:info@valleylinkrail.com)

Mail: Tri-Valley - San Joaquin Valley Regional Rail Authority  
Attn: Valley Link Rail Project  
1362 Rutan Court Suite 100  
Livermore CA 94551

**Written responses and comments on the scope of the Valley Link Rail Project will be accepted until 5:00 PM on Monday, October 15, 2018.**

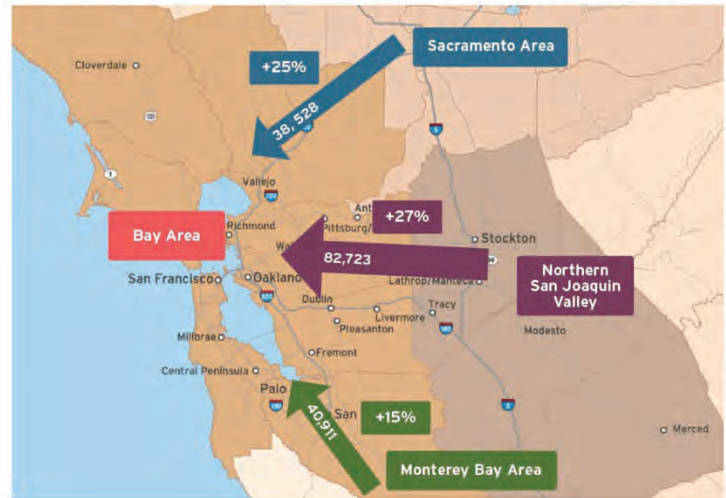


# Valley Link Project Background

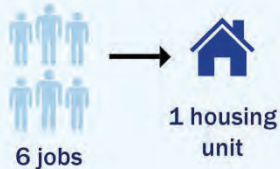
## Need for a Megaregional Connection

The Bay Area's growth has spread from the Tri-Valley into the San Joaquin Valley. Manteca, Livermore, San Ramon, Stockton, Tracy and Dublin are in the top 20 fastest growing cities in the Northern California Megaregion. It's no wonder that the I-580 corridor is one of the most congested corridors in the State, with regional and interregional commuter, freight and recreational traffic. And it's only going to get worse: a 60% increase in traffic is projected between 2013 and 2040.

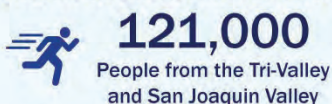
### Daily Commute: % Change 2013-2016



#### THE BAY AREA GENERATES



#### PEOPLE ON THE MOVE EVERYDAY



#### BAY AREA UNSUSTAINABLE HOUSING COSTS



3 houses North San Joaquin Valley

#### TRAFFIC WILL INCREASE 60%



## Project Goals

- Rail connectivity between the Bay Area Rapid Transit District's rapid transit system and the Altamont Corridor Express commuter service in the Tri-Valley.
- Project implementation that is fast, cost-effective and responsive to the goals and objectives of the communities it will serve.
- Improves connectivity within the Bay Area Megaregion: connecting people, jobs and housing.
- Supports the vision of the California State Rail Plan to connect the Northern California Megaregion to the State rail system.

# Valley Link Project Background

## AB 758 Creates Regional Rail Authority

The California Legislature created the Tri-Valley San Joaquin Valley Regional Rail Authority when it passed Assembly Bill 758, signed by Governor Brown on October 13, 2017. The Authority will plan, develop and deliver cost-effective transit connectivity in the Tri-Valley between the Bay Area Rapid Transit District (BART) and the Altamont Corridor Express (ACE) commuter rail service (and ultimately with the San Joaquins Service and California High Speed Rail).



The 2018 California State Rail Plan specifically prioritizes a direct rail connections between ACE and BART.

### Governing Board

The Authority Board of Directors is made up of 15 member agencies throughout the area:

- Bay Area Rapid Transit District
- City of Danville
- City of Dublin
- City of Lathrop
- City of Livermore
- City of Manteca
- City of Pleasanton
- City of San Ramon
- City of Stockton
- City of Tracy
- County of Alameda
- County of San Joaquin
- Livermore Amador Valley Transit Authority
- Mountain House Community Services District
- San Joaquin Regional Rail Commission

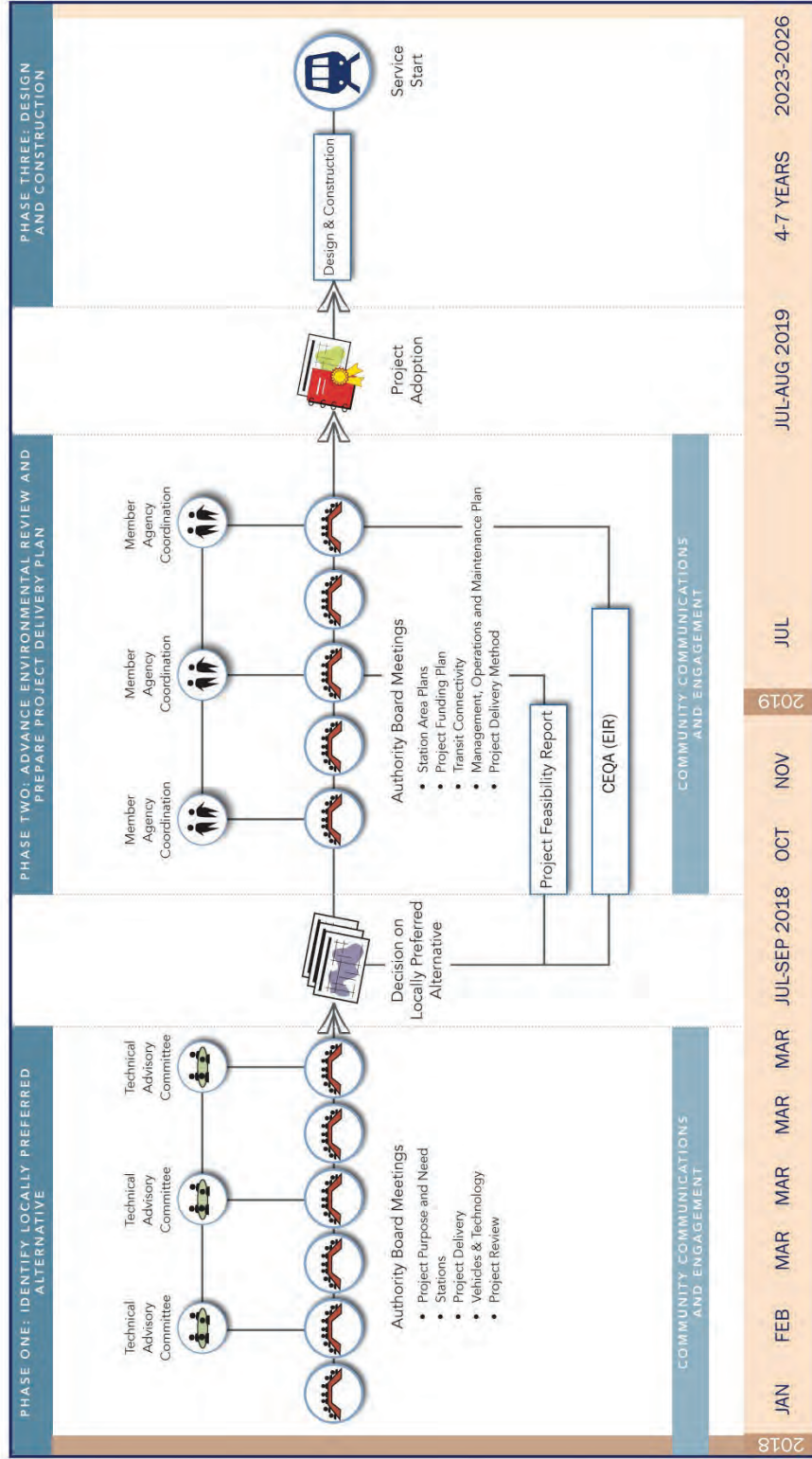
### AB 758 Feasibility Report Requirements

The Authority is required to provide a report with recommendations for:

1. Expediting developing cost-effective transit connectivity between BART and ACE in the Tri-Valley region.
2. The preferred entity to deliver transit connectivity.
3. A funding and financing plan describing grants, loans, allocations and local, regional, state and federal funds, as well as any private funding and revenue sources.
4. A proposed schedule for transit service starting.
5. Preliminary engineering designs, including vehicles, routes, stations and rights-of-way.

***Phase 1 of the Feasibility Report is complete with the Board approving the Proposed Project Concept mode and vehicle technology, alignment, stations, and service characteristics.***

# Valley Link Project Schedule



# Valley Link Environmental Review Process

## Environmental Review Process

The Environmental Impact Report (EIR) will serve as the California Environmental Quality Act (CEQA) compliance document for adoption and implementation of the proposed project. The EIR is used to consider the environmental effects of the proposed project and, if necessary, develop mitigation measures to reduce potential impacts.

## Environmental Topics

The following topics will be included for evaluation in the Environmental Impact Report for Valley Link:

- Aesthetics
- Agriculture and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation and Traffic
- Tribal Cultural Resources
- Utilities and Service Systems

# Valley Link Project Alternatives

## No Build Alternative

Under the No Build Alternative, the existing environmental setting would be maintained, and no rail service would operate to connect ACE rail service to BART service.

## Build Alternatives

The Build Alternative would include the construction and operation of the proposed project, creating a new rail service connecting ACE to BART.

The Phase I improvements will be analyzed at a project level of detail based on preliminary engineering. Phase II improvements will be analyzed at a programmatic, more conceptual level of detail because only conceptual engineering has been completed at this time.

### Phase I Improvements

- . Construction of a new connecting platform at the existing Dublin/Pleasanton BART Station
- . New platforms, parking, pedestrian facilities, and other improvements at new stations at Isabel, Greenville Road, Mountain House/West Tracy, Downtown Tracy, River Islands, and North Lathrop
- . Rail infrastructure
  - . New rail alignment within the I-580 freeway median through Dublin, Pleasanton, and Livermore;
  - . Restoration of rail in Alameda County Transportation Corridor (formerly the Southern Pacific line) over the Altamont Hills;
  - . Upgrades of existing track and/or new rail alignments in or along existing rail ROW from west of Tracy to Lathrop.

### Phase II Improvements

- . New platforms, parking, pedestrian facilities, and other improvements at new infill stations at South Front Street, Grant Line Road and Ellis
- . Rail infrastructure
  - . Upgrades of existing track and/or new rail alignments in or along existing rail ROW from Lathrop to Stockton

## Technology Alternatives

Multiple potential vehicle technologies have been identified for consideration based on the purpose and need, stakeholder and public feedback, and direction from the Board. These include:

### Multiple Unit

Every car is powered (“self-propelled”) - there is no separate locomotive.

- . **Diesel Multiple Unit:** Runs on diesel
- . **Electric Multiple Unit:** Uses electricity from an overhead wire, third rail, or battery
- . **Diesel/Electric Hybrid Multiple Unit:** Uses a combination of diesel and battery

### Locomotive Haul

A set of cars is pulled or pushed by a locomotive car that runs on diesel.





# Previously Studied Alternatives & Options

## Valley Link Feasibility Options Considered but Not Moved Forward

### Rideshare Option

The Rideshare option included shuttles, vanpools and traditional carpools, casual carpools, and ridehailing.

- Pick-up and drop-off points located at park-and-rides at Isabel Avenue, Laughlin Road, Grant Line Road, Tracy Transit Center, and North Lathrop ACE station
- For carpools and vanpools, guaranteed parking spaces and free parking provided at Dublin/Pleasanton BART Station
- For ridehailing services, dedicated curb space provided at Dublin/Pleasanton BART station



### Bus Option

The Bus option included features of the Express Bus/BRT Alternative presented in the BART to Livermore DEIR, as well as the existing bus connection operated between BART and San Joaquin County, the San Joaquin Regional Transit District (RTD) Route 150, "RTD-BART Commuter."

- Bus access to Dublin/Pleasanton BART Station provided by bus-only lanes and boarding platforms in the median of I-580 at the BART platform level
- Stops made at park-and-rides at Isabel Avenue, Laughlin Road, Grant Line Road, Tracy Transit Center, and North Lathrop ACE station
- Buses travel between Dublin/Pleasanton BART and a park-and-ride at Laughlin Road. Every other bus travels between Dublin/Pleasanton BART and North Lathrop.



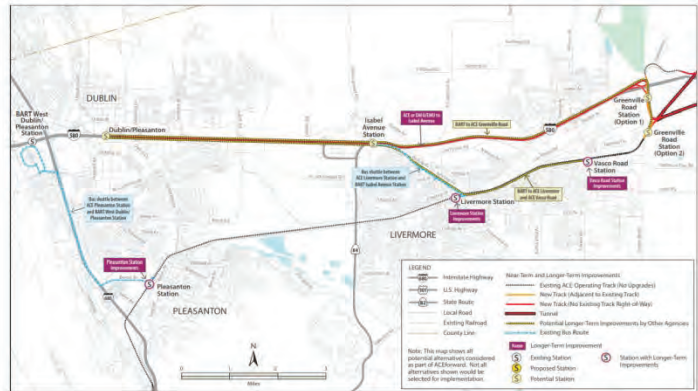
ALTERNATIVE	DESCRIPTION	EIR COMPARISON/REASON FOR DISMISSAL
Conventional BART	Extend conventional BART to Isabel Avenue	Highest cost, does not connect BART and ACE
DMU/EMU	Introduce new DMU or EMU rail service to Isabel Avenue.	Carried forward to Valley Link Feasibility Study.
Express Bus/BRT	Construct new bus ramps from the I-580 express lanes to a new transfer platform at BART Dublin/Pleasanton	Perform well in cost-effectiveness and financial capacity measures, but generally worse for all other measures. Does not meet the purpose and need criteria of connecting ACE to BART rail-to-rail
Enhanced Bus	Implement new and enhanced bus services to ACE Vasco Road and ACE Livermore.	Low scores in providing alternative to I-580 congestion, and in improving air quality, does not score well in linking existing BART, inter-regional rail, Priority Development Areas. Does not meet the purpose and need criteria of connecting ACE to BART rail-to-rail

## Previously Studied: ACE EIR & BART EIR Alternatives

Both ACE and BART have previously studied rail service expansion ideas in the Tri-Valley area; ACE identified longer term improvements in the Tri-Valley area with ACEforward DEIR (released May 2017), whereas BART assessed the feasibility of extending BART service in the BART to Livermore DEIR (released July 2017).



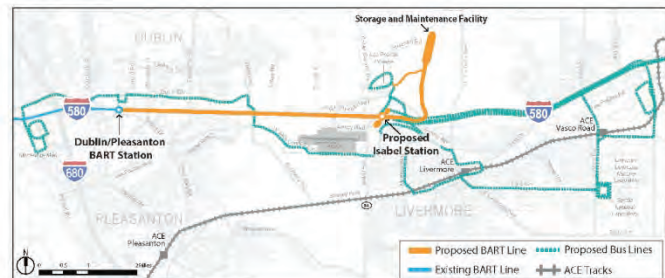
- ACEforward was a phased improvement plan proposed by the San Joaquin Regional Rail Commission to implement a near-term and longer-term vision of intercity and commuter passenger rail services.
- The ACEforward DEIR (May 2017) identified longer-term improvements in the Tri-Valley that would ultimately support a train-to-train ACE and BART connection.



ALTERNATIVE	DESCRIPTION	EIR COMPARISON/REASON FOR DISMISSAL
P-TV-1a	ACE to BART Isabel Avenue (1a) at grade, or (1b) on elevated structure	Lower ridership and VMT reduction expected
P-TV-1c	ACE to BART Isabel Avenue (1c) at grade, or (1d) on elevated structure	Lower ridership and VMT reduction expected
P-TV-1d	Bus shuttle from ACE Livermore to BART Isabel Avenue	Does not meet the purpose and need criteria of connecting ACE to BART rail-to-rail; substantially lower ridership expected
P-TV-2a	ACE to BART Dublin/Pleasanton (2a) at grade, or (2b) on elevated structure	Lowest levels of ridership and VMT reduction expected
P-TV-2c	DMU/EMU to BART Dublin/Pleasanton	Carried forward to Valley Link Feasibility Study.
P-TV-2d	Existing bus shuttle from ACE Pleasanton to BART West Dublin/Pleasanton	Does not meet the purpose and need criteria of connecting ACE to BART rail-to-rail; substantially lower ridership expected
P-BART-1	BART to Greenville and ACE Greenville Road	Technical impacts to aquatic habitat and rare species habitat; greatest impacts to hydrology and water quality. High cost alternative at approximately \$2.9 billion
P-BART-2	BART to ACE Livermore intermodal and ACE Vasco Road	Highest cost alternative at approximately \$3.9 billion
P-BART-3	BART to ACE Livermore and ACE Vasco Road Intermodal	Highest cost alternative at approximately \$3.5 billion



- The BART to Livermore DEIR (July 2017) considered extending BART from the existing Dublin/Pleasanton terminus to a new station at Isabel Avenue.
- The BART to Livermore Project and Alternatives did not propose a train-to-train ACE and BART connection, but did include express and rapid bus connections to ACE at the Vasco Road and Livermore stations, respectively.



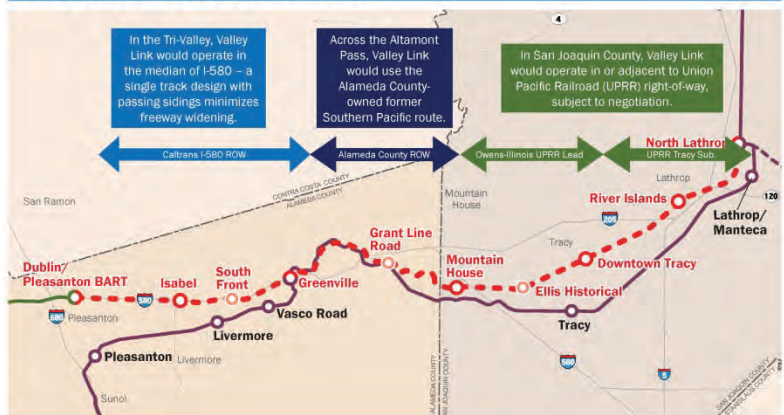
# Valley Link Project Alignment & Stations Overview

## Alignment

Rail service from the existing Dublin/Pleasanton BART Station to the proposed ACE North Lathrop Station, utilizing existing transportation rights-of-way where feasible and explore connectivity and partnerships to not preclude future expansions or connectivity to other State or regional hubs and/or destinations:

- Tri-Valley Segment Recommendation:** BART connection at Dublin/Pleasanton Station, at-grade single track alignment in I-580 median with passing sidings between stations
- Altamont Pass Segment Recommendation:** Alignment within former Southern Pacific Railroad corridor, and consider one grade separation at Altamont Pass Road.
- San Joaquin Valley Segment Recommendation:** Consider a maintenance facility at Mountain House Parkway. Conduct negotiations with Union Pacific Railroad (UPRR) to determine options and confirm feasibility of viable alignment alternatives to the railroad corridor.

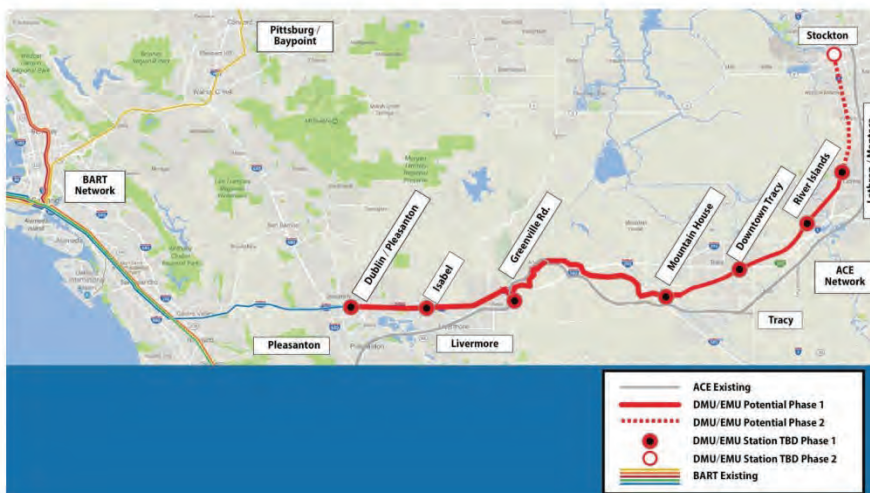
## Proposed Rights-of-Way



## Stations & Connectivity

The following stations are included in the proposed project:

- Dublin/Pleasanton BART Intermodal Station
- Isabel Station
- Greenville Road ACE Intermodal Station
- Mountain House Station
- Downtown Tracy Station
- River Islands Station
- North Lathrop ACE Intermodal Station

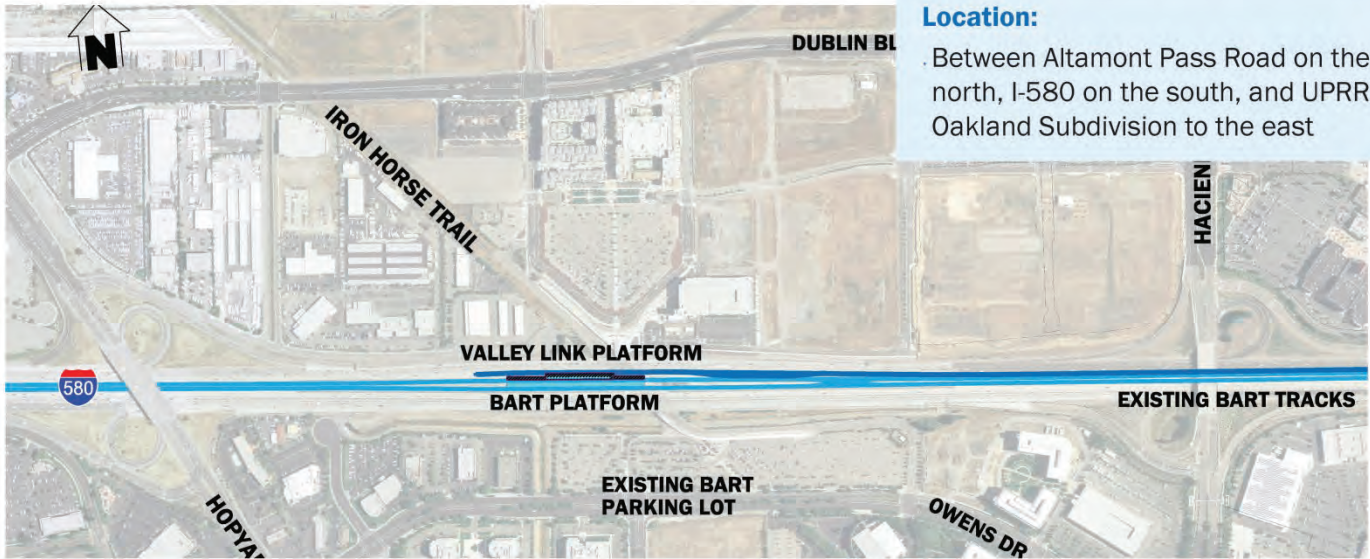


The following stations will be considered as infill stations in the EIR:

- South Front Station
- Grant Line Road Station
- Ellis Historical Station

# Valley Link Project Stations

## Dublin/Pleasanton BART Intermodal Station



**Location:**  
 Between Altamont Pass Road on the north, I-580 on the south, and UPRR Oakland Subdivision to the east

**Transfer Platform Rendering**

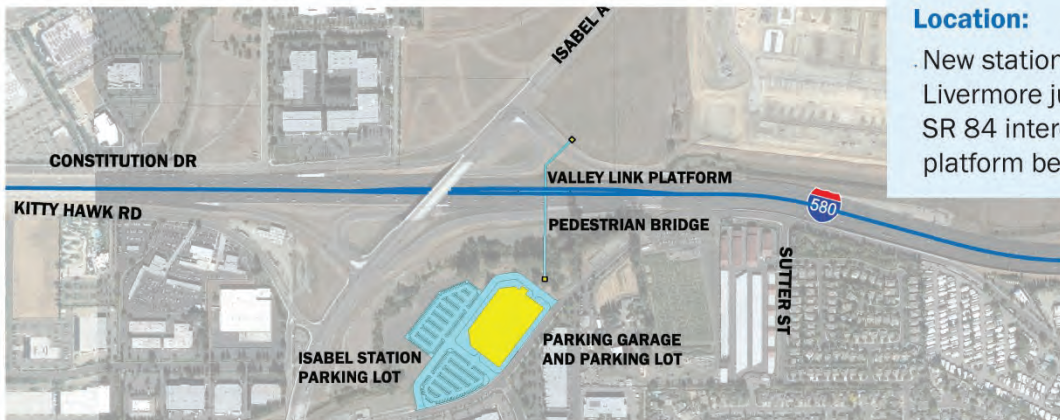


Rendering of a potential transfer platform allowing for direct, same-level transfers from Valley Link to BART for Bay Area-Bound Passengers.

**BART Connection**



## Isabel Station



**Location:**  
 New station at Isabel Avenue in Livermore just east of Isabel Avenue/ SR 84 interchange, at-grade center platform between double tracks

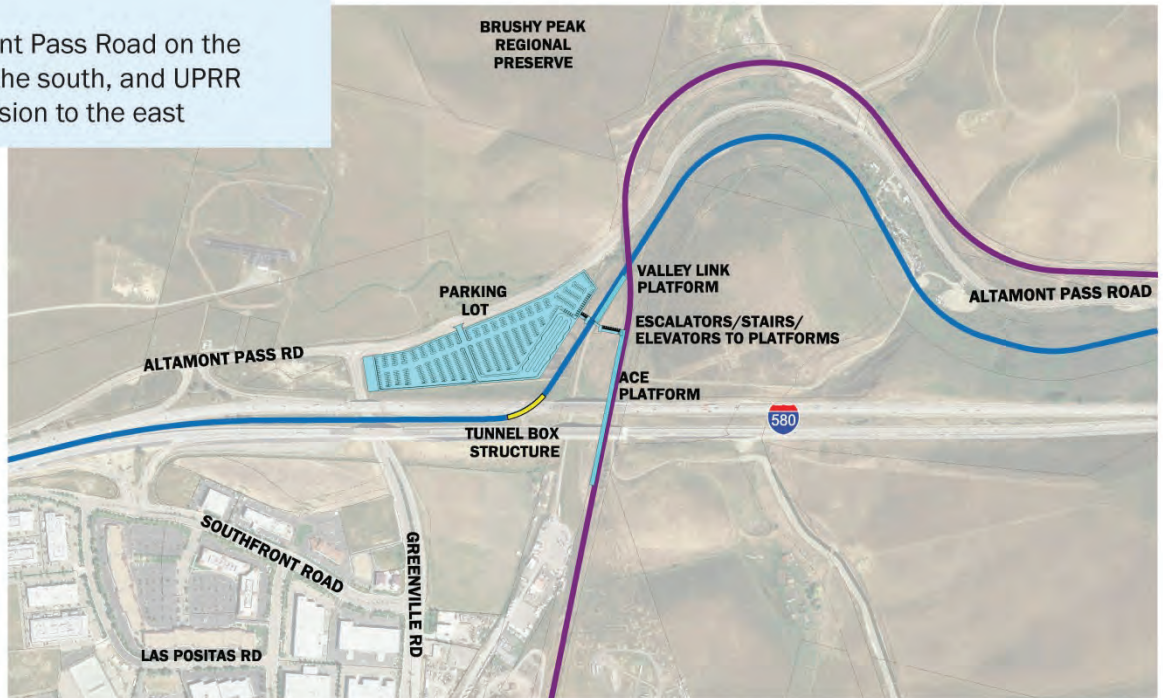
# Valley Link Project Stations

## Greenville Road ACE Intermodal Station

### North Alternative

#### Location:

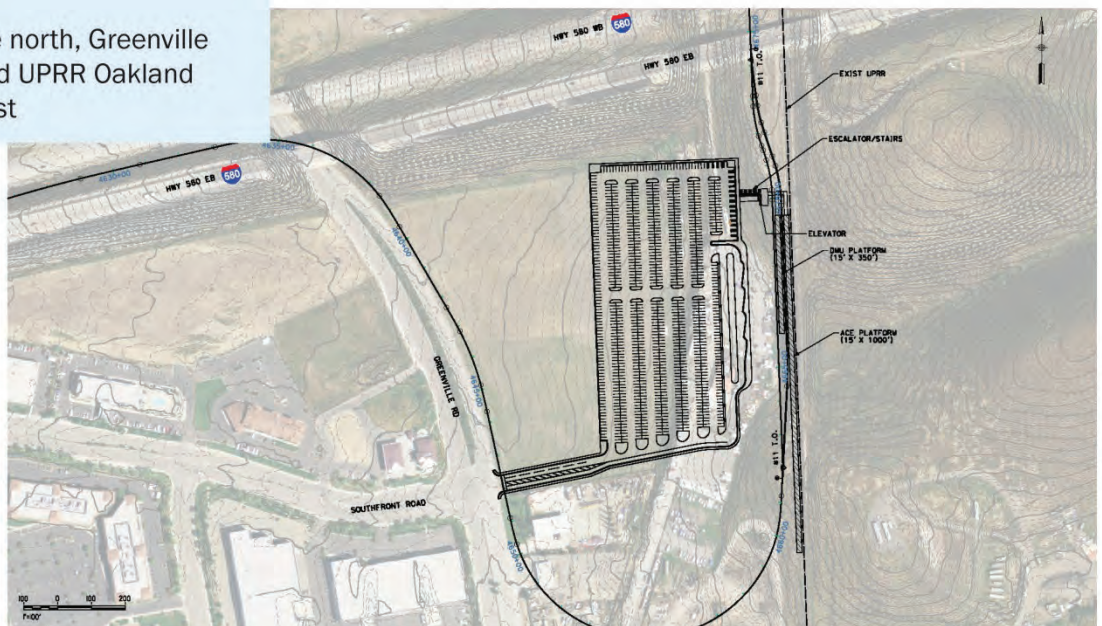
Between Altamont Pass Road on the north, I-580 on the south, and UPRR Oakland Subdivision to the east



### South Alternative

#### Location:

Between I-580 on the north, Greenville Road on the west, and UPRR Oakland Subdivision to the east



# Valley Link Project Stations

## Mountain House Station

### West of I-580 Alternative



**Location:**  
West of I-580 east of Patterson Pass Road, on Via Nicolo Road

### East of I-580 Alternative



**Location:**  
East of I-580 east of Patterson Pass Road, on Hansen Road

# Valley Link Project Stations

## Downtown Tracy Station



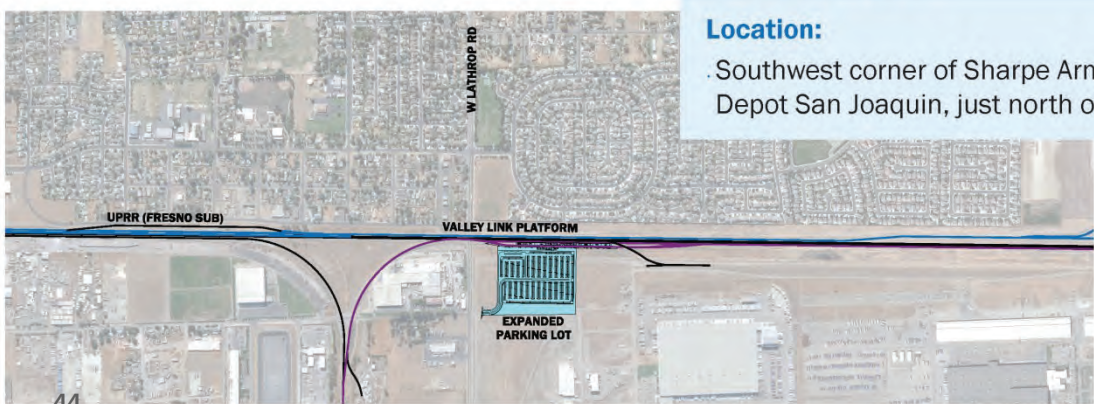
**Location:**  
 Existing Tracy Transit Center at 50 East Sixth Street in Downtown Tracy

## River Islands Station

**Location:**  
 Near River Islands in Lathrop north of I-205/ Highway 120 interchange



## North Lathrop ACE Intermodal Station



**Location:**  
 Southwest corner of Sharpe Army Defense Distribution Depot San Joaquin, just north of Lathrop Road



## Attachment D – Scoping Comments

## Index of Scoping Comments Received

Organization	Last Name	First Name
Native American Heritage Commission	Souza	Sharaya
Central Valley Flood Protection Board	Buckley	Andrea
Individual	Kronzak	Tracy
City of Livermore	Vinn	Bob
Individual	Allen	Robert
Individual	Nene	Varsha
California High Speed Rail Authority	McLoughlin	Mark
Central Valley Regional Water Quality Control Board	Tadlock	Stephanie
San Joaquin Valley Air Pollution Control District	Marjollet	Arnaud
Individual	Allen	Robert
California Public Utilities Commission	Lam	Williard
Delta Stewardship Council	Henderson	Jeff
Individual	Thomas	Robi
Individual	Antony	John
Individual	Ayyapuraju	Ramesh
Caltrans	Maurice	Patricia
Individual	Dulla	Sreedhar
Individual	John	Vijay
Individual	Jorapur	Gopal
Individual	Kalva	Venkataramana
Individual	Katamaneni	Ramu
Individual	Kohalli	Sudhir
Individual	Mippidi	Jagan
Individual	Nampoothiri	Unnikrishnan
Individual	Nuranshah	Ghorzang
Individual	Pratury	Praveen
Stanislaus County	Cavanah	Patrick
Individual	Sunil	
Individual	Thampi	Subin
Individual	Thathapuram Venkata	Rajesh



Organization	Last Name	First Name
Individual	Thathapuram Venkata	Rajesh
Individual	Thokkadam	Seby
Individual	Varghese	Bibin
Individual	Reddy	Kishore
Individual	Arumugam	Karthikeyan
Bay Area Rapid Transit District (BART)	Menotti	Val
California Department of Water Resources	Brown	Dale
California State Land Commission	Gillies	Eric
City of Livermore	Vinn	Bob
City of Pleasanton	Beaudin	Gerry
Individual	Hyder	Jamshed
Individual	Jan	Ali
Individual	Javed	Ali
Individual	Naqvi	Andleeb
Pillsbury Winthrop Shaw Pittman LLP	Jakopin	David
Individual	Reddy	Kishore
Sierra Club	Parfrey	Eric
San Joaquin County	Sears	Laurel
San Joaquin Council of Governments (SJCOG)	Yokoyama	Travis
SPUR	Amin	Ratna
Train Riders Association of California (TRAC) / Transportation Solutions Defense and Education Fund (TRANSDEF)	Schonbrunn	David
Individual	Dongarwar	Avinash
Individual	Deshpande	Pavan
Individual	Deshpande	Preetam
Individual	G	Anusha
Individual	Giogini	Bruno
Individual	Katamaneni	Ramu
Individual	K	Naresh
Individual	Lakki	Shanmukha
Individual	Marsel	Robert
Individual	Thulimelli	Bharath

## NATIVE AMERICAN HERITAGE COMMISSION

Cultural and Environmental Department  
1550 Harbor Blvd., Suite 100  
West Sacramento, CA 95691  
Phone (916) 373-3710  
Email: [nahc@nahc.ca.gov](mailto:nahc@nahc.ca.gov)  
Website: <http://www.nahc.ca.gov>  
Twitter: @CA\_NAHC



September 25, 2018

Michael Tree  
Tri-Valley San Joaquin Valley Regional Rail Authority  
1362 Rutan Court, Suite 100  
Livermore, CA 94551

RECEIVED

SEP 27 2018

Livermore Amador Valley  
Transit Authority

RE: SCH# 2018092027 Valley Link Rail Project, San Joaquin and Alameda Counties

Dear Mr. Tree:

The Native American Heritage Commission (NAHC) has received the Notice of Preparation (NOP), Draft Environmental Impact Report (DEIR) or Early Consultation for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code §21000 et seq.), specifically Public Resources Code §21084.1, states that a project that may cause a substantial adverse change in the significance of a historical resource, is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit.14, §15064.5 (b) (CEQA Guidelines §15064.5 (b)). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an Environmental Impact Report (EIR) shall be prepared. (Pub. Resources Code §21080 (d); Cal. Code Regs., tit. 14, § 5064 subd.(a)(1) (CEQA Guidelines §15064 (a)(1)). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources within the area of potential effect (APE).

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a separate category of cultural resources, "tribal cultural resources" (Pub. Resources Code §21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment. (Pub. Resources Code §21084.2). Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code §21084.3 (a)). **AB 52 applies to any project for which a notice of preparation, a notice of negative declaration, or a mitigated negative declaration is filed on or after July 1, 2015.** If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). **Both SB 18 and AB 52 have tribal consultation requirements.** If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. §800 et seq.) may also apply.

The NAHC recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments.

**Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.**

## AB 52

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project: Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a lead agency shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:
  - a. A brief description of the project.
  - b. The lead agency contact information.
  - c. Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code §21080.3.1 (d)).
  - d. A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code §21073).
2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report: A lead agency shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code §21080.3.1, subs. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or Environmental Impact Report. (Pub. Resources Code §21080.3.1(b)).
  - a. For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code §65352.4 (SB 18). (Pub. Resources Code §21080.3.1 (b)).
3. Mandatory Topics of Consultation If Requested by a Tribe: The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:
  - a. Alternatives to the project.
  - b. Recommended mitigation measures.
  - c. Significant effects. (Pub. Resources Code §21080.3.2 (a)).
4. Discretionary Topics of Consultation: The following topics are discretionary topics of consultation:
  - a. Type of environmental review necessary.
  - b. Significance of the tribal cultural resources.
  - c. Significance of the project's impacts on tribal cultural resources.
  - d. If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code §21080.3.2 (a)).
5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process: With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code §6254 (r) and §6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code §21082.3 (c)(1)).
6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document: If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:
  - a. Whether the proposed project has a significant impact on an identified tribal cultural resource.
  - b. Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code §21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code §21082.3 (b)).

7. **Conclusion of Consultation:** Consultation with a tribe shall be considered concluded when either of the following occurs:
  - a. The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or
  - b. A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code §21080.3.2 (b)).
  
8. **Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document:** Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code §21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code §21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code §21082.3 (a)).
  
9. **Required Consideration of Feasible Mitigation:** If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code §21084.3 (b). (Pub. Resources Code §21082.3 (e)).
  
10. **Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:**
  - a. Avoidance and preservation of the resources in place, including, but not limited to:
    - i. Planning and construction to avoid the resources and protect the cultural and natural context.
    - ii. Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
  - b. Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:
    - i. Protecting the cultural character and integrity of the resource.
    - ii. Protecting the traditional use of the resource.
    - iii. Protecting the confidentiality of the resource.
  - c. Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.
  - d. Protecting the resource. (Pub. Resource Code §21084.3 (b)).
  - e. Please note that a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code §815.3 (c)).
  - f. Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code §5097.991).
  
11. **Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource:** An Environmental Impact Report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:
  - a. The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code §21080.3.1 and §21080.3.2 and concluded pursuant to Public Resources Code §21080.3.2.
  - b. The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.
  - c. The lead agency provided notice of the project to the tribe in compliance with Public Resources Code §21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code §21082.3 (d)).

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: [http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation\\_CalEPAPDF.pdf](http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf)

## SB 18

SB 18 applies to local governments and requires local governments to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code §65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: [https://www.opr.ca.gov/docs/09\\_14\\_05\\_Updated\\_Guidelines\\_922.pdf](https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf)

Some of SB 18's provisions include:

1. **Tribal Consultation:** If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.** (Gov. Code §65352.3 (a)(2)).
2. **No Statutory Time Limit on SB 18 Tribal Consultation.** There is no statutory time limit on SB 18 tribal consultation.
3. **Confidentiality:** Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code §65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code §5097.9 and §5097.993 that are within the city's or county's jurisdiction. (Gov. Code §65352.3 (b)).
4. **Conclusion of SB 18 Tribal Consultation:** Consultation should be concluded at the point in which:
  - a. The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
  - b. Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason, we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: <http://nahc.ca.gov/resources/forms/>

### NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center ([http://ohp.parks.ca.gov/?page\\_id=1068](http://ohp.parks.ca.gov/?page_id=1068)) for an archaeological records search. The records search will determine:
  - a. If part or all of the APE has been previously surveyed for cultural resources.
  - b. If any known cultural resources have already been recorded on or adjacent to the APE.
  - c. If the probability is low, moderate, or high that cultural resources are located in the APE.
  - d. If a survey is required to determine whether previously unrecorded cultural resources are present.
2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
  - a. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.
  - b. The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.

3. Contact the NAHC for:
  - a. A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.
  - b. A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.
4. Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.
  - a. Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, §15064.5(f) (CEQA Guidelines §15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.
  - b. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.
  - c. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code §7050.5, Public Resources Code §5097.98, and Cal. Code Regs., tit. 14, §15064.5, subdivisions (d) and (e) (CEQA Guidelines §15064.5, subs. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

If you have any questions or need additional information, please contact me at my email address: [Sharaya.Souza@nahc.ca.gov](mailto:Sharaya.Souza@nahc.ca.gov).

Sincerely,

*for* 

Sharaya Souza  
Staff Services Analyst

cc: State Clearinghouse

**CENTRAL VALLEY FLOOD PROTECTION BOARD**

3310 El Camino Ave., Ste. 170  
SACRAMENTO, CA 95821  
(916) 574-0609 FAX: (916) 574-0682



RECEIVED

SEP 26 2018

Livermore Amador Valley  
Transit Authority

September 21, 2018

Mr. Michael Tree  
Tri-Valley San Joaquin Valley Regional Rail Authority  
1362 Rutan Court, Suite 100  
Livermore, California 94551

Subject: Valley Link Rail Project, Notice of Preparation, SCH Number: 2018092027

Location: San Joaquin County

Dear Mr. Tree,

Central Valley Flood Protection Board (Board) staff has reviewed the subject document and provides the following comments:

The proposed project is within the San Joaquin River, Old River, Paradise Cut and Tom Payne Slough, regulated streams under Board jurisdiction, and may require a Board permit prior to construction.

The Board's jurisdiction covers the entire Central Valley including all tributaries and distributaries of the Sacramento and San Joaquin Rivers, and the Tulare and Buena Vista basins south of the San Joaquin River.

Under authorities granted by California Water Code and Public Resources Code statutes, the Board enforces its Title 23, California Code of Regulations (Title 23) for the construction, maintenance, and protection of adopted plans of flood control, including the federal-State facilities of the State Plan of Flood Control, regulated streams, and designated floodways.

Pursuant to Title 23, Section 6 a Board permit is required prior to working within the Board's jurisdiction for the placement, construction, reconstruction, removal, or abandonment of any landscaping, culvert, bridge, conduit, fence, projection, fill, embankment, building, structure, obstruction, encroachment, excavation, the planting, or removal of vegetation, and any repair or maintenance that involves cutting into the levee.

Permits may also be required to bring existing works that predate permitting into compliance with Title 23, or where it is necessary to establish the conditions normally imposed by permitting. The circumstances include those where responsibility for the works has not been clearly established or ownership and use have been revised.

Mr. Michael Tree  
September 21, 2018  
Page 2 of 2

Other federal (including U.S. Army Corps of Engineers Section 10 and 404 regulatory permits), State and local agency permits may be required and are the applicant's responsibility to obtain.

Board permit applications and Title 23 regulations are available on our website at <http://www.cvfpb.ca.gov/>. Maps of the Board's jurisdiction are also available from the California Department of Water Resources website at <http://gis.bam.water.ca.gov/bam/>.

Please contact James Herota at (916) 574-0651, or via email at [James.Herota@CVFlood.ca.gov](mailto:James.Herota@CVFlood.ca.gov) if you have any questions.

Sincerely,



Andrea Buckley  
Environmental Services and Land Management Branch Chief

cc: Office of Planning and Research  
P.O. Box 3044, Room 113  
Sacramento, CA 95812-3044





Melissa Gjerde <info@valleylinkrail.com>

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## Valley Link Project

1 message

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**Tracy Kronzak** <tracykronzak@gmail.com>

Sat, Sep 29, 2018 at 12:29 PM

Reply-To: tracykronzak@gmail.com

To: info@valleylinkrail.com

To Whom it May Concern:

I offer the following as part of public comment on this project:

- 1) Please ensure that the link from Dublin/Pleasanton BART station runs hours that will accommodate early morning and late night commuting. I work in San Francisco, and without matching BART hours, would still need to drive to the BART station, rather than bike to the the proposed Isabel station.
- 2) Single track connection to Dublin/Pleasanton BART would not allow for future growth in this region - don't limit the growth of this rail line by limiting future concurrent trains operating in East/West directions along 580. Also, a single track means that should there be a problem along the rail line, there will be no recourse for stalled trains, and the entire service will be shut down.
- 3) Please consider a future expansion to downtown Livermore via the existing right of way and rail lines.

Thank you,  
Tracy Kronzak  
1832 Railroad Ave #104  
Livermore, CA 94550



Melissa Gjerde <info@valleylinkrail.com>

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## Valley Link Scoping Comments

1 message

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**Vinn, Bob** <bgvinn@cityoflivermore.net>  
To: "info@valleylinkrail.com" <info@valleylinkrail.com>

Tue, Oct 2, 2018 at 2:29 PM

The NOP lists "South Front Street" in a couple places as a potential future infill station in Livermore. The corrected spelling should read "Southfront Road."

Bob Vinn

Assistant City Engineer

Engineering / Community Development

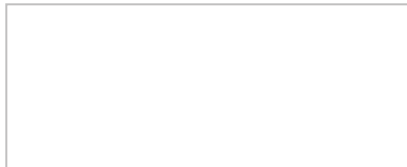
City of Livermore

(925) 960-4516

(925) 580-8287 cell

(925) 960-4505 fax

[www.cityoflivermore.net](http://www.cityoflivermore.net)





SCOPING COMMENT SHEET

Name: Robert S. Allen

Organization (if any): \_\_\_\_\_

Address (optional): 223 Donner Avenue

City, State, Zip: Livermore CA 94551-9290

E-mail address: robertsesallen@gmail.com

Comments

Death of a dream, four decades old. When AB 2923 became law, I had to realize:  
Livermore does not need a BART station. Valley Link can do the job well.

ASAP: Expand BART's Arroyo (Isabel) Park and Ride to 500 or 1000 spaces (per ACTC "Tri-Valley  
Integrated Transit and Park-and-Ride Study". DKS estimated cost on vacant BART-owned land at  
\$3,256,000. (non site-specific, 500 spaces). Run freeway shuttle bus to station, w/stop at  
Livermore Airport connecting with every train. (Parking fees could be paid at station, as they are now  
for BART parking at station.

In dealing with Coltrons, work with BART to allow 3 BART full tracks in median  
long enough for 10-car blue line trains, another route with shorter BART trains to  
Richmond (Purple line - Blue and Red), increased frequency and a hospital ~~and~~ storage for  
cars to or from shop for maintenance and repairs.)

over



by meeting ~~every~~ BlueLine trains

Fare collection for cross-platform transfers?

Strongly support Santa Fe and Grant Line Road stations, (Suggest Grant Line Road  
be renamed Haggerty Drive from Altamont Pass Road thru I-580.) Having two  
unrelated "Grant Line Road" interchanges six miles apart is confusing, and the station could  
well be named Haggerty in honoring a dedicated supervisor who has served faithfully for many years.  
Build a major park-and-ride facility there, and charge parking fees to help fund interim transit - north  
Valley Link road options.

Help BART find space for a maintenance shop and ~~the~~ larger trainyard. Utilize the  
lot 3 ~~land~~ ~~the~~ tracks ~~will~~

Get Valley Link to acquire BART property at Isabel and at Greenville. Make  
it all clearly for Valley Link, not BART, so A.B. 2923 does not apply.

Written scoping comments can also be submitted via email and mail.

Email: [info@valleylinkrail.com](mailto:info@valleylinkrail.com)  
Please include "Valley Link Rail Project" in the email subject line

Mail: Tri-Valley - San Joaquin Valley Regional Rail Authority  
Attn: Valley Link Rail Project  
1362 Rutan Court Suite 100  
Livermore CA 94551



### SCOPING COMMENT SHEET

Name: Narsha Nene

Organization (if any): \_\_\_\_\_

Address (optional): \_\_\_\_\_

City, State, Zip: Pleasanton

E-mail address: \_\_\_\_\_

#### Comments

I support this project & looking forward to seeing the end result.



RECEIVED

OCT 11 2018

Livermore Amador Valley  
Transit Authority

October 8, 2018

**BOARD MEMBERS**

**Dan Richard**  
CHAIR

**Thomas Richards**  
VICE CHAIR

**Ernest M. Camacho**

**Daniel Curtin**

**Bonnie Lowenthal**

**Nancy Miller**

**Michael Rossi**

**Lynn Schenk**

**EX-OFFICIO  
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**Honorable  
Dr. Joaquin Arambula**

**Honorable Jim Beall**

**Brian P. Kelly**  
CHIEF EXECUTIVE OFFICER

EDMUND G. BROWN JR.  
GOVERNOR



San Joaquin Valley Regional Rail Authority  
Attn: Valley Link Rail Project  
1362 Rutan Court, Suite 100  
Livermore, CA 94551

Re: Notice of Preparation of an Environmental Impact Report, Valley Link Project

To Whom It May Concern:

Thank you for providing us with a copy of the Notice of Preparation for the San Joaquin Valley Regional Rail Authority's preparation of an environmental impact report evaluating the proposed Valley Link Rail Project, which would initially extend commuter rail service from the planned ACE N. Lathrop Station in the San Joaquin Valley through the Altamont Pass with a connection to the Dublin/Pleasanton BART station. Additional stations along the alignment would be added as part of a phased Valley Link implementation program.

Please include the California High-Speed Rail Authority on your mailing list for all further notices and mailings about the proposed project. Many thanks for your assistance.

Sincerely,

Mark A. McLoughlin  
Director of Environmental Services

cc: Ben Lichty, Transportation Planning  
Boris Lipkin, Northern California Regional Director  
Guy Preston, Contract Manager, Program Delivery  
Mike McCormick, Director, Strategic Development



**Central Valley Regional Water Quality Control Board**

5 October 2018

Michael Tree  
Tri-Valley San Joaquin Valley Regional Rail Authority  
1362 Rutan Court, Suite 100  
Livermore, CA 94551

**RECEIVED**  
OCT 09 2018  
Livermore Amador Valley  
Transit Authority

**CERTIFIED MAIL**  
7014 3490 0001 3008 4408

**COMMENTS TO REQUEST FOR REVIEW FOR THE NOTICE OF PREPARATION FOR THE DRAFT ENVIRONMENTAL IMPACT REPORT, VALLEY LINK RAIL PROJECT, SCH# 2018092027, ALAMEDA AND SAN JOAQUIN COUNTIES**

Pursuant to the State Clearinghouse’s 13 September 2018 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Request for Review for the Notice of Preparation for the Draft Environment Impact Report* for the Valley Link Rail Project, located in Alameda and San Joaquin Counties.

Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore our comments will address concerns surrounding those issues.

**I. Regulatory Setting**

**Basin Plan**

The Central Valley Water Board is required to formulate and adopt Basin Plans for all areas within the Central Valley region under Section 13240 of the Porter-Cologne Water Quality Control Act. Each Basin Plan must contain water quality objectives to ensure the reasonable protection of beneficial uses, as well as a program of implementation for achieving water quality objectives with the Basin Plans. Federal regulations require each state to adopt water quality standards to protect the public health or welfare, enhance the quality of water and serve the purposes of the Clean Water Act. In California, the beneficial uses, water quality objectives, and the Antidegradation Policy are the State’s water quality standards. Water quality standards are also contained in the National Toxics Rule, 40 CFR Section 131.36, and the California Toxics Rule, 40 CFR Section 131.38.

The Basin Plan is subject to modification as necessary, considering applicable laws, policies, technologies, water quality conditions and priorities. The original Basin Plans were adopted in 1975, and have been updated and revised periodically as required, using Basin Plan amendments. Once the Central Valley Water Board has adopted a Basin Plan amendment in noticed public hearings, it must be approved by the State Water Resources Control Board (State Water Board), Office of Administrative Law (OAL) and in some cases,

KARL E. LONGLEY SCD, P.E., CHAIR | PATRICK PULUPA, ESQ., EXECUTIVE OFFICER



the United States Environmental Protection Agency (USEPA). Basin Plan amendments only become effective after they have been approved by the OAL and in some cases, the USEPA. Every three (3) years, a review of the Basin Plan is completed that assesses the appropriateness of existing standards and evaluates and prioritizes Basin Planning issues.

For more information on the *Water Quality Control Plan for the Sacramento and San Joaquin River Basins*, please visit our website:  
[http://www.waterboards.ca.gov/centralvalley/water\\_issues/basin\\_plans/](http://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/).

### **Antidegradation Considerations**

All wastewater discharges must comply with the Antidegradation Policy (State Water Board Resolution 68-16) and the Antidegradation Implementation Policy contained in the Basin Plan. The Antidegradation Policy is available on page IV-15.01 at:  
[http://www.waterboards.ca.gov/centralvalleywater\\_issues/basin\\_plans/sacsjr.pdf](http://www.waterboards.ca.gov/centralvalleywater_issues/basin_plans/sacsjr.pdf)

In part it states:

*Any discharge of waste to high quality waters must apply best practicable treatment or control not only to prevent a condition of pollution or nuisance from occurring, but also to maintain the highest water quality possible consistent with the maximum benefit to the people of the State.*

*This information must be presented as an analysis of the impacts and potential impacts of the discharge on water quality, as measured by background concentrations and applicable water quality objectives.*

The antidegradation analysis is a mandatory element in the National Pollutant Discharge Elimination System and land discharge Waste Discharge Requirements (WDRs) permitting processes. The environmental review document should evaluate potential impacts to both surface and groundwater quality.

## **II. Permitting Requirements**

### **Construction Storm Water General Permit**

Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction Activities (Construction General Permit), Construction General Permit Order No. 2009-009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan



(SWPPP).

For more information on the Construction General Permit, visit the State Water Resources Control Board website at:

[http://www.waterboards.ca.gov/water\\_issues/programs/stormwater/constpermits.shtml](http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml).

#### **Phase I and II Municipal Separate Storm Sewer System (MS4) Permits<sup>1</sup>**

The Phase I and II MS4 permits require the Permittees reduce pollutants and runoff flows from new development and redevelopment using Best Management Practices (BMPs) to the maximum extent practicable (MEP). MS4 Permittees have their own development standards, also known as Low Impact Development (LID)/post-construction standards that include a hydromodification component. The MS4 permits also require specific design concepts for LID/post-construction BMPs in the early stages of a project during the entitlement and CEQA process and the development plan review process.

For more information on which Phase I MS4 Permit this project applies to, visit the Central Valley Water Board website at:

[http://www.waterboards.ca.gov/centralvalley/water\\_issues/storm\\_water/municipal\\_permits/](http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/municipal_permits/).

For more information on the Phase II MS4 permit and who it applies to, visit the State Water Resources Control Board at:

[http://www.waterboards.ca.gov/water\\_issues/programs/stormwater/phase\\_ii\\_municipal.shtml](http://www.waterboards.ca.gov/water_issues/programs/stormwater/phase_ii_municipal.shtml)

#### **Industrial Storm Water General Permit**

Storm water discharges associated with industrial sites must comply with the regulations contained in the Industrial Storm Water General Permit Order No. 2014-0057-DWQ.

For more information on the Industrial Storm Water General Permit, visit the Central Valley Water Board website at:

[http://www.waterboards.ca.gov/centralvalley/water\\_issues/storm\\_water/industrial\\_general\\_permits/index.shtml](http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/industrial_general_permits/index.shtml).

#### **Clean Water Act Section 404 Permit**

If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed from the United States Army Corps of Engineers (USACOE). If a Section 404 permit is required by the USACOE, the Central Valley Water Board will review the permit application to ensure that discharge will not violate water quality standards. If the project requires surface water

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<sup>1</sup> Municipal Permits = The Phase I Municipal Separate Storm Water System (MS4) Permit covers medium sized Municipalities (serving between 100,000 and 250,000 people) and large sized municipalities (serving over 250,000 people). The Phase II MS4 provides coverage for small municipalities, including non-traditional Small MS4s, which include military bases, public campuses, prisons and hospitals.

drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration Permit requirements.

If you have any questions regarding the Clean Water Act Section 404 permits, please contact the Regulatory Division of the Sacramento District of USACOE at (916) 557-5250.

**Clean Water Act Section 401 Permit – Water Quality Certification**

If an USACOE permit (e.g., Non-Reporting Nationwide Permit, Nationwide Permit, Letter of Permission, Individual Permit, Regional General Permit, Programmatic General Permit), or any other federal permit (e.g., Section 10 of the Rivers and Harbors Act or Section 9 from the United States Coast Guard), is required for this project due to the disturbance of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications.

**Waste Discharge Requirements – Discharges to Waters of the State**

If USACOE determines that only non-jurisdictional waters of the State (i.e., “non-federal” waters of the State) are present in the proposed project area, the proposed project may require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation.

For more information on the Water Quality Certification and WDR processes, visit the Central Valley Water Board website at:

[http://www.waterboards.ca.gov/centralvalley/help/business\\_help/permit2.shtml](http://www.waterboards.ca.gov/centralvalley/help/business_help/permit2.shtml).

**Dewatering Permit**

If the proposed project includes construction or groundwater dewatering to be discharged to land, the proponent may apply for coverage under State Water Board General Water Quality Order (Low Risk General Order) 2003-0003 or the Central Valley Water Board’s Waiver of Report of Waste Discharge and Waste Discharge Requirements (Low Risk Waiver)

R5-2013-0145. Small temporary construction dewatering projects are projects that discharge groundwater to land from excavation activities or dewatering of underground utility vaults. Dischargers seeking coverage under the General Order or Waiver must file a Notice of Intent with the Central Valley Water Board prior to beginning discharge.

For more information regarding the Low Risk General Order and the application process, visit the Central Valley Water Board website at:

[http://www.waterboards.ca.gov/board\\_decisions/adopted\\_orders/water\\_quality/2003/wqo/wqo2003-0003.pdf](http://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2003/wqo/wqo2003-0003.pdf)

For more information regarding the Low Risk Waiver and the application process, visit the Central Valley Water Board website at:

[http://www.waterboards.ca.gov/centralvalley/board\\_decisions/adopted\\_orders/waivers/r5-2013-0145\\_res.pdf](http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/waivers/r5-2013-0145_res.pdf)

### **Regulatory Compliance for Commercially Irrigated Agriculture**

If the property will be used for commercial irrigated agricultural, the discharger will be required to obtain regulatory coverage under the Irrigated Lands Regulatory Program. There are two options to comply:

1. **Obtain Coverage Under a Coalition Group.** Join the local Coalition Group that supports land owners with the implementation of the Irrigated Lands Regulatory Program. The Coalition Group conducts water quality monitoring and reporting to the Central Valley Water Board on behalf of its growers. The Coalition Groups charge an annual membership fee, which varies by Coalition Group. To find the Coalition Group in your area, visit the Central Valley Water Board's website at: [http://www.waterboards.ca.gov/centralvalley/water\\_issues/irrigated\\_lands/for\\_growers/apply\\_coalition\\_group/index.shtml](http://www.waterboards.ca.gov/centralvalley/water_issues/irrigated_lands/for_growers/apply_coalition_group/index.shtml) or contact water board staff at (916) 464-4611 or via email at [IrrLands@waterboards.ca.gov](mailto:IrrLands@waterboards.ca.gov).
2. **Obtain Coverage Under the General Waste Discharge Requirements for Individual Growers, General Order R5-2013-0100.** Dischargers not participating in a third-party group (Coalition) are regulated individually. Depending on the specific site conditions, growers may be required to monitor runoff from their property, install monitoring wells, and submit a notice of intent, farm plan, and other action plans regarding their actions to comply with their General Order. Yearly costs would include State administrative fees (for example, annual fees for farm sizes from 10-100 acres are currently \$1,084 + \$6.70/Acre); the cost to prepare annual monitoring reports; and water quality monitoring costs. To enroll as an Individual Discharger under the Irrigated Lands Regulatory Program, call the Central Valley Water Board phone line at (916) 464-4611 or e-mail board staff at [IrrLands@waterboards.ca.gov](mailto:IrrLands@waterboards.ca.gov).

### **Low or Limited Threat General NPDES Permit**

If the proposed project includes construction dewatering and it is necessary to discharge the groundwater to waters of the United States, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. Dewatering discharges are typically considered a low or limited threat to water quality and may be covered under the General Order for *Dewatering and Other Low Threat Discharges to Surface Waters* (Low Threat General Order) or the General Order for *Limited Threat Discharges of Treated/Untreated Groundwater from Cleanup Sites, Wastewater from Superchlorination Projects, and Other Limited Threat Wastewaters to Surface Water* (Limited Threat General Order). A complete application must be submitted to the Central Valley Water Board to obtain coverage under these General NPDES permits.

For more information regarding the Low Threat General Order and the application process, visit the Central Valley Water Board website at:

[http://www.waterboards.ca.gov/centralvalley/board\\_decisions/adopted\\_orders/general\\_orders/r5-2013-0074.pdf](http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0074.pdf)

For more information regarding the Limited Threat General Order and the application process, visit the Central Valley Water Board website at:

[http://www.waterboards.ca.gov/centralvalley/board\\_decisions/adopted\\_orders/general\\_orders/r5-2013-0073.pdf](http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0073.pdf)

### **NPDES Permit**

If the proposed project discharges waste that could affect the quality of surface waters of the State, other than into a community sewer system, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. A complete Report of Waste Discharge must be submitted with the Central Valley Water Board to obtain a NPDES Permit.

For more information regarding the NPDES Permit and the application process, visit the Central Valley Water Board website at:

[http://www.waterboards.ca.gov/centralvalley/help/business\\_help/permit3.shtml](http://www.waterboards.ca.gov/centralvalley/help/business_help/permit3.shtml)

If you have questions regarding these comments, please contact me at (916) 464-4644 or [Stephanie.Tadlock@waterboards.ca.gov](mailto:Stephanie.Tadlock@waterboards.ca.gov).



Stephanie Tadlock  
Senior Environmental Scientist

cc: State Clearinghouse unit, Governor's Office of Planning and Research, Sacramento

October 4, 2018

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

RECEIVED

OCT 09 2018

Livermore Amador Valley  
Transit Authority

**Project: Notice of Preparation of an Environmental Impact Report (EIR) for the Valley Link Rail Project**

**District CEQA Reference No: 20181017**

To Whom It May Concern:

The San Joaquin Valley Unified Air Pollution Control District (District) has reviewed the Notice of Preparation (NOP) for the Valley Link Rail Project. The proposed project consists of Phase I improvements, which will be analyzed at a project level of detail and include construction of new platforms, parking, pedestrian facilities, new station improvements, new rail alignment within the I-580 freeway median, rail restoration, and upgrades of existing track and/or new rail alignments, and Phase II improvements, which will be analyzed at a programmatic level of detail and include new platforms, parking, pedestrian facilities, improvements at new infill stations, rail infrastructure, and upgrades of existing track and/or new rail alignments (Project). The Project spans the Counties of Alameda and San Joaquin from the existing Dublin/Pleasanton BART Station to the approved ACE North Lathrop Station. It is important to note that the District's jurisdiction over the San Joaquin Valley Air Basin covers the County of San Joaquin. Therefore, the District offers the following comments for the portion of the Project located within the District's jurisdiction:

**Emissions Analysis**

- 1) At the federal level for the National Ambient Air Quality Standards (NAAQS), the District is currently designated as extreme nonattainment for the 8-hour ozone standards; nonattainment for the PM2.5 standards; and attainment for the 1-Hour ozone, PM10 and CO standards. At the state level, the District is currently designated as nonattainment for the 8-hour ozone, PM10, and PM2.5 California Ambient Air Quality Standards (CAAQS). The District recommends that the Air Quality section of the Environmental Impact Report (EIR) include a discussion of the following impacts:

**Samir Sheikh**  
Executive Director/Air Pollution Control Officer

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**Northern Region**  
4800 Enterprise Way  
Modesto, CA 95356-8718  
Tel: (209) 557-6400 FAX: (209) 557-6475

**Central Region (Main Office)**  
1990 E. Gettysburg Avenue  
Fresno, CA 93726-0244  
Tel: (559) 230-6000 FAX: (559) 230-6061

**Southern Region**  
34946 Flyover Court  
Bakersfield, CA 93308-9725  
Tel: 661-392-5500 FAX: 661-392-5585

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- a) **Criteria Pollutants:** Project related criteria pollutant emissions should be identified and quantified. The discussion should include existing and post-Project emissions.
- i) **Construction Emissions:** Construction emissions are short-term emissions and should be evaluated separately from operational emissions. For reference, the District's annual criteria thresholds of significance for construction are: 100 tons per year of carbon monoxide (CO), 10 tons per year of oxides of nitrogen (NOx), 10 tons per year of reactive organic gases (ROG), 27 tons per year of oxides of sulfur (SOx), 15 tons per year of particulate matter of 10 microns or less in size (PM10), or 15 tons per year of particulate matter of 2.5 microns or less in size (PM2.5).
- *Recommended Mitigation Measure if needed:* To reduce impacts from construction related exhaust emissions, the District recommends feasible mitigation for the Project to utilize off-road construction fleets that can achieve fleet average emissions equal to or cleaner than the Tier III emission standards, as set forth in §2423 of Title 13 of the California Code of Regulations, and Part 89 of Title 40 Code of Federal Regulations. This can be achieved through any combination of uncontrolled engines and engines complying with Tier III and above engine standards.
- ii) **Operational Emissions:** Permitted (stationary sources) and non-permitted (mobile sources) sources should be analyzed separately. For reference, the annual criteria thresholds of significance for operation of permitted and non-permitted sources each are: 100 tons per year of carbon monoxide (CO), 10 tons per year of oxides of nitrogen (NOx), 10 tons per year of reactive organic gases (ROG), 27 tons per year of oxides of sulfur (SOx), 15 tons per year of particulate matter of 10 microns or less in size (PM10), or 15 tons per year of particulate matter of 2.5 microns or less in size (PM2.5).
- *Recommended Mitigation Measure if needed:* Project related impacts on air quality can be reduced through incorporation of design elements, for example, that increase energy efficiency, reduce vehicle miles traveled, and reduce construction exhaust related emissions.
- iii) **Recommended Model:** Project related criteria pollutant emissions from construction and operation non-permitted (limited to equipment not subject to District permits) should be identified and quantified. Emissions analysis should be performed using CalEEMod (**C**alifornia **E**mission **E**stimator **M**odel), which uses the most recent approved version of relevant Air Resources Board (ARB) emissions models and emission factors. CalEEMod is available to the public and can be downloaded from the CalEEMod website at: [www.caleemod.com](http://www.caleemod.com).

- b) **Nuisance Odors:** The Project should be evaluated to determine the likelihood that the Project would result in nuisance odors. Nuisance odors are subjective, thus the District has not established thresholds of significance for nuisance odors. Nuisance odors may be assessed qualitatively taking into consideration of Project design elements and proximity to off-site receptors that potentially would be exposed objectionable odors.
- c) **Health Risk Screening/Assessment:** A Health Risk Screening/Assessment identifies potential Toxic Air Contaminants (TAC's) impact on surrounding sensitive receptors including, but not limited to, hospitals, daycare centers, schools, work-sites, and residences. TACs are air pollutants identified by the Office of Environmental Health Hazard Assessment/California Air Resources Board (OEHHA/CARB) (<https://www.arb.ca.gov/toxics/healthval/healthval.htm>) that pose a present or potential hazard to human health. A common source of TACs can be attributed to diesel exhaust emitted from both mobile and stationary sources. Industry specific TACs generated must also be identified and quantified.

The District recommends the Project be evaluated for potential health impacts to surrounding receptors (on-site and off-site) resulting from operational and multi-year construction TAC emissions.

- i) The District recommends conducting a screening analysis that includes all sources of emissions. A screening analysis is used to identify projects which may have a significant health impact. A prioritization, using CAPCOA's updated methodology, is the recommended screening method. A prioritization score of 10 or greater is considered to be significant and a refined Health Risk Assessment (HRA) should be performed. The prioritization calculator can be found at:  
[http://www.valleyair.org/busind/pto/emission\\_factors/Criteria/Toxics/Utilities/PRIORITIZATION%20RMR%202016.XLS](http://www.valleyair.org/busind/pto/emission_factors/Criteria/Toxics/Utilities/PRIORITIZATION%20RMR%202016.XLS).
- ii) The District recommends a refined HRA for projects that result in a prioritization score of 10 or greater. It is recommended that the Project proponent contact the District to review the proposed modeling protocol. The Project would be considered to have a significant health risk if the HRA demonstrates that the Project related health impacts would exceed the District's significance threshold of 20 in a million for carcinogenic risk and 1.0 for the Acute and Chronic Hazard Indices.

Please provide the following information electronically to the District for review:

- HRA AERMOD model files
- HARP2 files
- Summary of emissions source locations, emissions rates, and emission factor calculations and methodology.

Electronic modeling submittals and additional information on toxic emission factors, prioritizations and HRAs can be obtained by:

- E-Mailing inquiries to: [hramodeler@valleyair.org](mailto:hramodeler@valleyair.org); or
- The District can be contacted at (559) 230-6000 for assistance; or
- Visiting the District's website (Modeling Guidance) at [http://www.valleyair.org/busind/pto/Tox\\_Resources/AirQualityMonitoring.htm](http://www.valleyair.org/busind/pto/Tox_Resources/AirQualityMonitoring.htm)

- d) **Ambient Air Quality Analysis:** An ambient air quality analysis (AAQA) uses air dispersion modeling to determine if emissions increases from a project will cause or contribute to a violation of the ambient air quality standards. The District recommends that an AAQA be performed for the Project if emissions exceed 100 pounds per day of any pollutant.

If an AAQA is performed, the analysis should include emissions from both Project specific permitted and non-permitted equipment and activities. The District recommends consultation with District staff to determine the appropriate model and input data to use in the analysis. Specific information for assessing significance, including screening tools and modeling guidance is available online at the District's website [www.valleyair.org/ceqa](http://www.valleyair.org/ceqa). If an AAQA is performed, please provide the electronic analysis files as listed above in section 1.c.

- 2) In addition to the discussions on potential impacts identified above, if preliminary review indicates that an EIR should be prepared, the District recommends the EIR also include the following discussions:
- a) A discussion of the methodology, model assumptions, inputs and results used in characterizing the Project's impact on air quality. To comply with CEQA requirements for full disclosure, the District recommends that the modeling outputs be provided as appendices to the EIR. The District further recommends that the District be provided with an electronic copy of all input and output files for all modeling.
  - b) A discussion of the components and phases of the Project and the associated emission projections, including ongoing emissions from each previous phase.
  - c) A discussion of Project design elements and mitigation measures, including characterization of the effectiveness of each mitigation measure incorporated into the Project.
  - d) A discussion of whether the Project would result in a cumulatively considerable net increase of any criteria pollutant or precursor for which the San Joaquin Valley Air Basin is in non-attainment. More information on the District's attainment status can be found online by visiting the District's website at: <http://valleyair.org/aqinfo/attainment.htm>.



**District Rules and Regulations**

- 3) The proposed Project may be subject to District rules and regulations, including: Regulation VIII (Fugitive PM10 Prohibitions), Rule 4102 (Nuisance), and Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations). In the event an existing building will be renovated, partially demolished or removed, the Project may be subject to District Rule 4002 (National Emission Standards for Hazardous Air Pollutants).
  
- 4) Based on information provided, the portion of the proposed Project that is located within the District's jurisdiction may equal or exceed the relevant District Rule 9510 (Indirect Source Review) applicability threshold of two tons-per-year of NOx or PM10 construction exhaust emissions for transit/transportation development. Therefore, the District concludes that the proposed Project may be subject to District Rule 9510.

Any applicant subject to District Rule 9510 is required to submit an Air Impact Assessment (AIA) application to the District no later than applying for final discretionary approval. If approval of the subject Project constitutes the last discretionary approval by your agency, the District recommends that demonstration of compliance with District Rule 9510, including payment of all applicable fees before issuance of the first building permit, be made a condition of Project approval. Information about how to comply with District Rule 9510 can be found online at: <http://www.valleyair.org/ISR/ISRHome.htm>.

- 5) The above list of rules is neither exhaustive nor exclusive. To identify other District rules or regulations that apply to this Project or to obtain information about District permit requirements, the applicant is strongly encouraged to contact the District's Small Business Assistance (SBA) Office at (559) 230-5888. Current District rules can be found online at the District's website at: [www.valleyair.org/rules/1ruleslist.htm](http://www.valleyair.org/rules/1ruleslist.htm).

The District recommends that a copy of the District's comments be provided to the Project proponent. If you have any questions or require further information, please call Stephanie Pellegrini at (559) 230-5820.

Sincerely,

Arnaud Marjollet  
Director of Permit Services



Brian Clements  
Program Manager

AM: sp



Melissa Gjerde &lt;info@valleylinkrail.com&gt;

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**Valley Link Project**

1 message

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**Robert Allen** <robertseeallen@gmail.com>  
To: info@valleylinkrail.com  
Cc: Robert Allen <robertseeallen@gmail.com>

Thu, Oct 11, 2018 at 9:02 PM

AB 2923 makes future extension of BART to Livermore and ACE near Greenville very unlikely. Although BART would be the optimum Tri-Valley rail link between BART and ACE, the changes in land use governance AB 2923 makes around BART stations would prove unacceptable to the Livermore community.

Valley Link as proposed along I-580 could provide that link effectively. Present BART Blue Line commute-hour trains from Dublin-Pleasanton, however, are often standing room only, and packed before they reach Bayfair. When enough cars arrive on its current order, BART clearly needs to make these 9-car trains into the maximum 10-car length. They should also consider adding a route to downtown Oakland and Richmond. (Call it the Purple Line - combined Red and Blue - and route the Orange Line toward Bay Point instead of Richmond to give I-680 commuters a one-seat BART alternative to jobs in the Silicon Valley.)

To handle the new route and longer, more frequent Blue Line trains, BART needs greater turnback and car storage beyond the Dublin-Pleasanton station: probably 3 tail tracks in the freeway median, and longer than they now have.

Four BART lines cross under the Bay and through San Francisco. BART's Blue line, being all subway, on aerial structure, or in constricting freeway median, has few sites suitable for a yard and shop as each of the other three trans-bay lines enjoy. The Tri-Valley turnback may also need a hospital track to hold cars to or from a remote shop.

Since Valley Link must deal with Caltrans anyway, I suggest that you work with BART to see what they also need and put it in a joint package with Caltrans. Include in your planning with BART securing all BART property around the Isabel station so that it is no longer a BART station and under AB 2923.

Move quickly to get that Isabel station property and expand the Airway Park-and-Ride per the ACTC "Tri-Valley Integrated Transit and Park-and-Ride Study". (ACTC's engineering consultant, DKS, estimated the cost to expand the virtually unused facility to 500 spaces on the vacant BART-owned land at \$3,256,000, or \$6.512 per space. Compare that with over \$40,000 per space Alameda County is spending for a parking structure at the station.)

Until Valley Link rail operations start, run a freeway shuttle bus from this Isabel Park-and-Ride connecting with every train in or out of the station. At the station, pick up and discharge riders as close to the fare gates as possible, making the commute nearly seamless. Collect parking fees in the station much as BART does now. This ridership development phase might run only on weekdays, when BART charges for parking at the station., and probably only early AM through the evening commute hours.

## PUBLIC UTILITIES COMMISSION

505 VAN NESS AVENUE  
SAN FRANCISCO, CA 94102-3298



October 11, 2018

Michael Tree  
Tri-Valley San Joaquin Valley Regional Rail Authority  
1362 Rutan Court, Suite 100  
Livermore, CA 94551

Re: Notice of Preparation  
Valley Link Rail Project draft Environmental Impact Report  
SCH # 2018092027

Dear Mr. Tree:

The California Public Utilities Commission (Commission) has jurisdiction over the safety of highway-rail crossings (crossings) in California. The California Public Utilities Code requires Commission approval for construction or alteration of crossings and grants the Commission exclusive power on design, alteration, and/or closure of rail crossings in California. The Commission's Rail Crossings and Engineering Branch (RCEB) received a copy of the *Notice of Preparation (NOP)* from the State Clearinghouse for the Tri-Valley San Joaquin Valley Regional Rail Authority's (Authority's) proposed Valley Link Rail project.

According to the NOP, the two-phase project proposes a new commuter rail line that connects the existing Dublin/Pleasanton Bay Area Rapid Transit (BART) Station with new rail stations to Stockton. The proposed rail corridor would require a new alignment within the Interstate 580 median through Dublin, Pleasanton, and Livermore; follow the existing Alameda County Transportation Corridor over the Altamont Hills; and then follow existing rail lines through Tracy to Lathrop and Stockton. Construction of new public crossings requires a formal application to the Commission for authorization, as discussed below.

#### Commission Rules and Regulations

The following link provides resources on the Commission's rules and regulations concerning rail safety: <http://www.cpuc.ca.gov/rail/>.

Any modification to an existing or proposed new crossing is subject to a number of rules and regulations involving the Commission, including:

- California Public Utilities Code, Sections 1201 et al, which requires Commission authority to construct rail crossings;
- Commission's Rules of Practice and Procedure, which details the Formal Application process for construction or modification of a public crossing; and
- Commission's General Order (GO) 88-B, Rules for Altering Public Highway-Rail Crossings.

The design criteria for any proposed modification or new crossing construction shall comply with the following GOs:

- GO 26-D, Clearance on Railroads and Street Railroads as to Side and Overhead Structures, Parallel Tracks and Crossings;

- GO 72-B, Construction and Maintenance of Crossings – Standard Types of Pavement Construction at Railroad Grade Crossings;
- GO 75-D, Warning Devices for At-Grade Railroad Crossings;
- GO 118-A, Construction, Reconstruction and Maintenance of Walkways and Control, of Vegetation Adjacent to Railroad Tracks; and
- GO 128, Construction or Underground and Electrical Supply and Communication.

### Federal Rules and Regulations

The project shall ensure compliance with federal regulations as well, including:

- Code of Federal Regulations, Title 49, Part 213 (49 CFR Part 213), Track Safety Standards;
- 49 CFR Part 214 Railroad Workplace Safety;
- 49 CFR Part 234, Grade Crossing Signal System;
- 49 CFR Part 236, Rules Standards and Instructions Governing the Installation, Inspection Maintenance, and Repair of Signal and Train Control Systems Devices, and Appliances.

### Crossing Authorizations

RCEB staff is available for consultation on crossing safety matters. The following link provides more information on the Commission's GO 88-B and formal crossing application process:  
<http://www.cpuc.ca.gov/crossings/>.

#### 1. Formal Application

A Formal Application is required for construction of all new at-grade and grade separated crossings along the corridor in accordance with the Commission's Rules of Practice and Procedure. When the Valley Link Rail project is clearly defined and prior to submission of a Formal Application, the Authority should contact RCEB staff to arrange a diagnostic meeting with Commission staff and all interested parties to discuss relevant safety issues at each proposed crossing location, if any.

As part of its mission to reduce hazards associated with at-grade railroad crossings, the Commission's policy is to reduce the number of such crossings. New at-grade crossings would typically not be supported by Commission staff and long-term planning for the grade separation of the existing at-grade rail crossings should be considered.

#### 2. GO 88-B Requests

Modification (including closure) of an existing rail crossing is typically authorized through the Commission's GO 88-B process. If interested parties do not reach agreement regarding proposed modifications, a Formal Application to the Commission will be required in order to obtain authorization to implement the modifications.

Prior to submission of a GO 88-B request for authorization, the Authority should arrange a diagnostic meeting with Commission staff and all interested parties to discuss relevant safety issues at the crossing location. Commission crossing safety web page is found at this link: <http://www.cpuc.ca.gov/crossings/>.

Michael Tree  
SCH # 2018092027  
Page 3 of 3  
October 11, 2018

Thank you for your consideration of these comments. If you have any questions in this matter, please feel free to contact me at (415) 703-1327 or by email at [willard.lam@cpuc.ca.gov](mailto:willard.lam@cpuc.ca.gov).

Sincerely,

A handwritten signature in black ink, appearing to read 'Willard Lam', is positioned above the typed name and title.

Willard Lam  
Utilities Engineer  
Rail Crossings and Engineering Branch  
505 Van Ness Avenue  
San Francisco, CA 94102

CC: State Clearinghouse, [state.clearinghouse@opr.ca.gov](mailto:state.clearinghouse@opr.ca.gov)



980 NINTH STREET, SUITE 1500  
SACRAMENTO, CALIFORNIA 95814  
HTTP://DELTACOUNCIL.CA.GOV  
(916) 445-5511

# DELTA STEWARDSHIP COUNCIL

*A California State Agency*

October 11, 2018

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Livermore Amador Valley  
Transit Authority

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Randy Fiorini

**Members**  
Frank C. Damrell, Jr.  
Maria Mehranian  
Susan Tatayon  
Skip Thomson  
Ken Weinberg  
Michael Gatto

**Executive Officer**  
Jessica R. Pearson

Michael Tree  
Tri-Valley San Joaquin Valley Regional Rail Authority  
Attn: Valley Link Rail Project  
1362 Rutan Court, Suite 100  
Livermore, CA 94551

Via email: [info@valleylinkrail.com](mailto:info@valleylinkrail.com)

## **RE: Comments on Notice of Preparation of an Environmental Impact Report and Scoping Meeting for the Proposed Valley Link Rail Project, SCH# 2018092027**

Dear Mr. Tree:

Thank you for the opportunity to review and comment on the Valley Link Rail Project Notice of Preparation (NOP) of an Environmental Impact Report (EIR). The Delta Stewardship Council (Council) recognizes the goal of the Tri-Valley San Joaquin Valley Regional Rail Authority (Rail Authority) and the Valley Link Rail Project (proposed project) to provide rail connectivity between the Bay Area Rapid Transit District (BART) rapid transit system and the Altamont Corridor Express (ACE) commuter service in the Tri-Valley.

Based on the project description in the NOP, the Council understands that the proposed project will be located within the Delta Secondary Zone<sup>1</sup> and therefore is required to comply with the Sacramento-San Joaquin Delta Reform Act of 2009 (SBX7 1; Delta Reform Act). As explained in this letter, through the Delta Reform Act, the Council has specific regulatory and appellate authority over certain actions that take place in whole or in part in the Delta and Suisun Marsh, which are referred to as "covered actions". State and local agencies are required to demonstrate consistency with 14 regulatory policies identified in the Delta Plan (23 Cal. Code Reg. sections 5001-5012) when carrying out, approving, or funding a covered action.

<sup>1</sup> The Council understands that the proposed EIR will evaluate two phases of improvements, Phase I and Phase II. Phase I improvements located within the Delta Secondary Zone include platforms, parking, pedestrian facilities, and other improvements at new stations at Mountain House, Downtown Tracy, River Islands, and North Lathrop, as well as upgrades of existing track and/or new rail alignments in or along existing rail rights-of-way from west of Tracy to Lathrop. Phase II improvements located within the Delta Secondary Zone include upgrades of existing track and/or new rail alignments along with potential new infill rail stations in or along existing rail rights-of-way from Lathrop to Stockton.

*"Coequal goals" means the two goals of providing a more reliable water supply for California and protecting, restoring, and enhancing the Delta ecosystem. The coequal goals shall be achieved in a manner that protects and enhances the unique cultural, recreational, natural resource, and agricultural values of the Delta as an evolving place."*

Based on the project location and scope described in the NOP, the proposed project is a potential covered action. The Rail Authority must determine if the project is a covered action, and if so, submit a certification of consistency with the Delta Plan to the Council prior to project implementation. More information on covered actions, early consultation, and the certification process can be found on the Council website, <http://deltacouncil.ca.gov/covered-actions>.

In addition, please consider our California Environmental Quality Act (CEQA) comments and address them in the draft EIR.

### **Comments on the Notice of Preparation**

In preparation of the Draft EIR for the project, we offer the following comments for your consideration:

#### **Regulatory Setting**

Please identify the Delta Plan in the Draft EIR's description of the regulatory setting for each applicable resource section. Where possible, please reference specific applicable regulatory policies.

#### **Mitigation Measures**

Delta Plan Policy **G P1** (23 Cal. Code Reg. section 5002) requires that actions not exempt from CEQA and subject to Delta Plan regulations must include applicable feasible mitigation measures consistent with those identified in the Delta Plan Program EIR or substitute mitigation measures that are equally or more effective. Mitigation measures in the Delta Plan's Mitigation and Monitoring Report Program (Delta Plan MMRP) are available at:

[http://deltacouncil.ca.gov/sites/default/files/documents/files/Agenda%20Item%206a\\_attachment%202.pdf](http://deltacouncil.ca.gov/sites/default/files/documents/files/Agenda%20Item%206a_attachment%202.pdf)

The NOP states that the Draft EIR for the proposed project will address direct, indirect, and cumulative effects in each of the following CEQA environmental issue areas:

- Aesthetics
- Agriculture Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise and Vibration
- Population and Housing
- Public Services
- Recreation
- Transportation/Traffic
- Safety and Security
- Utilities and Service Systems

Council staff recommends that the Rail Authority review the Delta Plan MMRP to determine if feasible mitigation measures related to significant impacts identified in the proposed project's Draft EIR would apply. If Delta Plan Program EIR mitigation measures are applicable and feasible, please incorporate such measures in the Draft EIR.

#### **Impacts to Stewart Tract and Paradise Cut**

Delta Plan Policy ER P3 (23 Cal. Code Reg. section 5007) states that within priority habitat restoration areas depicted in Appendix 5 (<http://deltacouncil.ca.gov/docs/appendix-5>), significant adverse impacts to the opportunity to restore habitat at appropriate locations must be avoided or mitigated.

Please acknowledge Delta Plan Policy ER P3 in the Biological Resources section of the Draft EIR. Based on the map provided in the NOP, it appears the proposed project would cross the Lower San Joaquin River Floodplain priority habitat restoration area at a location between River Islands and Lathrop on Stewart Tract using existing railroad right-of-way. Please describe within the Draft EIR how the proposed project would avoid or mitigate impacts to this priority habitat restoration area relative to completion and implementation of the Lower San Joaquin Flood Bypass (Paradise Cut) project proposed by the South Delta Levee Protection and Channel Maintenance Authority and its partners. Key to this analysis is the extent to which the proposed project utilizes existing or proposed new rail bridges to cross Paradise Cut and the lower San Joaquin River. Please evaluate the potential for the proposed project to impact implementation of the systemwide actions identified in the Central Valley Flood Protection Plan and accompanying Draft San Joaquin Basin-wide Feasibility Study. Specifically, the project should consider implications for specific flood risk reduction improvements, existing natural resources, and ecosystem restoration elements of the Paradise Cut multi-benefit improvement project. The Rail Authority should ensure that bridge structures used as part of the proposed project are elevated so that water can flow underneath to allow for restoration of aquatic habitat dependent on tides or periodic flooding considering effects of sea level rise. As discussed in the Draft San Joaquin Basin-wide Feasibility Study, the rail bridges which transect the upstream portion of Paradise Cut have implications for flow conveyance, and constrain opportunities to incorporate riparian and shaded riverine aquatic vegetation within the bypass. In some alternatives evaluated by the Department of Water Resources (DWR), these hydraulic constraints require dredging of bypass sediments and removal of riparian vegetation to accommodate flow conveyance.

#### **Impacts to the Delta as an Evolving Place**

Delta Plan Policy DP P1 (23 Cal. Code Reg. section 5010) places certain limits on new urban development within the Delta. As relates to the proposed project, Policy DP P2 states that new residential, commercial, or industrial development must be limited to areas that city or county general plans as of the date of the Delta Plan's adoption (May



2013) designate for residential, commercial, and industrial development in cities or their spheres of influence; or areas within the Mountain House General Plan Community Boundary in San Joaquin County. This policy is intended to strengthen existing Delta communities while protecting farmland and open space, providing land for ecosystem restoration needs, and reducing flood risk.

Please acknowledge Delta Plan Policy DP P1 (23 Cal. Code Reg. section 5010) both in the Land Use and Planning section of the Draft EIR, as well as in the growth inducement discussion. The Council seeks to ensure that the proposed project would avoid potential to induce new residential, commercial, or industrial development that would be inconsistent with Policy DP P1 in the Delta. Based on the limitations of Policy DP P1 and the project alignment presented in the NOP, this analysis should address potential to induce new residential, commercial, or industrial development that was not designated in adopted local general plans near the Phase I station sites at Mountain House (station location is outside the Mountain House General Plan Community Boundary), Downtown Tracy, River Islands, and North Lathrop, as well as any planned Phase II station locations between Lathrop and Stockton.

### **Comments regarding Delta Plan Policies and Potential Consistency Certification**

As stated before, the Rail Authority must determine if the project is a covered action, and if so, submit a certification of consistency with the Delta Plan to the Council prior to project implementation. The following section describes Delta Plan policies that may apply to the proposed project based on the available information. This information is offered to assist the Rail Authority to better describe the relationship between the proposed project and the Delta Plan.

The Delta Plan includes regulatory policies that apply to all covered actions. Below, we have highlighted key regulatory policies that may be specifically relevant to the proposed project. We encourage the Rail Authority to review the following Delta Plan policies prior to completing the Draft EIR and in anticipation of determining the proposed project's covered action status and potential certification of consistency.

#### **Best Available Science and Adaptive Management**

Delta Plan Policy **G P1** (23 Cal. Code Reg. section 5002(b)(3)) states that actions subject to Delta Plan regulations must document use of best available science as relevant to the purpose and nature of the project. The regulatory definition of "best available science" is provided in Appendix 1A of the Delta Plan (<http://deltacouncil.ca.gov/sites/default/files/2015/09/Appendix%201A.pdf>)

Delta Plan Policy **G P1** (23 Cal. Code Reg. section 5002(b)(4)) also requires that ecosystem restoration and water management covered actions include adequate provisions for continued implementation of adaptive management, appropriate to the scope of the action. This requirement is satisfied through a) the development of an adaptive management plan that is consistent with the framework described in Appendix 1 B of the Delta Plan (<http://deltacouncil.ca.gov/sites/default/files/2015/09/Appendix%201B.pdf>), and b) documentation of adequate resources to implement the proposed adaptive management plan.

Best available science and adaptive management principles may apply if habitat mitigation within the Delta is required of the proposed project. The Delta Science Program's Adaptive Management Liaisons are available to provide consultation and guidance to help project proponents with the appropriate application of best available science and adaptive management during early consultation in advance of a certification of consistency with the Delta Plan.

#### **Protect Opportunities to Restore Habitat**

As noted previously, Delta Plan Policy **ER P3** (23 Cal. Code Reg. section 5007) states that within priority habitat restoration areas depicted in Appendix 5 (<http://deltacouncil.ca.gov/docs/appendix-5>), significant adverse impacts to the opportunity to restore habitat at appropriate locations must be avoided or mitigated. We encourage the Rail Authority to review Delta Plan Policy ER P3 prior to completing the Draft EIR and in anticipation of determining the proposed project's covered action status and potential certification of consistency.

#### **Locate New Urban Development Wisely**

As noted previously, Delta Plan Policy **DP P1** (23 Cal. Code Reg. section 5010) places certain limits on new urban development within the Delta. We encourage the Rail Authority to review Delta Plan Policy DP P1 prior to completing the Draft EIR and in anticipation of determining the proposed project's covered action status and potential certification of consistency.

#### **Respect Local Land Use when Siting Water or Flood Facilities or Restoring Habitats**

Delta Plan Policy **DP P2** (23 Cal. Code Reg. section 5011) states that plans for ecosystem restoration must be sited to avoid or reduce conflicts with existing or planned future land uses when feasible.

Policy DP P2 may apply if habitat mitigation within the Delta is required of the proposed project.

### **Protect Floodways**

Delta Plan Policy **RR P3** (23 Cal. Code Reg. section 5014) restricts encroachment in floodways that are not either a designated floodway or a regulated stream. Policy RR P3 states that "no encroachment shall be allowed or constructed in a floodway unless it can be demonstrated by appropriate analysis that the encroachment will not unduly impede the free flow of water in the floodway or jeopardize public safety".

Please see previous comments under Policy ER P3 concerning the Central Valley Flood Protection Plan and accompanying Draft San Joaquin Basin-wide Feasibility Study. Please consider Policy RR P3 would apply to any proposed new facilities on or near Stewart Tract.

### **Closing Comments**

As the Rail Authority proceeds with design, development, and environmental impact analysis of the project, we invite you to engage Council staff in early consultation to discuss project features and mitigation measures that would enable consistency with the Delta Plan. We are available to discuss the issues outlined in this letter as you proceed in the next stages of your project design and approval processes. Please contact Anthony Navasero at (916) 445-5471([Anthony.Navasero@deltacouncil.ca.gov](mailto:Anthony.Navasero@deltacouncil.ca.gov)) with any questions.

Sincerely,



Jeff Henderson, AICP  
Deputy Executive Officer  
Delta Stewardship Council



Melissa Gjerde &lt;info@valleylinkrail.com&gt;

---

**Feedback on stations from Mountain House**

1 message

---

**Robi Thomas** <robithomas@live.com>  
To: "info@valleylinkrail.com" <info@valleylinkrail.com>

Thu, Oct 11, 2018 at 10:43 PM

Hello

I wholeheartedly support the Valley Link project and appreciate the visionary work undertaken by the board of directors.

I understand that Valley Link project wants to reuse the EIR information from ACEForward. Hence the agency decided on one of the locations that ACE planned for West Tracy as the proposed stop for Mountain House in the interest of time.

I must highlight that commuters to San Jose, Sunnyvale, Fremont and the Silicon Valley form a large percentage of the residents of Mountain House.

The current proposed site for the Mountain House station will NOT help these commuters since there is no straightforward BART connection to San Jose from Pleasanton.

Furthermore this station is not planned to be a multimodal station. ACE trains will not stop at this proposed station. I believe this would dissuade ACE train riders from taking this station since it does not help with reducing commute time. On the contrary, this station ( if not multimodal) will add 30-40 min one way to the existing 2 hour 1 way commute that many of us have suffer.

With this proposal, most of the Mountain House ACE riders (1000+ riders) will continue to use Vasco station or new Greenville station. Today as I write this email, the Vasco station ( in Alameda county) is full and many Livermore residents miss the train because the parking lots are overflowing with Mountain House cars. This is a Livermore and Mountain House problem that will not be resolved with the current proposal.

My recommendations

1. Fasttrack the Grant Line Multimodal station ( supporting Valley Link and ACE)
2. Make the Mountain House / West Tracy station a Multimodal station with stops for ACE as well.

I am happy to share more details if needed

Regards

Robi Thomas

[1112 S Shields Ave](#)

[Mountain House CA 95391](#)

209 603 1010

Sent from [Mail](#) for Windows 10



Melissa Gjerde &lt;info@valleylinkrail.com&gt;

---

## I need multimodal station for Mountain House

1 message

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**John Antony** <johnantony@gmail.com>  
To: info@valleylinkrail.com

Fri, Oct 12, 2018 at 12:51 PM

I wholeheartedly support the Valley Link project and appreciate the visionary work undertaken by the Board of Directors at the Tri-Valley - San Joaquin Valley Regional Rail Authority.

I commute to Livermore/Pleasanton.

I understand that Valley Link project wants to reuse the EIR information from ACEForward to save time. Hence the agency decided on one of the location close to Hansen Road near the Safeway Distribution Warehouse in Tracy as the proposed Mountain House station.

I also understand that my preferred station location of Grant Line Road is currently an infill station proposal.

I must highlight that the proposed Hansen Road site for Mountain House station would discourage ACE train riders from taking this station since it does not help with reducing commute time. On the contrary, this station ( if not multimodal) will add 30 min one way to the already long commute that I have to bear.

I may continue to use Vasco station or new proposed Greenville station adding to the traffic on I580 and the Altamont Pass. I will end up taking valuable parking space from my friendly neighbors at Vasco or Livermore.

I would sincerely request you to consider the following

1. Fasttrack the Grant Line Multimodal station ( supporting Valley Link and ACE Trains).
2. Make the Mountain House / West Tracy station a Multimodal station with stops for ACE as well.

Regards,  
Name: John Antony  
Address: [199 W Aventino Ave, Mountain House , CA 95391](#)

--

Thanks & Regards  
John Antony  
Fax:1-952-373-7769



Melissa Gjerde &lt;info@valleylinkrail.com&gt;

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## I need a multimodal station for Mountain House

1 message

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**Ramesh Ayyapuraju** <arameshs@icloud.com>  
To: info@valleylinkrail.com

Fri, Oct 12, 2018 at 8:12 AM

Hi all,

I wholeheartedly support the Valley Link project and appreciate the visionary work undertaken by the Board of Directors at the Tri-Valley - San Joaquin Valley Regional Rail Authority.

I commute to MILPITAS.

I understand that Valley Link project wants to reuse the EIR information from ACEForward to save time. Hence the agency decided on one of the location close to Hansen Road near the Safeway Distribution Warehouse in Tracy as the proposed Mountain House station.

I also understand that my preferred station location of Grant Line Road is currently an infill station proposal.

I must highlight that the proposed Hansen Road site for Mountain House station would discourage ACE train riders from taking this station since it does not help with reducing commute time. On the contrary, this station ( if not multimodal) will add 30 min one way to the already long commute that I have to bear.

I may continue to use Vasco station or new proposed Greenville station adding to the traffic on I580 and the Altamont Pass. I will end up taking valuable parking space from my friendly neighbors at Vasco or Livermore.

I would sincerely request you to consider the following

1. Fasttrack the Grant Line Multimodal station ( supporting Valley Link and ACE Trains).
2. Make the Mountain House / West Tracy station a Multimodal station with stops for ACE as well.

Regards,  
Name: ramesh Ayyapuraju  
Address: 466 Leonardo way, mountain house, CA 95391

Sent from my iPhone, please excuse typos

**DEPARTMENT OF TRANSPORTATION**  
 DISTRICT 4  
 OFFICE OF TRANSIT AND COMMUNITY PLANNING  
 P.O. BOX 23660, MS-10D  
 OAKLAND, CA 94623-0660  
 PHONE (510) 286-5528  
 FAX (510) 286-5559  
 TTY 711  
 www.dot.ca.gov



*Making Conservation  
 a California Way of Life*

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OCT 17 2018

October 12, 2018

Livermore Amador Valley  
 Transit Authority

SCH# 2018092027  
 GTS # 04-ALA-2018-00347  
 GTS I.D. 12597  
 ALA - 580 - VAR

Michael Tree  
 Tri-Valley San Joaquin Valley Regional Rail Authority  
 1362 Rutan Court, Suite 100  
 Livermore, CA 94551

### **Valley Link Rail Project— Notice of Preparation**

Dear Michael Tree:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. Our comments are based on the Notice of Preparation (NOP).

#### ***Project Understanding***

Project improvements would provide rail service from the existing Dublin/Pleasanton Bay Area Rapid Transit (BART) District Station to the approved Altamont Corridor Express (ACE) North Lathrop Station. The alignment would be located within the Interstate (I)-580 freeway median through Dublin, Pleasanton, and Livermore; connect to the Alameda County Transportation Corridor over the Altamont Hills; and continue along existing rail lines through Tracy, Lathrop and Stockton. The project aims to achieve rail connectivity between BART's rapid transit system and ACE's commuter service in the tri-valley, hence improving connectivity within the Bay Area Megaregion and supporting the vision of the *2018 California State Rail Plan* (herein referred to as the *State Rail Plan*) to connect the Northern California Megaregion to the State rail system.

#### ***System Planning Efficiencies***

From the Potential Environmental Effects section of the NOP, "The EIR will also include a cumulative impact analysis of the impacts of the project in combination with other planned railway projects, transportation improvements, and land use plans and projects in the various cities along the project corridor." To optimize connectivity between the BART, ACE and the Northern California Megaregion, the draft Environmental Impact Report (DEIR) should provide analysis regarding the following questions.

- How will the service function 20 years from now and how will it connect to High Speed

*"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability."*

Rail?

- What is the optimal connection from the central valley High Speed Rail to the Bay Area core?
- Which transportation scenario offers the connection with the highest frequency service and shortest wait time?
- Will the project incorporate a combination of direct service and slower service with frequent stops? A combination of the two services typically attracts the greatest number of passengers, even when the slow service is provided by local bus connections.

We suggest adding “Electric Multiple Unit (EMU)” as the fourth alternative under the “Technology alternatives” section. Considering that the State’s Senate Bill 100 sets 2045 as the deadline to move to 100% zero-carbon electricity, please consider electrification for this service. At a minimum, the DEIR should plan and analyze how the new infrastructure will transition to the electrification of the system.

Lastly, per Caltrans policy, Park and Ride facilities must be considered on all major transportation projects, including transit facilities. See Chapter 8, Section 7 of the Caltrans’s *Project Development Procedures Manual* for additional information.

***2018 California State Rail Plan***

With any rail related project, we encourage the Lead Agency to review and consider the goals and visions included in the *State Rail Plan*. The *State Rail Plan* lays out a network integration framework designed to guide planning and investment for the next 20 years and beyond. The *State Rail Plan* provides geographic- and time-specific service goals which can help guide project development at the regional level. To reduce vehicle trips and to promote the goals of the *State Rail Plan*, any rail or transit related project should plan for and accommodate convenient pedestrian and bicycle connections.

***Feasibility Study***

Please explain how the Tri-Valley San Joaquin Valley Regional Rail Authority’s feasibility report examining rail connection between BART and ACE will inform the final project. The feasibility report is planned to be completed by June 30, 2019.

***Landscape and Visual Impacts***

The project is required to comply with the landscaped freeway classification. A classified landscaped freeway is a section of freeway with ornamental vegetation planting that meets the criteria established by the California Code of Regulations, Outdoor Advertising Regulations, Title 4, Division 6. This designation is used in the control and regulation of outdoor advertising displays. The project has eight I-580 interchanges in the Dublin, Pleasanton and Livermore communities. Most of these areas have mature landscaping and are considered part of the classified landscaped freeway.

The Lead Agency should note that all landscaping that is impacted will need to be replaced per Caltrans’ policy. Caltrans’ landscape architects should be consulted early in the planning and design process to provide aesthetic review, aesthetic design expertise, and corridor master



planning.

A Visual Impact Assessment and appropriate mitigation will be needed for staging areas that are likely to impact interchanges and the surrounding areas, both within and outside Caltrans right-of-way. In addition to the interchanges and the I-580 median, visual impacts at the proposed rail crossing under I-580 east of Altamont Pass should also be studied. Lastly please consider the following factors:

- If the rail project requires additional right-of-way that widens I-580, Caltrans will require additional planting.
- Will reclaimed water be provided within the area? The type of water available is an important deciding factor on the type of landscape that Caltrans adopts.
- Please identify how pedestrians and bicycles will be accommodated at each transit stop and freeway interchange, as it would impact the type of landscape and/or hardscape that occurs near interchanges.

Caltrans recognizes the effects of art on local communities and encourages the integration of art in the proposed transit facilities to enhance and reflect the aesthetic, environmental, scenic, and cultural values of the affected community.

The Office of Landscape Architecture's *Main Street, California* discusses many of the issues discussed above. This document is an informational guide that reflects many of the recent updates to Caltrans' manuals and policies that improve multimodal access, livability and sustainability within the transportation system. *Main Street, California* helps the reader locate information about standards and procedures described in the *Caltrans Highway Design Manual* (HDM), the *California Manual on Uniform Traffic Control Devices* (California MUTCD), and the *Project Development Procedures Manual* (PDPM). Caltrans is committed to continual refinement of standards and policies that promote greater flexibility in developing State highway main streets that invigorate the vitality of local communities and the transportation system. This document can be found at:

[http://www.dot.ca.gov/hq/LandArch/mainstreet/main\\_street\\_3rd\\_edition.pdf](http://www.dot.ca.gov/hq/LandArch/mainstreet/main_street_3rd_edition.pdf)

### ***Design***

The Project Location Map shows the project's alignment is within the I-580 median. A precise rail alignment should be provided to review and determine where the project encroaches on the State right-of-way. The map also shows crossings on I-580 that will require a minimum vertical clearance of 16.5 feet if the rail alignment is on an elevated structure. Lastly, if sound walls are developed due to freeway widening, they must be coordinated with Caltrans for setbacks, aesthetics, and funding responsibility.

### ***Project Coordination***

Since a portion of this project is proposed to be within State right-of-way, close coordination with Caltrans is essential. We are assuming that this project will require more that \$3 million of work within State right-of-way, in which case, a Project Initiation Document and Project Report will be required, as well as Caltrans oversight during the Design and Construction phase of the

project.

In addition, this project will need to be coordinated with other planned projects in the vicinity, including:

- The I-580/I-205 Rehabilitation Project that is in construction and scheduled for completion by the summer of 2019.
- The improvement project (EA 04-0K680) to install overhead lines in the State right-of-way and provide eastbound lighting on I-580. The project will be in construction in 2021.
- The Roadside Safety Improvement Project (EA 04-4J9400) that will construct maintenance vehicle pullouts and will be in construction in 2022.

***Encroachment Permit***

Please be advised that any work or traffic control that encroaches onto the state right-of-way requires an encroachment permit that is issued by the Department. To apply, a completed encroachment permit application, environmental documentation, and six (6) sets of plans clearly indicating state right-of-way must be submitted to: Office of Permits, California DOT, District 4, P.O. Box 23660, Oakland, CA 94623-0660. To download the permit application and obtain more information, visit <http://www.dot.ca.gov/hq/traffops/developserv/permits/>.

***Lead Agency***

As the Lead Agency, the Tri-Valley San Joaquin Valley Regional Rail Authority is responsible for all project mitigation, including any needed improvements to the STN. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures.

Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, please contact Jannette Ramirez at (510) 286-5535 or [jannette.ramirez@dot.ca.gov](mailto:jannette.ramirez@dot.ca.gov).

Sincerely,



PATRICIA MAURICE  
District Branch Chief  
Local Development - Intergovernmental Review

c: State Clearinghouse



Melissa Gjerde &lt;info@valleylinkrail.com&gt;

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## I need a multimodal station for Mountain House

1 message

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**Sreedhar Dulla (sdulla)** <sdulla@cisco.com>  
To: "info@valleylinkrail.com" <info@valleylinkrail.com>

Fri, Oct 12, 2018 at 11:02 AM

I am planning to commute to San Jose from mountain house from Feb, 2019 onwards.

I understand that Valley Link project wants to reuse the EIR information from ACEForward to save time. Hence the agency decided on one of the location close to Hansen Road near the Safeway Distribution Warehouse in Tracy as the proposed Mountain House station.

I also understand that my preferred station location of Grant Line Road is currently an infill station proposal.

I must highlight that the proposed Hansen Road site for Mountain House station would discourage ACE train riders from taking this station since it does not help with reducing commute time. On the contrary, this station ( if not multimodal) will add 30 min one way to the already long commute that I have to bear.

I may continue to use Vasco station or new proposed Greenville station adding to the traffic on I580 and the Altamont Pass. I will end up taking valuable parking space from my friendly neighbors at Vasco or Livermore.

I would sincerely request you to consider the following

1. Fasttrack the Grant Line Multimodal station ( supporting Valley Link and ACE Trains).
2. Make the Mountain House / West Tracy station a Multimodal station with stops for ACE as well.

Regards,

Sreedhar Dulla



Melissa Gjerde <info@valleylinkrail.com>

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## Tri-Valley - San Joaquin - mountain house station

1 message

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**Vijay John** <v.john@procept-biorobotics.com>

Fri, Oct 12, 2018 at 8:23 AM

To: "info@valleylinkrail.com" <info@valleylinkrail.com>

Hi,  
We have been in mountain house for 3+ years and have been working in mountain View Redwood City Area. I'm working as a Director of quality and have been taking the ACE train commute for 3 years. I love it but hate that I have to go to vasco road and sometimes to Tracy station.

The first year I got into an accident in the rush to get to the vasco station the accident resulted in totaling of my brand new car and also minor injuries. My gods grace.

My kids love Our home and school in mountain house. I strongly recommendation your department to consider the multimodal solution for mountain house w BART and ACE access. This will bring sanity to our lives also it opens up for me to consider new positions in different cities as I would recover the lost commute time getting to vasco station. Also it reduces the traffic on in famous altamont!!!

Please consider this request as you guys plan the phase designs.

Thanks  
Vijay

Vijay John  
Director, Design Quality Assurance  
PROCEPT BioRobotics



Melissa Gjerde &lt;info@valleylinkrail.com&gt;

---

**I need a multimodal station for Mountain House**

1 message

---

**gopaljorapur** <gopaljorapur@gmail.com>  
To: info@valleylinkrail.com

Fri, Oct 12, 2018 at 8:50 AM

I wholeheartedly support the Valley Link project and appreciate the visionary work undertaken by the Board of Directors at the Tri-Valley - San Joaquin Valley Regional Rail Authority.

I commute to San Jose

I understand that Valley Link project wants to reuse the EIR information from ACEForward to save time. Hence the agency decided on one of the location close to Hansen Road near the Safeway Distribution Warehouse in Tracy as the proposed Mountain House station.

I also understand that my preferred station location of Grant Line Road is currently an infill station proposal.

I must highlight that the proposed Hansen Road site for Mountain House station would discourage ACE train riders from taking this station since it does not help with reducing commute time. On the contrary, this station ( if not multimodal) will add 30 min one way to the already long commute that I have to bear.

I may continue to use Vasco station or new proposed Greenville station adding to the traffic on I580 and the Altamont Pass. I will end up taking valuable parking space from my friendly neighbors at Vasco or Livermore.

I would sincerely request you to consider the following

1. Fasttrack the Grant Line Multimodal station ( supporting Valley Link and ACE Trains).
2. Make the Mountain House / West Tracy station a Multimodal station with stops for ACE as well.

Regards,  
Name: Gopal Jorapur  
Address: 748 W Pasadena Ave , mountain House

Thanks,  
Gopal



Melissa Gjerde &lt;info@valleylinkrail.com&gt;

---

## I need a multimodal station for Mountain House

1 message

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**VENKATARAMANA KALVA** <venkataramana.kalva@gmail.com>  
To: info@valleylinkrail.com

Fri, Oct 12, 2018 at 7:21 AM

I wholeheartedly support the Valley Link project and appreciate the visionary work undertaken by the Board of Directors at the Tri-Valley - San Joaquin Valley Regional Rail Authority.

I commute to

I understand that Valley Link project wants to reuse the EIR information from ACEForward to save time. Hence the agency decided on one of the location close to Hansen Road near the Safeway Distribution Warehouse in Tracy as the proposed Mountain House station.

I also understand that my preferred station location of Grant Line Road is currently an infill station proposal.

I must highlight that the proposed Hansen Road site for Mountain House station would discourage ACE train riders from taking this station since it does not help with reducing commute time. On the contrary, this station ( if not multimodal) will add 30 min one way to the already long commute that I have to bear.

I may continue to use Vasco station or new proposed Greenville station adding to the traffic on I580 and the Altamont Pass. I will end up taking valuable parking space from my friendly neighbors at Vasco or Livermore.

I would sincerely request you to consider the following

1. Fasttrack the Grant Line Multimodal station ( supporting Valley Link and ACE Trains).
2. Make the Mountain House / West Tracy station a Multimodal station with stops for ACE as well.

Regards,

Name: venkataramana Kalva

Address: 451 E Bernadette terrace mountain house CA 95391

Sent from my iPhone



Melissa Gjerde &lt;info@valleylinkrail.com&gt;

---

## Need a multimodal station for Mountain House

1 message

---

**Ramu Katamaneni** <rkatamaneni@vmware.com>  
To: "info@valleylinkrail.com" <info@valleylinkrail.com>

Fri, Oct 12, 2018 at 9:16 AM

Hi,

I wholeheartedly support the Valley Link project and appreciate the visionary work undertaken by the Board of Directors at the Tri-Valley - San Joaquin Valley Regional Rail Authority.

I commute to

I understand that Valley Link project wants to reuse the EIR information from ACE Forward to save time. Hence the agency decided on one of the location close to Hansen Road near the Safeway Distribution Warehouse in Tracy as the proposed Mountain House station.

I also understand that my preferred station location of Grant Line Road is currently an infill station proposal.

I must highlight that the proposed Hansen Road site for Mountain House station would discourage ACE train riders from taking this station since it does not help with reducing commute time. On the contrary, this station ( if not multimodal) will add 30 min one way to the already long commute that I have to bear.

I may continue to use Vasco station or new proposed Greenville station adding to the traffic on I580 and the Altamont Pass. I will end up taking valuable parking space from my friendly neighbors at Vasco or Livermore.

I would sincerely request you to consider the following

1. FastTrack the Grant Line Multimodal station ( supporting Valley Link and ACE Trains).
2. Make the Mountain House / West Tracy station a Multimodal station with stops for ACE as well.

Regards,

Ramu Katamaneni

522 E Bernadette Ter

Mountain House CA



Melissa Gjerde &lt;info@valleylinkrail.com&gt;

---

**Regarding connectivity for Mountain house**

1 message

---

**Sudhir Kohalli** <sudhir.kohalli@broadcom.com>  
To: info@valleylinkrail.com

Fri, Oct 12, 2018 at 11:29 AM

Hi

I am working for Broadcom and commute using ACE train. I am living in Mountain house. As part of the commute it usually takes me about 4 hrs of time every day. From mountain house to vasco station driving takes me about atleast 40mins to 1hr every day. If I can spend the same time at least for my work or give those time to my family will be great. So, hoping atleast if we can get this connectivity will be very helpful for us and will reduce our commute time at least by about 20-40 mins per day will be great. So please consider this will help in spending quality of time with our family.

Thanks

Sudhir





Melissa Gjerde &lt;info@valleylinkrail.com&gt;

---

## I need a multimodal station for Mountain House

1 message

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**onlnusr@yahoo.com** <onlnusr@yahoo.com>  
Reply-To: "onlnusr@yahoo.com" <onlnusr@yahoo.com>  
To: "info@valleylinkrail.com" <info@valleylinkrail.com>

Fri, Oct 12, 2018 at 12:57 AM

Hi,

I wholeheartedly support the Valley Link project and appreciate the visionary work undertaken by the Board of Directors at the Tri-Valley - San Joaquin Valley Regional Rail Authority.

I commute to Santa Clara, CA.

I understand that Valley Link project wants to reuse the EIR information from ACEForward to save time. Hence the agency decided on one of the location close to Hansen Road near the Safeway Distribution Warehouse in Tracy as the proposed Mountain House station.

I also understand that my preferred station location of Grant Line Road is currently an infill station proposal.

I must highlight that the proposed Hansen Road site for Mountain House station would discourage ACE train riders from taking this station since it does not help with reducing commute time. On the contrary, this station ( if not multimodal) will add 30 min one way to the already long commute that I have to bear.

I may continue to use Vasco station or new proposed Greenville station adding to the traffic on I580 and the Altamont Pass. I will end up taking valuable parking space from my friendly neighbors at Vasco or Livermore.

I would sincerely request you to consider the following

1. Fasttrack the Grant Line Multimodal station ( supporting Valley Link and ACE Trains).
2. Make the Mountain House / West Tracy station a Multimodal station with stops for ACE as well.

Regards,

Name: Jagan Muppidi

Address: [1230 S Vecindad St, Mountain House, CA 95391](#)



Melissa Gjerde &lt;info@valleylinkrail.com&gt;

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**As Mountain House population increases consistently, I request to have a multimodal station for Mountain House as early as possible.**

1 message

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ഉണ്ണികൃഷ്ണൻ രാമൻ <unnikrishnan@gmail.com>  
To: info@valleylinkrail.com

Fri, Oct 12, 2018 at 12:00 PM

I appreciate and support the Valley Link project work undertaken by the Board of Directors at the Tri-Valley - San Joaquin Valley Regional Rail Authority.

I commute to Bay Area.

I understand that Valley Link project wants to reuse the EIR information from ACEForward to save time. Hence the agency decided on one of the location close to Hansen Road near the Safeway Distribution Warehouse in Tracy as the proposed Mountain House station.

I also understand that my preferred station location of Grant Line Road is currently an infill station proposal.

I must highlight that the proposed Hansen Road site for Mountain House station would discourage ACE train riders from taking this station since it does not help with reducing commute time. On the contrary, this station ( if not multimodal) will add 30 min one way to the already long commute that I have to bear.

I may continue to use Vasco station or new proposed Greenville station adding to the traffic on I580 and the Altamont Pass. I will end up taking valuable parking space from my friendly neighbors at Vasco or Livermore.

I would sincerely request you to consider the following

1. Fasttrack the Grant Line Multimodal station ( supporting Valley Link and ACE Trains).
2. Make the Mountain House / West Tracy station a Multimodal station with stops for ACE as well.

Thanks and regards,

Name: Unnikrishnan Nampoothiri

Address: [225 N Rockridge St](#)

[Mountain House, CA, 95391](#)



Melissa Gjerde &lt;info@valleylinkrail.com&gt;

---

**Mountain House station**

1 message

---

**Ghorzang Nuranshah** <ghorzangn@gmail.com>  
To: info@valleylinkrail.com

Fri, Oct 12, 2018 at 1:02 AM

1. Current proposal for Mountain House station is not useful for ACE riders and commuters to San Jose, Sunnyvale, Fremont etc unless it is a Multimodal station ( please include ACE train stops)
2. Multimodal station at Grant Line Road station needs to be fasttracked since it will reduce the commute time for Mountain House residents. Current Mountain House station proposal would increase commute time because of backtracking to Mountain House and hopping on and off different trains. ( Estimated increase of 30 mins to existing commute time )



Melissa Gjerde &lt;info@valleylinkrail.com&gt;

---

## Ace train station request (Closer to) Mountain House

1 message

---

**Praveen Pratury** <praveen.pratury@samsung.com>  
To: "info@valleylinkrail.com" <info@valleylinkrail.com>

Fri, Oct 12, 2018 at 11:19 AM

Hello,

I wholeheartedly support the Valley Link project and appreciate the visionary work undertaken by the Board of Directors at the Tri-Valley - San Joaquin Valley Regional Rail Authority.

I commute to Mountain View, CA from Mountain House, CA daily (5 days per week) on Ace train.

Since my daily commute is 2h30 min each way, I request you to consider train station that benefits the broader community in Mountain House. Spending 45 min each way from Mountain House to Vasco road station has become the norm and it has become crazy. In spite of the fact that I spend 45 min to catch the train, sometimes I end up missing due to miserable traffic on the road. Going to Tracy daily doesn't help with total time being spent away from Family (2h 45 min each way). So, am requesting for a closer station to MH residents.

I would sincerely request you to consider the following

1. Fasttrack the Grant Line Multimodal station ( supporting Valley Link and ACE Trains).
2. Make the Mountain House / West Tracy station a Multimodal station with stops for ACE as well.

Regards,

Name: Praveen Pratury

Address: [581 N Santa Inez Dr, Mountain House, CA 95391](#).



**CHIEF EXECUTIVE OFFICE**

*Jody L. Hayes  
Chief Executive Officer*

*Patricia Hill Thomas  
Chief Operations Officer/  
Assistant Executive Officer*

*Keith D. Boggs  
Assistant Executive Officer*

*Patrice M. Dietrich  
Assistant Executive Officer*

RECEIVED

OCT 15 2018

Livermore Amador Valley  
Transit Authority

**STANISLAUS COUNTY ENVIRONMENTAL REVIEW COMMITTEE**

October 12, 2018

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

**SUBJECT: ENVIRONMENTAL REFERRAL – TRI-VALLEY – SAN JOAQUIN VALLEY  
REGIONAL RAIL AUTHORITY – NOTICE OF PREPARATION OF AN  
ENVIRONMENTAL IMPACT REPORT (EIR)**

Thank you for the opportunity to review the Early Consultation phase of the above-referenced project.

The Stanislaus County Environmental Review Committee (ERC) has reviewed the subject project and has no comments at this time.

The ERC appreciates the opportunity to comment on this project.

Sincerely,

A handwritten signature in blue ink, appearing to read "Patrick Cavanah".

Patrick Cavanah  
Sr. Management Consultant  
Environmental Review Committee

PC:ss

cc: ERC Members



Melissa Gjerde &lt;info@valleylinkrail.com&gt;

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## Valley Link Project

1 message

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**Sunil (@Mentor-Global)** <sunil@mentor-global.com>  
To: info@valleylinkrail.com

Fri, Oct 12, 2018 at 8:32 AM

Hi,  
I heard that the proposed Valley Link Project and the proposed Mountain House station are being planned near the Safeway warehouse location and only meant for BART connection. I also heard that there is no plan to connect ACE to that. If that is the case, I urge you to totally reconsider that. If your objective is to serve the community and reduce congestion on the roads, you would need a multi modal station that supports both ACE and BART link. Ideally, it would be located at the Grant Line intersection with 580/205 or closest point to it. Currently, the massive congestion on 580 on Altamont Pass comes in because you have vehicles that come in from 205 (Tracy, Manteca, Stockton and beyond - a little bit of Mountain House), 580 (Patterson and other parts of I5 South, Some of the newer and upcoming development areas of Tracy) and Grant Line Road (most of Mountain House, Byron and some parts of Tracy) converging on that one spot. Currently, driving to the ACE station in Tracy or Livermore takes people 30 to 40 minutes extra if they are coming from Mountain House, which is one reason why a lot of people don't use ACE and prefer to drive, besides the inconvenience of a limited schedule and a lack of good transfer mechanism to BART.

People are generally heading to the South Bay via 84/680 or heading to Oakland / SF via 580, or coming down 680. All you have to do is watch the congestion points, which are Altamont Pass road, Sunol grade, 580 in the Trivalley area etc. and ask the question where are people coming from, and where are they going to - what strategic locations will let us take a certain portion of traffic off the road.

Those going to South Bay will prefer ACE, while those going to Dublin or SF will prefer BART. Given that there is no BART today and it will take a lot more time and money to get BART over, the simplest, cheapest solution is to have an ACE station close to the freeway intersection (205/580/grant line) and incentivize a lot of cars to get off the road.

The proposed location (see map attached) is not that useful as it will take us 12 minutes to get there from Mountain House, going backwards and probably another 10 minutes going forward to reach the Grant line intersection.

In conclusion, it is important that an ACE station is created closest to Mountain House, and in a spot which allows various traffic flows to be pulled off the road. If that station also connects BART, that would be the ideal solution as you would create the network connectivity that we have so badly lacked in the Bay Area.

Thanks for your consideration. Feel free to reach me for additional discussion.

Thanks  
Sunil

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408-310-3973 (c)  
660 N. San Marcos Dr.  
Mountain House, CA 95391

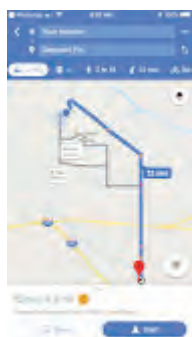


image1.png  
352K



Melissa Gjerde &lt;info@valleylinkrail.com&gt;

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## Request for multi modal station near Grant Line Road

1 message

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**Subin Thampi** <thampisubin@gmail.com>  
To: info@valleylinkrail.com

Fri, Oct 12, 2018 at 9:44 PM

Hello Valley Link Rail Project team,

First of all, I'm thanking you all for making this project happening. At the same time, I would like to raise a concern as I don't see the Grant line rd station included as part of phase 1.

Just to give the context of my request - currently I work near Pleasanton and my spouse commutes to Santa Clara. I'm currently driving to Pleasanton and my wife catches the ACE from Pleasanton. The current proposed Mountain House station near Safeway warehouse is not going to help us because I have to go in reverse direction about 5 miles (it may take additional 40 to 45 mins) to catch Valley Link Train and also my wife won't be able to get the ACE train as it is not a multi modal station. So we will be forced to continue with driving to Pleasanton.

Please note that this is the situation of thousands of commuters from Mountain House. Also in near future, once all the Mountain House villages are occupied, the total commuting population would be over 25 K and catching train from current non-multi modal station will be practically impossible - traffic wise, parking area wise, no option to on board ACE etc. And so I'm requesting to include the Multi Modal Station at Grant Line Rd as part of phase1.

Thanks for understanding and thanks in advance for considering our request.

Regards  
Subin Thampi  
[651 W Hargrove Ave](#)  
[Mountain House](#)  
[CA 95391](#)



Melissa Gjerde &lt;info@valleylinkrail.com&gt;

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## Request for Ace grant line road station

1 message

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**Rajesh Kumar TV** <rajeshkumartv@gmail.com>  
To: info@valleylinkrail.com

Fri, Oct 12, 2018 at 12:20 PM

Hi,

There is a proposal to add a station at the intersection of Grant Line road and I-580 where the Valley Link rail and the ACE Rail rails are the closest.

A station at this point would help people like me and my family tremendously by making the car travel shorter and safer. As more people in Mountain House take the trains at Grant Line road Station, it will free up traffic for them on the freeways. I would estimate at least 1000 cars (ACE and BART riders) off the I580 if they can take a train at Grant Line Road.

I believe it will be good for residents of Livermore and other commuters who have to rely on I205 and I580. I think a station at Grant Line Rd would help to reduce the crowds at the ACE Vasco Station and the Pleasanton BART parking as well, helping Livermore and Pleasanton residents.

Please kindly rethink and propose ACE station for Mountain House residents.

Thanks

Rajesh Kumar Thathapuram Venkata





Melissa Gjerde &lt;info@valleylinkrail.com&gt;

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**I support the Grant Line Road ACE station near I-580 Station**

1 message

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**Rajesh Kumar Thathapuram Venkata** <rvenkata@juniper.net>  
To: "info@valleylinkrail.com" <info@valleylinkrail.com>

Fri, Oct 12, 2018 at 12:23 PM

Hi,

There is a proposal to add a station at the intersection of Grant Line road and I-580 where the Valley Link rail and the ACE Rail rails are the closest.

A station at this point would help people like me and my family tremendously by making the car travel shorter and safer. As more people in Mountain House take the trains at Grant Line road Station, it will free up traffic for them on the freeways. I would estimate at least 1000 cars (ACE and BART riders) off the I580 if they can take a train at Grant Line Road.

I believe it will be good for residents of Livermore and other commuters who have to rely on I205 and I580. I think a station at Grant Line Rd would help to reduce the crowds at the ACE Vasco Station and the Pleasanton BART parking as well, helping Livermore and Pleasanton residents.

Please kindly rethink and propose ACE station for Mountain House residents.

Thanks

Rajesh Kumar TV



Melissa Gjerde &lt;info@valleylinkrail.com&gt;

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**Train station for Mountain House**

2 messages

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**Seby** <sthokkadam@gmail.com>  
To: info@valleylinkrail.com

Fri, Oct 12, 2018 at 9:39 AM

Hello,

I commute to San Jose from Mountain House and take ACE train from Vasco station.

The proposed Hansen Road site for Mountain House station would discourage ACE train riders like me riding from this station since it does not help with reducing commute time. On the contrary, this station ( if not multimodal) will add 30 min one way to the already long commute that I have to bear.

I have to continue to use Vasco station or new proposed Greenville station adding to the traffic on I580 and the Altamont Pass.

I would sincerely request you to consider the following

1. Fasttrack the Grant Line Multimodal station ( supporting Valley Link and ACE Trains).
2. Make the Mountain House / West Tracy station a Multimodal station with stops for ACE as well.

Regards,  
Name:  
Address:

Thanks

Seby

---

**Seby** <sthokkadam@gmail.com>  
To: info@valleylinkrail.com

Fri, Oct 12, 2018 at 9:50 AM

Hello,

I commute to San Jose from Mountain House and take ACE train from Vasco station.

The proposed Hansen Road site for Mountain House station would discourage ACE train riders like me riding from this station since it does not help with reducing commute time. On the contrary, this station ( if not multimodal) will add 30 min one way to the already long commute that I have to bear.

I have to continue to use Vasco station or new proposed Greenville station adding to the traffic on I580 and the Altamont Pass.

I would sincerely request you to consider the following

1. Fasttrack the Grant Line Multimodal station ( supporting Valley Link and ACE Trains).
2. Make the Mountain House / West Tracy station a Multimodal station with stops for ACE as well.

Regards,  
104

10/19/2018

Tri-Valley - San Joaquin Valley Regional Rail Authority Mail - Train station for Mountain House

Name: Seby Thokkadam

Address: 744 S Escuela Dr, Mountain House, CA, 95391



Melissa Gjerde <info@valleylinkrail.com>

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## Train Station considering Mountain House

1 message

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**Bibin Varghese** <bibinv@gmail.com>  
To: info@valleylinkrail.com

Fri, Oct 12, 2018 at 11:01 AM

Heard about the project and it will be great to have a station to help commute using both ACE/Valley link train as there are many commuters from Mountain House

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Bibin Varghese



Melissa Gjerde &lt;info@valleylinkrail.com&gt;

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## Request for a dedicated ACE Station for Mountain House

1 message

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**Kishore Kumar Reddy R** <reddy.rkk@gmail.com>  
To: info@valleylinkrail.com

Sun, Oct 14, 2018 at 11:59 PM

Attn : Valley Link Rail Project

Greetings from Kishore Reddy

I am an Resident of Mountain House and ACE train is my "commute life line " to my office in Santa Clara . The current train station in Tracy and the train schedules is very inconvenient for me and my fellow commuters from Mountain House.

Here is why - ACE01 (4:51 AM) , ACE03 (6:06 AM), ACE05 (7:11AM) and ACE07 (7:36AM) from Tracy Station; which means you would have to leave your house approximately 30 Mins before the scheduled departure. These trains pass through the Altamont and arrives at Vasco 35 mins later . Naturally we prefer going to Vasco than Tracy. So, you would find most of us using our Cars to reach the station and this adds to the traffic.

At Mountain House, the dreams we had was for our life and our future we will find space to grow—in the sporty, scenic parks, highly rated schools. This dream is turning into an nightmare - Average commute times to the South Bay is approx 2 Hours one way and we spend 4 hours just for commute. At the current rate - there is an heavy work -life imbalance . Most of the days in the week - I do not get to talk to my Kids - either they are sleeping when I leave or they are asleep when I come back home .

Now, you are aware the development activity and the number of communities which are being built - at an average - we have 10 Families moving to the area per week. Most of them are coming in from South Bay and East Bay to the Mountain House due to affordable middle class housing . A simple math would mean approx 10 cars added to the traffic on the 205 / 580 Freeways .

To mitigate some of the challenges we face - the request to the concerned authorities is the following

1. An dedicated Station for Mountain House would be highly appreciated.
2. Increase the frequency of the Trains to South Bay instead of the current 60 mins

This would mean Lesser number of Cars on the Freeways and Better Air quality, Happy families and Newer jobs created in the local communities

Sincerely,  
Kishore



Melissa Gjerde &lt;info@valleylinkrail.com&gt;

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**Attn: Valley Link Project - Public comments on scoping**

1 message

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**Karthikeyan.Arumugam@dell.com** <Karthikeyan.Arumugam@dell.com>  
To: info@valleylinkrail.com

Mon, Oct 15, 2018 at 9:56 PM

**Dell - Internal Use - Confidential**

Hi Tri-Valley - San Joaquin Valley Regional Rail Authority,

I'm writing to share my thoughts on the project for

Valley Link Project on Widening of W. Grant Line road from Great Valley Parkway to I-580 and install traffic lights at important intersections along the way

I see this project as,

- \* important step in right direction to improve the road infrastructure for residents of Mountain house, Tracy and many more cities around this area
- \* helps to cut down the commute time to considerable extent for long commutes towards east bay & south bay.
- \* during peak hours it takes almost 20 minutes to go from Great Valley Parkway to I-580 ( which is hardly 2 miles).
- \* this is almost 1/5 of the total commute time out of 45-50 miles to South bay (Milpitas/Santa Clara).
- \* implementing this project would also give much needed relief & courage for people who are planning to move to central valley.

Thanks

Karthikeyan Arumugam

Resident of Mountain House



**SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT**

300 Lakeside Drive, P.O. Box 12688  
Oakland, CA 94604-2688  
(510) 464-6000

2018

October 15, 2018

Robert Raburn, Ph.D.  
PRESIDENT

Nicholas Josefowitz  
VICE PRESIDENT

Grace Crunican  
GENERAL MANAGER

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

Re: BART Comments on Valley Link Rail Project Notice of Preparation for an Environmental Impact Report

**DIRECTORS**

Debra Allen  
1ST DISTRICT

Joel Keller  
2ND DISTRICT

Rebecca Saltzman  
3RD DISTRICT

Robert Raburn, Ph.D.  
4TH DISTRICT

John McPartland  
5TH DISTRICT

Thomas M. Blalock, P.E.  
6TH DISTRICT

Lateefah Simon  
7TH DISTRICT

Nicholas Josefowitz  
8TH DISTRICT

Bevan Duffy  
9TH DISTRICT

Dear Valley Link Rail Project Official:

Thank you for the opportunity to comment on the Notice of Preparation (NOP) for an Environmental Impact Report prepared by the Tri-Valley – San Joaquin Valley Regional Rail Authority (TVSJVRRRA) for the Valley Link Rail Project. The Valley Link Rail Project would span Alameda and San Joaquin Counties. Phase I of the project would provide rail service from the existing Dublin/Pleasanton BART Station to the ACE North Lathrop Station. The alignment would be located within the I-580 freeway median through Dublin, Pleasanton, and Livermore, before following the Alameda County-owned right-of-way over the Altamont Hills, and then along existing rail lines through Tracy to Lathrop and Stockton. The Environmental Impact Report (EIR) will analyze the Phase I improvements (Dublin/Pleasanton to Lathrop) at a project level and will analyze Phase II improvements (Lathrop to Stockton) at a program level.

The San Francisco Bay Area Rapid Transit District (BART) has the following comments on the NOP.

1. The TVSJVRRRA sent BART early engineering drawings for comment. BART returned nine comments via email to the TVSJVRRRA on July 19, 2018. BART assumes the TVSJVRRRA will respond to BART's comments before the release of the Draft EIR, and the drawings included in the Draft EIR will be revised to incorporate any necessary revisions.
2. As described in the NOP, the Valley Link Rail Project proposes construction of a new connecting platform at the existing Dublin/Pleasanton BART Station. Because any physical modifications may affect the operational efficiency, capacity and safety of the Dublin/Pleasanton station, the TVSJVRRRA will need to coordinate its plans closely with BART. BART thanks the TVSJVRRRA for its cooperation on this matter to date and looks forward to continued cooperation.
3. The Draft EIR should present the conceptual plans on how the BART-Valley Link interface at Dublin/Pleasanton Station will be accomplished. The plans should be presented in enough detail to allow thorough review.

4. Creation of the BART-Valley Link connection at BART's Dublin/Pleasanton Station will require considerable construction. Please include a detailed construction scenario in your project description that provides the various phases of construction and the duration of each phase. The Draft EIR analysis should provide a thorough analysis of any potential construction impacts and how they might affect BART operations.
5. Please include an analysis on how construction may temporarily alter or affect existing access to the BART station for patrons arriving by foot, bicycle, auto or transit during construction.
6. The BART tail tracks east of the Dublin/Pleasanton Station for storing BART cars are being extended by approximately 200 feet. Please describe any reduction or other effect of the Valley Link Project alignment on the BART tail tracks.
7. The Valley Link Rail Project is anticipated to increase the passenger load on BART's already crowded Blue Line service from Dublin/Pleasanton Station to Daly City Station. BART sent the TVSJVRRRA a request for specific ridership data via email on July 23, 2018. Upon receiving this data, BART will conduct an analysis to identify the effects that the added passenger load would have on BART's operations, vehicle capacity, and station capacity. When this analysis is completed, BART will provide it to the TVSJVRRRA. The Draft EIR should clearly identify any impacts to BART operations, vehicle capacity, or station capacity.
8. If additional BART cars are required to accommodate the additional passenger load, the Draft EIR should identify the number of additional cars required. The project description for the Draft EIR should identify whether the additional cars are included in the cost estimates for the Valley Link Project.
9. If additional BART cars are required to accommodate the project, please include a scenario for additional BART car storage.
10. The NOP describes potential Valley Link stations near Isabel Avenue and Greenville Road. BART owns property along Isabel Avenue both north and south of I-580, and north of I-580 east and west of Laughlin Road (near Greenville Road). Please describe any potential impacts to BART-owned parcels.

BART looks forward to continued cooperation between our two agencies as the TVSJVRRRA advances the Valley Link Rail Project. If you would like to discuss further or require more information, please contact Andrew Tang, BART Principal Planner, at (510) 874-7327 or atang@bart.gov.

Sincerely,



Val Menotti  
Chief Planning and Development Officer

CC: M Wilke  
P Medved  
D Dean



**DEPARTMENT OF WATER RESOURCES**

1416 NINTH STREET, P.O. BOX 942836  
SACRAMENTO, CA 94236-0001  
(916) 653-5791



October 15, 2018

RECEIVED

OCT 18 2018

Livermore Amador Valley  
Transit Authority

Mr. Michael Tree  
Valley Link Project  
Tri-Valley – San Joaquin Valley Regional Rail Authority  
1362 Rutan Court, Suite 100  
Livermore, California 94551

Notice of Preparation of an Environmental Impact Report for the Valley Link Rail Project, Tri-Valley – San Joaquin Valley Regional Rail Authority, San Joaquin and Alameda Counties, Delta Field Division, SCH2018092027

Dear Mr. Tree:

Thank you for the opportunity to review and comment on the Notice of Preparation for the Valley Link Rail Project (Project) in Alameda and San Joaquin Counties. The Project involves construction of new rail alignment within Interstate-580 freeway median in Livermore and upgrades of existing or new rail alignment along existing rail right of way in west of Tracy. Two locations of the State Water Project (SWP) are impacted by the proposed alignments of the Project: the South Bay Aqueduct in Livermore and the California Aqueduct in Tracy.

Any proposed construction activities within the SWP right-of-way require an encroachment permit or agreement issued by the Department of Water Resources (DWR). Information regarding regulations that govern construction within SWP right-of-way and forms for submitting an application for an encroachment permit to DWR can be found at:

<https://water.ca.gov/Work-With-Us/Real-Estate/Encroachment-Permits>

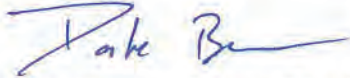
Please provide DWR with a copy of any subsequent environmental documentation with regards to the Project when it becomes available for public review. The document shall be sent to:

Leroy Ellinghouse, Chief  
State Water Project Right-of-Way Management Section  
Division of Operations and Maintenance  
California Department of Water Resources  
1416 Ninth Street, Room 641-1  
Sacramento, California 95814

Mr. Michael Tree  
October 15, 2018  
Page 2

If you have any questions, please contact Jonathan Canuela at (916) 653-5095, or Leroy Ellinghouse of my staff at (916) 653-7168.

Sincerely,

A handwritten signature in blue ink that reads "Dale Brown". The signature is fluid and cursive, with a long horizontal stroke at the end.

Dale Brown, Acting Chief  
Project Management Office  
Department of Water Resources

cc: State Clearinghouse  
Office of Planning and Research  
1400 Tenth Street, Room 121  
Sacramento, California 95814

**CALIFORNIA STATE LANDS COMMISSION**

100 Howe Avenue, Suite 100-South  
Sacramento, CA 95825-8202



*Established in 1938*

JENNIFER LUCCHESI, *Executive Officer*  
(916) 574-1800 Fax (916) 574-1810  
California Relay Service TDD Phone 1-800-735-2929  
from Voice Phone 1-800-735-2922

**Contact Phone: (916) 574-1890**  
**Contact FAX: (916) 574-1885**

October 15, 2018

File Ref: SCH # 2018092027

Tri-Valley – San Joaquin Valley Regional Rail Authority  
Attn: Valley Link Rail Project  
1362 Ruttan Court, Suite 100  
Livermore, CA 94551

VIA REGULAR & ELECTRONIC MAIL ([info@valleylinkrail.com](mailto:info@valleylinkrail.com))

**Subject: Notice of Preparation (NOP) for an Environmental Impact Report (EIR)  
for the Valley Link Rail Project, Alameda and San Joaquin Counties**

To Whom It May Concern:

The California State Lands Commission (Commission) staff has reviewed the subject NOP for an EIR for the Valley Link Rail Project (Project), which is being prepared by the Try-Valley – San Joaquin Valley Regional Rail Authority (Authority). The Authority, as the public agency proposing to carry out the Project, is the lead agency under the California Environmental Quality Act (CEQA) (Pub. Resources Code, § 21000 et seq.). The Commission is a trustee agency for projects that could directly or indirectly affect sovereign land and their accompanying Public Trust resources or uses. Additionally, because the Project involves work on sovereign land, the Commission will act as a responsible agency. Commission staff requests that the Authority consult with us on preparation of the Draft EIR as required by CEQA section 21153, subdivision (a), and the State CEQA Guidelines section 15086, subdivisions (a)(1) and (a)(2).

**Commission Jurisdiction and Public Trust Lands**

The Commission has jurisdiction and management authority over all ungranted tidelands, submerged lands, and the beds of navigable lakes and waterways. The Commission also has certain residual and review authority for tidelands and submerged lands legislatively granted in trust to local jurisdictions (Pub. Resources Code, §§ 6009, subd. (c); 6009.1; 6301; 6306). All tidelands and submerged lands, granted or ungranted, as well as navigable lakes and waterways, are subject to the protections of the common law Public Trust Doctrine.

As general background, the State of California acquired sovereign ownership of all tidelands and submerged lands and beds of navigable lakes and waterways upon its admission to the United States in 1850. The state holds these lands for the benefit of all people of the state for statewide Public Trust purposes, which include but are not limited to waterborne commerce, navigation, fisheries, water-related recreation, habitat preservation, and open space. On tidal waterways, the State's sovereign fee ownership extends landward to the mean high tide line, except for areas of fill or artificial accretion or where the boundary has been fixed by agreement or a court. On navigable non-tidal waterways, including lakes, the state holds fee ownership of the bed of the waterway landward to the ordinary low-water mark and a Public Trust easement landward to the ordinary high-water mark, except where the boundary has been fixed by agreement or a court. Such boundaries may not be readily apparent from present day site inspections.

After reviewing the map that accompanied the NOP, Commission staff determined that the San Joaquin River, French Camp Slough, and Walker Slough, over which the proposed Project will extend, include State-owned sovereign land under the jurisdiction of the Commission. Therefore, a lease and formal authorization for the use of sovereign land will be required from the Commission for the portion of the Project encroaching over State-owned lands. It is unclear whether any of the alternative alignments referenced in the NOP will include different crossing locations or different waterways. Please contact Dobri Tutov (see contact information below) for further information on the extent of the Commission's jurisdiction and application requirements.

### **Project Description**

The Authority proposes to construct rail improvements to provide rail service between the existing Dublin/Pleasanton BART station and the approved Altamont Corridor Express (ACE) North Lathrop station. This would assist in achieving "transit connectivity" between the Tri-Valley and San Joaquin Valley areas.

From the Project Description, Commission staff understands that the Project would include the following components that have potential to affect State sovereign land:

- Project-Level Analysis (Phase I): New track connections and a bridge crossing over the San Joaquin River between Tracy and Lathrop.
- Programmatic Analysis (Phase II): New track connections and a bridge crossing over Walker Slough and French Slough.

### **Environmental Review**

Commission staff requests that the Authority consider the following comments when preparing the Draft EIR, to ensure that impacts to State sovereign land are adequately analyzed for the Commission's use of the EIR to support a future lease approval for the Project.

### General Comments

1. Programmatic Document: Because the EIR is being proposed as a programmatic rather than a project-level document, the Commission expects the Project will be presented as a series of distinct but related sequential activities (i.e., the track connections between Tracy and Lathrop (Phase I) and the subsequent connections between Lathrop and Stockton (Phase II)). The State CEQA Guidelines, section 15168, subdivision (c)(5) states that a program EIR will be most helpful in dealing with subsequent activities if it deals with the effects of the program as specifically and comprehensively as possible. In order to avoid the improper deferral of mitigation, a common flaw in program-level environmental documents, mitigation measures should either be presented as specific, feasible, enforceable obligations, or should be presented as formulas containing “performance standards which would mitigate the significant effect of the project and which may be accomplished in more than one specified way” (State CEQA Guidelines, § 15126.4, subd. (a)). As such, the program EIR should make an effort to distinguish what activities and their mitigation measures are being analyzed in sufficient detail to be covered under the program EIR without additional project specific environmental review, and what activities will trigger the need for additional environmental analysis (see State CEQA Guidelines, § 15168, subd. (c)).
2. Project Description: A thorough and complete Project Description should be included in the EIR in order to facilitate meaningful environmental review of potential impacts, mitigation measures, and alternatives. The Project Description should be as precise as possible in describing the details of all allowable activities (e.g., types of equipment or methods that may be used, maximum area of impact or volume of sediment removed or disturbed; seasonal work windows, in-water work activities, locations for material disposal, etc.), as well as the details of the timing and length of activities. In particular, illustrate on figures and engineering plans and provide written description of activities occurring below the mean high tide line for Project area waterways. Thorough descriptions will facilitate Commission staff’s determination of the extent and locations of its leasing jurisdiction, make for a more robust analysis of the work that may be performed, and minimize the potential for subsequent environmental analysis to be required.

According to the NOP, the proposed Project alignment would “...follow along existing rail lines through Tracy to Lathrop and Stockton”. However, the NOP also indicates that the EIR will evaluate “upgrades to existing track and/or new rail alignments”. If new alignments are included, the EIR must analyze the impacts associated with potential new bridge crossings over the San Joaquin River, Walker Slough, and French Slough.

### Biological Resources

3. For land under the Commission’s jurisdiction, the EIR should disclose and analyze all potentially significant effects on sensitive species and habitats in and around the Project area, including special-status wildlife, fish, and plants, and if appropriate,

identify feasible mitigation measures to reduce those impacts. The Authority should conduct queries of the California Department of Fish and Wildlife's (CDFW) California Natural Diversity Database and U.S. Fish and Wildlife Service's (USFWS) Special Status Species Database to identify any special-status plant or wildlife species that may occur in the Project area. The EIR should also include a discussion of consultation and/or coordination with the CDFW, USFWS, and National Marine Fisheries Service (NMFS) as applicable, including any recommended mitigation measures and potentially required permits identified by these agencies.

4. Invasive Species: One of the major stressors in California waterways is introduced species. Therefore, the EIR should consider the Project's potential to encourage the establishment or proliferation of aquatic invasive species (AIS) such as the quagga mussel, or other nonindigenous, invasive species including aquatic and terrestrial plants. For example, construction boats and barges brought in from long stays at distant projects may transport new species to the Project area via hull biofouling, wherein marine and aquatic organisms attach to and accumulate on the hull and other submerged parts of a vessel. If the analysis in the EIR finds potentially significant AIS impacts, possible mitigation could include contracting vessels and barges from nearby ports or requiring contractors to perform a certain degree of hull-cleaning. The CDFW's Invasive Species Program could assist with this analysis as well as with the development of appropriate mitigation (information at <https://www.wildlife.ca.gov/Conservation/Invasives>).
5. Construction Noise: The EIR should also evaluate noise and vibration impacts on fish and birds from construction activities in the water, on the levees, and for land-side supporting structures. Mitigation measures could include species-specific work windows as defined by CDFW, USFWS, and NMFS. Again, staff recommends early consultation with these agencies to minimize the impacts of the Project on sensitive species.

#### Climate Change

6. Greenhouse Gas (GHG): A GHG emissions analysis consistent with the California Global Warming Solutions Act (Assembly Bill [AB] 32) and required by the State CEQA Guidelines should be included in the EIR. This analysis should identify a threshold for significance for GHG emissions, calculate the level of GHGs that will be emitted as a result of construction and ultimate build-out of the Project, determine the significance of the impacts of those emissions, and, if impacts are significant, identify mitigation measures that would reduce them to the extent feasible.
7. Effects on Rivers: Because the proposed bridge crossings have potential to be impacted by the effects of climate change on riverine processes, Commission staff requests that the Authority include this analysis in the EIR. As stated in *Safeguarding California Plan: 2018 Update* (California Natural Resources Agency 2018), climate change is projected to increase the frequency and severity of natural disasters related to flooding, drought, and storms. In rivers, more frequent and

powerful storms can result in increased flooding conditions and damage from storm created debris. Conversely, prolonged droughts could dramatically reduce river flow and water levels, leading to loss of public access and navigability. Climate change will further influence riverine areas by changing erosion and sedimentation rates. Flooding and storm flow, as well as runoff, will likely increase scour, decreasing bank stability at a faster rate.

Due to these potential climate change impacts, proposed bridge crossing infrastructure could need reinforcement in the future to withstand higher levels of flood exposure and more frequent storm events. These structures may require more frequent maintenance or replacement to ensure continued function during and after storm seasons or to avoid dislodgement. Please include this analysis in the EIR, and please note that this information will be required with a lease application for proposed work on State sovereign land.

### Cultural Resources

8. Submerged Resources: The EIR should evaluate potential impacts to submerged cultural resources in the Project area. The Commission maintains a shipwrecks database that can assist with this analysis. Commission staff requests that the Authority contact Staff Attorney Jamie Garrett (see contact information below) to obtain shipwrecks data from the database and Commission records for the Project site. The database includes known and potential vessels located on the State's tide and submerged lands; however, the locations of many shipwrecks remain unknown. Please note that any submerged archaeological site or submerged historic resource that has remained in state waters for more than 50 years is presumed to be significant. Because of this possibility, please add a mitigation measure requiring that in the event cultural resources are discovered during any construction activities, Project personnel shall halt all activities in the immediate area and notify a qualified archaeologist to determine the appropriate course of action.
  
9. Title to Resources: The EIR should also mention that the title to all abandoned shipwrecks, archaeological sites, and historic or cultural resources on or in the tide and submerged lands of California is vested in the state and under the jurisdiction of the California State Lands Commission (Pub. Resources Code, § 6313). Commission staff requests that the Authority consult with Staff Attorney Jamie Garrett, should any cultural resources on state lands be discovered during construction of the proposed Project. In addition, Commission staff requests that the following statement be included in the EIR's Mitigation and Monitoring Plan: "The final disposition of archaeological, historical, and paleontological resources recovered on state lands under the jurisdiction of the Commission must be approved by the Commission."

### Mitigation and Alternatives

10. Deferred Mitigation: In order to avoid the improper deferral of mitigation, mitigation measures should either be presented as specific, feasible, enforceable obligations,

or should be presented as formulas containing “performance standards which would mitigate the significant effect of the project and which may be accomplished in more than one specified way” (State CEQA Guidelines, §15126.4, subd. (a)).

11. Alternatives: In addition to describing mitigation measures that would avoid or reduce the potentially significant impacts of the Project, the Authority should identify and analyze a range of reasonable alternatives to the proposed Project that would attain most of the Project objectives while avoiding or reducing one or more of the potentially significant impacts (see State CEQA Guidelines, § 15126.6).

Thank you for the opportunity to comment on the NOP for the Project. As a trustee and responsible agency, Commission staff requests that you consult with us on this Project and keep us advised of changes to the Project Description and all other important developments. Please send additional information on the Project to the Commission staff listed below as the EIR is being prepared.

Please refer questions concerning environmental review to Alexandra Borack, Environmental Scientist, at (916) 574-2399 or via email at [Alexandra.Borack@slc.ca.gov](mailto:Alexandra.Borack@slc.ca.gov). For questions concerning archaeological or historic resources under Commission jurisdiction, please contact Staff Attorney Jamie Garrett, at (916) 574-0398 or via email at [Jamie.Garrett@slc.ca.gov](mailto:Jamie.Garrett@slc.ca.gov). For questions concerning Commission leasing jurisdiction, please contact Dobri Tutov, Public Lands Management Specialist, at (916) 574-0722 or via email at [Dobri.Tutov@slc.ca.gov](mailto:Dobri.Tutov@slc.ca.gov).

Sincerely,



Eric Gillies, Assistant Chief  
Division of Environmental Planning  
and Management

cc: Office of Planning and Research  
D. Tutov, Commission  
J. Garrett, Commission  
A. Borack, Commission





October 15, 2018

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

RE: Notice of Preparation of an Environmental Impact Report (EIR) – Valley Link Rail Project

Dear Tri-Valley – San Joaquin Valley Regional Rail Authority,

The City of Livermore (City) appreciates the opportunity to partner on this project and comment on the Notice of Preparation for the Valley Link Project EIR. The City understands that this is a phased improvement proposed by the Tri-Valley – San Joaquin Valley Regional Rail Authority (Authority) to connect Bay Area Rapid Transit and Altamont Corridor Express commuter service. It is the City's understanding that the primary focus of this EIR will be the Phase I and II improvements from Dublin/Pleasanton to North Lathrop and from North Lathrop to Stockton, respectively.

The City supports relieving congestion on I-580 by providing transportation alternatives. However, the City has comments and questions related to the proposed station areas, land use projections, the EIR analysis, and additional City-specific comments.

#### Station Areas

There are two proposed stations within the City limits located at Isabel Avenue and Greenville Road, with an infill station proposed at Southfront Road. The City generally supports these proposed station locations and has the following questions and comments:

1. Will there be policies requiring transit-oriented development (TOD) around these stations? Please note that if TOD policies are implemented surrounding the transit stations, City staff must first conduct public outreach and attend Planning Commission and City Council hearings prior to approval.
2. How will the relationship between the existing and proposed transit ridership and the existing and proposed land uses be analyzed? How will TOD be analyzed against ridership estimates?
3. With respect to the north of I-580 and south of I-580 Greenville Road station location options, the United States Fish and Wildlife Service commented on the

site's high biological resource sensitivity in the 2010 BART Program EIR. Please see the attached letter for more information.

4. The City requests that ample parking be provided at each transit station.

#### Land Use Projections

1. The land use projections in Plan Bay Area do not match the land use projections in the City's General Plan. City staff recommends that the EIR analysis use the land use projections from the City's General Plan. Staff further recommends that assumptions for stations that can support TOD be incorporated into this analysis.
2. City staff recommends that the existing conditions with and without Plan Bay Area land use projections be analyzed in the EIR. The City requests that the alternatives analysis includes assumptions for TOD as applicable.

#### EIR Analysis

1. The City requests that the project avoid right-of-way takes from business and/or homes to the maximum extent feasible.
2. The City requests that proposed station designs and public pedestrian bridges be included in the EIR analysis. The City requests that the visual impacts of all proposed aerial structures be analyzed.
3. The City requests that bicycle and pedestrian access improvements be prioritized.

#### City-Specific Comments

1. The City requests that the EIR analysis consider the City's Scenic Corridor Policy and Airport Protection Area. Please note that at this time, it is unknown if policy amendments would be supported by the City's residents and decision makers.
2. Please note that the City has an active application for an approximately 54,500 square-foot FedEx facility located at 225 N. Greenville Road. This application has been deemed complete. Therefore, City staff recommends that underutilized property to the south and east of this location be evaluated for station facilities.

If you have any other questions, please feel free to contact me at [bgvinn@cityoflivermore.net](mailto:bgvinn@cityoflivermore.net).

Sincerely,



Bob Vinn  
Assistant City Engineer  
Community Development Department

Notice of Preparation of an Environmental Impact Report – Valley Link Rail Project  
October 15, 2018  
Page 3 of 3

Cc: Steve Riley, Principal Planner  
Ashley McBride, Assistant Planner



Letter 1

United States Department of the Interior

FISH AND WILDLIFE SERVICE  
 Sacramento Fish and Wildlife Office  
 2800 Cottage Way, Room W-2605  
 Sacramento, California 95825-1846



In Reply Refer To:  
 81420-2009-TA-0178-1

JAN 12 2010

Mr. Malcolm Quint  
 BART Planning Department  
 300 Lakeshore Drive  
 Oakland, California 94612

Subject: Comments on the BART to Livermore Extension Draft Environmental Impact Report, Alameda County, California

Dear Mr. Quint:

This letter represents the U.S. Fish and Wildlife Service's (Service) comments on the San Francisco Bay Area Rapid Transit District's (BART) BART to Livermore Extension Draft Environmental Impact Report (DEIR) in the City of Dublin, Alameda County, California. The program level DEIR evaluates a No Build alternative and nine alignment alternatives and is intended to consider the environmental effects of these different alignments and enable BART to select a preferred alternative. At issue are effects to the federally threatened California red-legged frog (*Rana aurora draytonii*) and proposed critical habitat, California tiger salamander, vernal pool fairy shrimp (*Branchinecta lynchi*) and its critical habitat and the endangered palmate-bracted bird's-beak (*Cordylanthus palmatus*) and San Joaquin kit fox (*Vulpes macrotis mutica*). Our comments are provided under the authority of the Endangered Species Act of 1973, as amended (16 U.S.C. 1531 *et seq.*) (Act).

BART is proposing to extend transit service into eastern Alameda County from its existing Dublin/Pleasanton BART Station within and adjacent to the Interstate 580 (I-580) right-of-way, past the cities of Dublin and Pleasanton city limits and on to a terminus station in the City of Livermore. Alternative 1-Greenville East alignment would follow the median of I-580, include an intermediate station at Isabel/I-580 on 51 acres on both sides of I-580, and continue to a terminus station at Greenville Road just south of I-580. Alternative 1 includes a new BART maintenance/storage facility, Greenville Yard, that would be constructed on an approximately 120-acre site north of I-580 and northwest of the proposed Greenville East Station. The Alternative 1a -Downtown-Greenville East via Union Pacific Railroad alternative would originate at the existing Dublin/Pleasanton BART Station and move eastward within the median of I-580, veer southeast along El Charro Road, into the Union Pacific Railroad (UPRR) right-of-way, and then north to the proposed Greenville East Station. This alternative also includes the Greenville Yard. Alternative 1b- Downtown-Greenville East via Southern Pacific Railroad



Mr. Malcolm Quint

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would have the same alignment and elements described above for Alternative 1a, except that the segment between the proposed Downtown Livermore Station and a terminus at Greenville East would be in the former Southern Pacific Railroad (SPRR) right-of-way. The departure from the UPRR right-of-way east of downtown Livermore would occur near the intersection of Mines Road. Alternative 2- Las Positas would follow the median of I-580, include an intermediate station at Isabel/I-580, then diverge southeasterly along Las Positas Road, toward central Livermore, to the UPRR right-of-way, at which point the alignment would be in the UPRR right-of-way to a terminus station at the existing Vasco Road Altamont Commuter Express (ACE) Station. A new BART yard, Vasco Yard, would be constructed on an approximately 52-acre site east of the Vasco Road Station. Alternative 2a - Downtown-Vasco would have the same alignment and elements described above for Alternatives 1a and 1b, between the existing end of track at the Dublin/Pleasanton BART Station and the proposed Downtown Livermore Station. Alternative 2a would include a Downtown Livermore Station, a terminus station at Vasco Road and Vasco Yard. The Alternative 3- Portola alignment would follow the median of I-580, include an intermediate station at Isabel/I-580, then diverge from the I-580 corridor at Airway Boulevard, transition to Portola and Junction Avenues to a terminus station adjacent to the existing downtown Livermore ACE Station. Alternative 3a- Railroad would follow the same route as Alternatives 1a, 1b, and 2a from the Dublin/Pleasanton BART Station eastward in the I-580 median, along El Charro Road, to the UPRR right-of-way; however, this alternative would terminate adjacent to the existing downtown Livermore ACE Station. The Alternative 4- Isabel/I-580 alignment would be constructed within the median of I-580 to a terminus station immediately east of the proposed Isabel Avenue overpass/interchange. The Alternative 5- Quarry alignment would follow the median of I-580 and diverge from the I-580 corridor at El Charro Road, and proceed southeasterly to the UPRR right-of-way, at which point the alignment would be in the UPRR right-of-way to a terminus station west of the Isabel Avenue (State Route 84) and Stanley Boulevard intersection.

We have the following comments on Section 3.9 Biological Resources of the DEIR:

- 1.1 1. The DEIR fails to address project effects on the federally endangered San Joaquin kit fox. The project is located in the northern portion of the range for the San Joaquin kit fox and recorded occurrences are adjacent to the project.
- 1.2 2. The DEIR does not discuss proposed critical habitat for the California red-legged frog. Alternatives 1, 1a, and 1b will affect portions of the proposed critical habitat Unit CCS-2 and should be addressed.
- 1.3 3. We disagree that the project area does not provide a major or local wildlife corridor. The area under the I-580 overpass east of Greenville Road is a movement corridor for San Joaquin kit foxes and other animals. The alternatives 1, 1a, and 1b will essentially block the corridor and have increased human disturbance and should be considered significant. Arroyo las Positas also provides a local movement corridor under I-580 for California red-legged frogs and other species. The Arroyo las Positas corridor will be affected by the proposed Isabel/I-580 station proposed in Alternatives 1, 2, 3, and 4.

Mr. Malcolm Quint

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1.4

4. Alternatives 1, 1a, and 1b have the most significant adverse affects for listed species. The Greenville East Station and Yard will essentially destroy one of the last remaining movement corridors for the endangered San Joaquin kit fox, as well as, remove denning and foraging habitat. Additionally it will result in a loss of 8% of vernal pool fairy shrimp critical habitat, aquatic and upland habitat for California tiger salamanders and California red-legged frogs. The affects to San Joaquin kit foxes were not analyzed in the DEIR. The DEIR fails to provide detailed measures to compensate for affects to the listed species that were analyzed.

5. The proposed Greenville Yard maintenance facility north of I-580 and east of Laughlin Road is within proposed critical habitat Unit CCS-2 for the California red-legged frog and designated critical habitat Unit 19C for the vernal pool fairy shrimp. The Greenville Yard proposal will affect 113 acres representing 8% of critical habitat unit 19C; however, the DEIR states that loss will be mitigated to less than significant. That mitigation is not specified and it is unclear how it can be concluded as mitigated to less than significant.

1.5

6. The Mitigation Measures presented do not minimize or mitigate for the specific proposed impacts to less than significant. Applying for and obtaining permits represents compliance with the appropriate State and federal laws, and does not constitute a mitigation measure. Additionally consulting with the resources agencies and surveying for special status species should not be considered a mitigation measure that will reduce the project impacts to less than significant. The DEIR should provide specific feasible measures that will mitigate the project to the less than significant determination. It is understood that the DEIR is a program level document; however, mitigation measures should be specific enough to explain how BART can affect specific amounts of habitat or individuals and reach a less than significant determination. The document its current form is unclear how the Mitigation Measures will reach this determination as the majority of the Measures consist of complying with environmental regulations which do not necessarily reduce or compensate for the specific effects. The Mitigation Measure for vernal pool fairy shrimp critical habitat is an excellent example. There are no specifics on how the impacts to 8% of the critical habitat unit will mitigated to less than significant (e.g. how much habitat will be preserved, will habitat be preserved within the same unit that is impacted, protections, enhancements, monitoring?).

All of the alignments have the potential for take of listed species from infrastructure construction and increased human disturbance. Section 9 of the Act prohibits the take of any federally listed animal species by any person subject to the jurisdiction of the United States and prohibits the removal and reduction to possession of listed plants or the malicious damage of listed plants on areas subject to the jurisdiction of the United States or in non-federal areas in violation of State law or regulation. As defined in the Act, take is defined as "...to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or attempt to engage in any such conduct." "Harm has been further defined to include habitat destruction when it injures or kills a listed species by interfering with essential behavioral patterns, such as breeding, foraging, or resting. Thus, not only is the red-legged frog protected from such activities as collecting and hunting, but also from actions that cause their death or injury through damage or destruction of their habitat. The term "person" is defined as "...an individual, corporation, partnership, trust, association, or any other

1.5  
cont.

Mr. Malcolm Quint

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private entity; or any officer, employee, agent, department, or instrumentality of the Federal government, of any State, municipality, or political subdivision of a State, or any other entity subject to the jurisdiction of the United States.”

Take incidental to an otherwise lawful activity may be authorized by one of two procedures. If a Federal agency is involved with the permitting, funding, or carrying out of the project and a listed species is going to be adversely affected, then initiation of formal consultation between that agency and the Service pursuant to section 7 of the Act is required. Such consultation would result in a biological opinion addressing the anticipated effects of the project to the listed species and may authorize a limited level of incidental take. If a Federal agency is not involved in the project, and federally listed species may be taken as part of the project, then an incidental take permit pursuant to section 10(a)(1)(B) of the Act should be obtained. The Service may issue such a permit upon completion of a satisfactory conservation plan for the listed species that would be taken by the project.

1.6

The Service strongly recommends removing Alternatives 1, 1a, and 1b from consideration due to significant adverse affects to listed species and their critical habitats from the proposed Greenville Yard and Greenville East Station. We are concerned over the potential adverse effects to multiple species within these proposed alignments and infrastructure. Additionally, the DEIR has not demonstrated that it is feasible to mitigate all of the potentially significant impacts of the project to a less than significant level. However, given the information provided, we believe the No Build, 3a, and 5 Alternatives have the least amount of adverse affects to listed species.

This concludes our comments on the BART to Livermore Extension Project DEIR. Please address any questions or concerns regarding these comments and recommendations to Kim Squires, Senior Endangered Species Biologist or Ryan Olah, Coast Bay Branch Chief, at (916) 414-6600.

Sincerely,



Chris Nagano  
Division Chief, Endangered Species Program

cc:

Marcia Grefsrud, California Department of Fish and Game, Yountville, California  
Brian Wines, San Francisco Regional Water Quality Control Board, Oakland, California

THE CITY OF



RECEIVED

OCT 19 2018

Livermore Amador Valley  
Transit Authority

October 15, 2018

Michael Tree,  
Tri-Valley – San Joaquin Valley Regional Rail Authority  
Attn: Valley Link Rail Project  
1362 Rutan Court, Suite 100  
Livermore, CA 94551

RE: Notice of Preparation for the Valley Link Rail Project

Dear Mr. Tree:

Thank you for the opportunity to comment on the Notice of Preparation (NOP) of an Environmental Impact Report (EIR) and Notice of Public Scoping Period for the Valley Link Rail Project. The Valley Link Rail Project spans Alameda and San Joaquin Counties to provide a rail service from the existing Dublin/Pleasanton Bart Station to the North Lathrop ACE Station. The location of this new rail line is within the Caltrans ROW within the I-580 corridor, Alameda County ROW along the abandoned Southern Pacific route through the Altamont Pass and within the Union Pacific Railroad ROW in San Joaquin County. This new rail project will explore both Multiple Unit and Locomotive type train technology.

The City of Pleasanton respectfully submits the following comments based on the Notice of Preparation received September 14, 2018:

### **Ridership**

This project has the potential to provide great benefit to the Tri-Valley and Central Valley as there is a growing need for improved rail connectivity. The City would like to see a detailed ridership analysis in the EIR that evaluates the difference between direct platform connection to Bart and ACE versus less direct connections. Indirect and long transfer locations reduce the ridership and the cross-platform connection would eliminate these ridership reductions.

In addition, the ridership analysis should have a detailed evaluation of parking at each station and how the variation in parking availability alters ridership. This analysis should include an unconstrained parking demand analysis to inform station design and planning. Of critical importance to the City of Pleasanton is an EIR evaluation that facilitates the provision of adequate parking at all proposed stations as well as the existing Dublin/Pleasanton BART station.

### **COMMUNITY DEVELOPMENT**

www.cityofpleasantonca.gov

P. O. BOX 520 - 200 Old Bernal Avenue  
Pleasanton, CA 94566-0802

#### **Planning**

(925) 931-5600

Fax: 931-5483

#### **Building & Safety**

(925) 931-5300

Fax: 931-5478

#### **Code Enforcement**

(925) 931-5620

Fax: 931-5478

#### **Permit Center**

(925) 931-5630

Fax: 931-5478

#### **Traffic Engineering**

(925) 931-5677

Fax: 931-5487



Similar to the cross-platform connections, the City would like to see a detailed analysis in the EIR that addresses the station location alternatives and how those locations will impact the ridership forecasts. For example, the locations in Tracy, if not located in close proximity to the freeway, may not have the same vehicle reduction over the Altamont Pass and this should be documented in the EIR.

Headways should also be analyzed in the EIR to fully understand how the increase in train frequency in both the Tri-Valley and the San Joaquin Valley impact ridership and freeway operation.

### **Alternatives**

The NOP explains that potential future in-fill stations will be evaluated at a programmatic level. We suggest that potential spur routes to the Livermore Lab, Brentwood and Manteca, etc. should also be identified and evaluated at the programmatic level.

The City of Pleasanton is also concerned about the need to take property owned by private individuals and business. We request that alternatives considered include options that eliminate or reduce the amount of right of way required in Pleasanton.

### **Visual impact**

The visual impact of the project is of critical importance to the City of Pleasanton. The City is very eager to aid in the station and rail design process to ensure this impact is minimized.

### **Operation**

It is not known by whom or how the system will be operated. However, an evaluation of the potential operational impacts should be included in the EIR.

### **Level of Service**

With the recent passage of Senate Bill 743, transportation impacts will be evaluated based on vehicle miles traveled. However, the EIR should still evaluate level of service impacts for affected City of Pleasanton intersections. The City's General Plan requires that we maintain a LOS D standard (delay based) and proper evaluation of this project will require this LOS methodology within Pleasanton.

### **Non-EIR issues**

The City of Pleasanton supports the Project Goals which have been approved by the Regional Rail Authority. They include:

- Rail connectivity between the Bay Area Rapid Transit District's rapid transit system and the Altamont Corridor Express commuter service in the Tri-Valley.

- Project implementation that is fast, cost-effective and responsive to the goals and objectives of the communities it will serve.
- Improved connectivity within the Bay Area Megaregion: connecting people, jobs and housing.
- Supports the vision of the California State Rail Plan to connect the Northern California Megaregion to the State rail system.

Bullet number two above addresses “objectives of the communities it will serve.” We hope we have made it clear in this letter that the City of Pleasanton’s specific objectives for this project include the following:

- Maximizing ridership on the system to relieve congestion on I-580, Pleasanton streets around our BART stations and on cut-through routes within our City;
- Minimizing the required taking of private land with existing development within Pleasanton;
- Expansion of parking opportunities at all new stations and the Dublin/Pleasanton Station to serve our residents and maximize ridership;
- Minimizing the visual impact of the new station and rail line extensions within Pleasanton.

Finally, the City is interested in additional information regarding the cost of operating the system and how these costs will be funded.

Thank you for your consideration of our concerns and request for analysis in the EIR. The City looks forward to our continued cooperative and proactive effort in moving this project forward.

If you have any questions, please contact Mike Tassano, Deputy Director of Community Development, Transportation at (925) 931-5670.

Sincerely,



Gerry Beaudin, AICP  
Community Development Director

Cc: Mike Tassano, Deputy Director of Community Development, Transportation



Melissa Gjerde &lt;info@valleylinkrail.com&gt;

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**Valley Link Project - Request to add a multimodal station in Mountain house**1 message

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**Ali Jan** <jan72ali@gmail.com>  
To: info@valleylinkrail.com

Mon, Oct 15, 2018 at 3:44 PM

Hi There,

I am very thankful to the Valley link board of directors to under take a very visionary Trivalley rail link project.

I live in Mountain House and commute to Downtown San Jose daily. Currently I take ACE train most of the time from Vasco Road. As per the current project plan agency has proposed the Mountain House station close to Hansen Road near the Safeway Distribution Warehouse in Tracy. And my preferred station location of Grant Line Road is currently an infill station proposal.

I must highlight that the proposed Hansen Road site for Mountain House station would discourage ACE train riders from taking this station since it does not help with reducing commute time. On the contrary, this station ( if not multimodal) will add 30 min one way to the already long commute that I have to bear.

In such scenario I may continue to use Vasco station or new proposed Greenville station adding to the traffic on I580 and the Altamont Pass. I will end up taking valuable parking space from my friendly neighbors at Vasco or Livermore.

I would sincerely request the board of directors to considerate the following while finalizing the plan:

1. Fasttrack the Grant Line Multimodal station ( supporting Valley Link and ACE Trains).
2. Make the Mountain House / West Tracy station a Multimodal station with stops for ACE as well.

Regards,  
Name: Jamshed Hyder  
Address: Mountain House



Melissa Gjerde &lt;info@valleylinkrail.com&gt;

---

**Valley Link Project - need a multimodal station for Mountain House**

1 message

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**Ali Jan** <alijan@google.com>  
To: info@valleylinkrail.com

Mon, Oct 15, 2018 at 3:29 PM

Hi There,

I wholeheartedly support the Valley Link project and appreciate the visionary work undertaken by the Board of Directors at the Tri-Valley - San Joaquin Valley Regional Rail Authority.

I commute to Mountain View from Mountain House daily.

I understand that Valley Link project wants to reuse the EIR information from ACEForward to save time. Hence the agency decided on one of the location close to Hansen Road near the Safeway Distribution Warehouse in Tracy as the proposed Mountain House station.

I also understand that my preferred station location of Grant Line Road is currently an infill station proposal.

I must highlight that the proposed Hansen Road site for Mountain House station would discourage ACE train riders from taking this station since it does not help with reducing commute time. On the contrary, this station ( if not multimodal) will add 30 min one way to the already long commute that I have to bear.

I may continue to use Vasco station or new proposed Greenville station adding to the traffic on I580 and the Altamont Pass. I will end up taking valuable parking space from my friendly neighbors at Vasco or Livermore.

I would sincerely request you to consider the following

1. Fasttrack the Grant Line Multimodal station ( supporting Valley Link and ACE Trains).
2. Make the Mountain House / West Tracy station a Multimodal station with stops for ACE as well.

Regards,

Name: Ali Jan

Address: [667 W Royce DR Mountain House](#)



Melissa Gjerde &lt;info@valleylinkrail.com&gt;

---

**Request to add a station in Mountain house with ACE & Valley link interchange**

1 message

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**AliJaved Jan** <alijavedjan@gmail.com>  
To: info@valleylinkrail.com

Mon, Oct 15, 2018 at 3:22 PM

Hi There,

I am very thankful to the Valley link board of directors to under take a very visionary Trivalley rail link project.

I want to bring my few concerns regarding the proposed Mountain House train station. I live in Mountain House and commute to Milpitas (Great America ACE Station) daily. Currently I take ACE train most of the time from Vasco Road. As per the current project plan agency has proposed the Mountain House station close to Hansen Road near the Safeway Distribution Warehouse in Tracy. And my preferred station location of Grant Line Road is currently an infill station proposal.

I must highlight that the proposed Hansen Road site for Mountain House station would discourage ACE train riders from taking this station since it does not help with reducing commute time. On the contrary, this station ( if not multimodal) will add 30 min one way to the already long commute that I have to bear.

In such scenario I may continue to use Vasco station or new proposed Greenville station adding to the traffic on I580 and the Altamont Pass. I will end up taking valuable parking space from my friendly neighbors at Vasco or Livermore.

I would sincerely request the board of directors to considerate the following while finalizing the plan:

1. Fasttrack the Grant Line Multimodal station ( supporting Valley Link and ACE Trains).
2. Make the Mountain House / West Tracy station a Multimodal station with stops for ACE as well.

Regards,

Name: Ali Javed

Address: [1088 S Langford Dr Mountain House](#)



Melissa Gjerde &lt;info@valleylinkrail.com&gt;

---

## Request to add multimodal station in Mountainhouse

1 message

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**aliyan naq** <aliyannaq@yahoo.com>  
To: info@valleylinkrail.com

Mon, Oct 15, 2018 at 3:02 PM

Hi There,

I wholeheartedly support the Valley Link project and appreciate the visionary work undertaken by the Board of Directors at the Tri-Valley - San Joaquin Valley Regional Rail Authority.

I commute to Downtown San Jose from Mountain House daily.

I understand that Valley Link project wants to reuse the EIR information from ACEForward to save time. Hence the agency decided on one of the location close to Hansen Road near the Safeway Distribution Warehouse in Tracy as the proposed Mountain House station.

I also understand that my preferred station location of Grant Line Road is currently an infill station proposal.

I must highlight that the proposed Hansen Road site for Mountain House station would discourage ACE train riders from taking this station since it does not help with reducing commute time. On the contrary, this station ( if not multimodal) will add 30 min one way to the already long commute that I have to bear.

I may continue to use Vasco station or new proposed Greenville station adding to the traffic on I580 and the Altamont Pass. I will end up taking valuable parking space from my friendly neighbors at Vasco or Livermore.

I would sincerely request you to consider the following

1. Fasttrack the Grant Line Multimodal station ( supporting Valley Link and ACE Trains).
2. Make the Mountain House / West Tracy station a Multimodal station with stops for ACE as well.

Regards,  
Name: Andleeb Naqvi  
Address: [667 W Royce DR Mountain House](#)



Pillsbury Winthrop Shaw Pittman LLP  
2550 Hanover Street | Palo Alto, CA 94304-1115 | tel 650.233.4500 | fax 650.233.4545

David A. Jakopin  
tel: 650.233.4790  
david.jakopin@pillsburylaw.com

VIA EMAIL

Michael Tree, Executive Director  
Tri-Valley – San Joaquin Valley Regional Rail Authority  
Attn: Valley Link Rail Project  
1362 Rutan Court, Suite 100  
Livermore, CA 94551

October 15, 2018

**Valley Link Project  
Comment on Notice of Preparation**

Dear Mr. Tree,

We represent CyberTran International and are writing in response to the Notice of Preparation for the Valley Link Project dated September 13, 2018.

CyberTran is requesting that an Ultra Light Rapid Transit (ULRT) be considered as one of the project alternatives. Cybertran believes an ULRT system meets all of the stated project goals of the Valley Link Project, namely:

- Rail connectivity between the Bay Area Rapid Transit District's rapid transit system and the Altamont Corridor Express commuter service in the Tri-Valley.
- Project implementation that is fast, cost-effective and responsive to the goals and objectives of the communities it will serve.
- Improved connectivity within the Bay Area Megaregion: connection people, jobs and housing.
- Supports the vision of the California State Rail Plan to connect the Northern California Megaregion to the State rail system.

The ULRT vehicles are much lighter in weight and smaller in size, the ULRT system will have a smaller project footprint, and which will also minimize potential environmental impacts, according to Cybertran, and the system will have lower construction capital costs. Cybertran notes that the on-demand and off-line station concept allows for additional stations to be constructed without impacting mainline operations and would provide a superior level of service as compared with other alternatives being considered.

Mr. Michael Tree  
October 15, 2018  
Page 2

Cybertran believes the ULRT system will also be green in nature and will generate more energy, through solar panels and a micro-grid, than the system will consume. It is expected to be a net energy exporter. The ULRT system will be highly automated and efficient and will be designed by Cybertran to require minimal operating subsidy making it truly sustainable, from the environmental, financial and operation standpoints.

The ULRT system can be constructed in multiple phases. For a system that connects West Dublin Station to Manteca (and can be further extended to Stockton), it can be constructed in three or more phases:

- Phase 1: West Dublin to Livermore terminating at Lawrence Livermore Laboratory
- Phase 2: Livermore (Lawrence Livermore Laboratory) to Tracy
- Phase 3: Tracy to Manteca

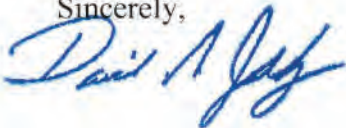
Phase 1 can also be implemented in sub-phases to conform to available project funding. Each of these phases will have independent utility and logical termini. Exhibits showing these three phases are attached. The Authority can elect to prepare a project level document for an initial phase and prepare a programmatic document for the entire project from West Dublin to Manteca, and possibly extend to Stockton.

For further information, please contact Dexter Vizinau, President, CyberTran International Inc. at:

UC Berkeley Global Campus at Richmond Bay  
1301 S46TH St. Bldg 112  
Richmond CA 94804  
510.472.4145  
[Dvizinau@CyberTran.com](mailto:Dvizinau@CyberTran.com)

Please also let me know if you require further information. Cybertran appreciates the consideration of its request.

Sincerely,



David A. Jakopin

Attachments:

Phase 1 Exhibit: West Dublin BART to Livermore  
Phase 2 Exhibit: Livermore to Tracy  
Phase 3 Exhibit: Tracy to Manteca





Melissa Gjerde &lt;info@valleylinkrail.com&gt;

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**Valley Link Project | Request for a dedicated ACE Station for Mountain House**

1 message

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**Kishore Kumar Reddy R** <reddy.rkk@gmail.com>  
To: info@valleylinkrail.com

Mon, Oct 15, 2018 at 12:08 AM

Attn : Valley Link Rail Project

Greetings from Kishore Reddy

I am an Resident of Mountain House and ACE train is my "commute life line " to my office in Santa Clara . The current train station in Tracy and the train schedules is very inconvenient for me and my fellow commuters from Mountain House.

Here is why - ACE01 (4:51 AM) , ACE03 (6:06 AM), ACE05 (7:11AM) and ACE07 (7:36AM) from Tracy Station; which means you would have to leave your house approximately 30 Mins before the scheduled departure. These trains pass through the Altamont and arrives at Vasco 35 mins later . Naturally we prefer going to Vasco than Tracy. So, you would find most of us using our Cars to reach the station and this adds to the traffic.

At Mountain House, the dreams we had was for our life and our future we will find space to grow—in the sporty, scenic parks, highly rated schools. This dream is turning into an nightmare - Average commute times to the South Bay is approx 2 Hours one way and we spend 4 hours just for commute. At the current rate - there is an heavy work -life imbalance . Most of the days in the week - I do not get to talk to my Kids - either they are sleeping when I leave or they are asleep when I come back home .

Now, you are aware the development activity and the number of communities which are being built - at an average - we have 10 Families moving to the area per week. Most of them are coming in from South Bay and East Bay to the Mountain House due to affordable middle class housing . A simple math would mean approx 10 cars added to the traffic on the 205 / 580 Freeways .

To mitigate some of the challenges we face - the request to the concerned authorities is the following

1. An dedicated Station for Mountain House would be highly appreciated.
2. Increase the frequency of the Trains to South Bay instead of the current 60 mins

This would mean Lesser number of Cars on the Freeways and Better Air quality, Happy families and Newer jobs created in the local communities

Sincerely,  
Kishore



October 15, 2018

via email to: [info@valleynlinkrail.com](mailto:info@valleynlinkrail.com)

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

RE: Notice of Preparation of an Environmental Impact Report, Valley Link Rail Project

To Whom It May Concern:

On behalf of our members in both Alameda and San Joaquin Counties, the Sierra Club submits these comments and questions regarding the “Notice of Preparation” for Scoping of an Environmental Impact Report (EIR) for the proposed Valley Link Rail Project (Project).

Please note that the undersigned Eric Parfrey is a retired city planner and has lived in Stockton for the last 28 years, and has previously worked in both the Central Valley and the Bay Area. The undersigned Matt Williams is a former elected transit agency Board member and was on the Board of the Alameda County Congestion Management Agency.

We reiterate our opposition to proceeding with the proposed EIR at this time, as previously stated in our letter dated September 24, 2018, to the Metropolitan Transportation Commission regarding their unilateral funding of the EIR process. The scoping process and EIR should not be initiated until after the completion of the Project Feasibility Study (Study) as required by AB 758 (Chapter 747, Statutes of 2017). To proceed with an EIR for a very expensive transit project that may not be financially feasible may result in a waste of taxpayers’ monies. Our letter is attached and incorporated by reference.

**General Comments and Questions**

As noted in our letter to MTC, we again request an explanation as to why this EIR is being started before the Project Feasibility Study is even completed and available for public, stakeholder, and elected official review. How can there be informed input without knowing what project alternatives and/or elements are even considered financially or operationally feasible? How can a credible EIR be conducted when the Authority Board has already determined (as of July 2018) their consultant-driven “Purpose and Need” and “Preferred Alternative”?

Several parts of AB 758 itself need clarification and justification. Please explain how these logical conundrums can justify moving forward with any variation of a “Valley Link” project.

For example, **SECTION 1(f)** of the statute states a Legislative finding that “*Taxpayers in Alameda County have voted to tax themselves to achieve expanded transit services to the Tri- Valley region*” (emphasis added). Note that such voter approval does not extend to projects beyond Alameda County, and specifically, Measure BB as part of the voter-approved Transportation Expenditure Plan directs that:

*“No Expenditures Outside of Alameda County: Under no circumstances may the proceeds of this transportation sales tax be applied to any purpose other than for transportation improvements benefitting Alameda County. Under no circumstances may these funds be appropriated by the State of California or any other governmental agency, as defined in the implementation guidelines.”*

Further, AB 758 state as a requirement in **Section 132652**: “*The authority is hereby established for purposes of planning, developing, and delivering cost-effective and responsive transit connectivity, between BART’s rapid transit system and the Altamont Corridor Express commuter rail service in the Tri-Valley region of California, that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities, consistent with the project feasibility report adopted pursuant to Section 132661.*” Given that the Tri-Valley area provided the lowest voter support in Alameda County for Measure BB’s funding, it can reasonably be inferred that those voters and residents do not share in any “regional consensus,” and therefore should not be rewarded for decisions supported by other voters in the County. Note also that actions by the Authority are legislatively expected to be “consistent with the project feasibility report,” which is still being awaited.

In addition, staff and consultant materials regarding the Valley Link imply a desire to “expedite” actions to move forward the desired program and project. But even AB 758 does not call for the unseemly haste which is being urged, since the only reference in the statute to “expediting” refers to an outcome of the often-mentioned Feasibility Study:

*“132661(a)(1) Recommendations for expediting the development of cost-effective and responsive transit connectivity between BART’s rapid transit system and the Altamont Corridor Express commuter rail service in the Tri-Valley region.”*

## Alternatives

In order to provide a comprehensive evaluation of cost-effective and reasonably-timed alternatives, the Scoping of the EIR must include a Bus option, analyzed at the same level of detail as the proposed rail project. The California Environmental Quality Act requires that reasonable and feasible alternatives to the proposed project must be considered and cannot be dismissed before the EIR is even prepared.

Nothing in AB 758 requires rail or rail only; it speaks only to general “transit connectivity,” despite the Authority’s name. The cursory dismissal of a Bus alternative at the Authority’s July meeting does not pass any credible test for objective evaluation or consideration. If the Authority proceeds to prepare an EIR without a realistic bus alternative included, the CEQA document may be subject to legal challenge.

## The EIR Must Fully Discuss Conflicting Policies and Plans Regarding Inter-Regional Commutes

The California Environmental Quality Act requires that an EIR must discuss, analyze, and, if needed, recommend mitigation measures to resolve policy conflicts between proposed development projects and adopted land use, transportation, or other plans (CEQA Guidelines Sec. 15125(d)).

AB 758 makes several references to “transit connectivity” between the ACE and BART rail systems. The Legislative findings mention State- and MTC-based “rail plans,” and cite the importance of “highway capacity for expanded goods movement” which would questionably be addressed by the proposed passenger service. However, nowhere does AB 758 overrule SB 375 (Chapter 728, Statutes of 2008) which has as an essential element of a Sustainable Communities Strategy that it shall:

*“identify areas within the region sufficient to house all the population of the region, including all economic segments of the population, over the course of the planning period of the regional transportation plan taking into account net migration into the region, population growth, household formation and employment growth;”* (Section 66080(b)(1)(B)(ii).

Further, in the Settlement Agreement dated February 27, 2014 between MTC/ABAG and the Building Industry Association Bay Area, the public “Agencies” commit that the subsequent SCS “and thereafter . . . major updates”

*“shall set forth a forecasted development pattern for the region that includes the Regional Housing Control Total, **which shall have no increase in in-commutes** over the baseline year for the SCS, and shall not be based on historical housing production.”* (Section 6.a., emphasis added)

If a project does not comply with the Regional Transportation Plan(s), it is not eligible for most federal or State funding. To the extent that inter-regional commutes are discouraged by law and/or policy, the Authority should seek to work with other agencies to improve local jobs-housing balances as an alternative to a major infrastructure project. Instead, inter-regional commutes seem to be positioned as a primary justification for the proposed Project. This major policy conflict must be analyzed and appropriate mitigation measures must be discussed to reconcile the policy conflict.

### **Growth Inducement, Inter-Regional and Cumulative Impacts**

Related to the issue above, the EIR must include a very thorough and detailed analysis of potential environmental and cumulative impacts (beyond policy conflicts) associated with regional and inter-regional growth inducement. The EIR must analyze, the potential for the connection of the ACE rail system with the BART system to cause additional regional and interregional growth-inducing impacts, such as creating further demand for more affordable housing in the northern San Joaquin Valley. The public must be given an analysis to understand the potential growth-inducing and sprawl impacts of the proposed project.

Would the planned rail-to-rail connection of ACE with BART induce more Bay Area workers to seek affordable housing in San Joaquin, Stanislaus, or even Merced counties, beyond the amount of housing growth that is already planned by these jurisdictions? If so, such impacts must be documented. If not, a credible explanation must be provided.

The EIR analysis could start by analyzing how much housing growth is identified in the respective General Plans for each County and the cities in the three northern San Joaquin Valley counties, as well as in the regional plans for the three counties, including the Sustainable Communities Strategies (SCSs) for the San Joaquin, Stanislaus, and Merced Councils of Governments (COGs).

Then, a similar analysis of housing and job growth could be repeated for the General Plans of relevant areas of Alameda County, as well as adjoining portions of Santa Clara County and their cities. Finally, then compare the amount of imbalance between planned jobs and housing and see if the amount of planned housing in San Joaquin, Stanislaus, and Merced counties could accommodate the excess amount of job growth beyond planned housing that will occur in the East Bay and South Bay.

If the amount of housing (especially affordable housing) that is required to accommodate new workers is greater than the amount of housing anticipated by the Central Valley local plans, then a potentially significant growth-inducing impact could be caused by the Valley Link improvements. The EIR must address these issues.

### **Additional Specific Issues to be Included in the EIR**

In addition to the issues identified above, the EIR should, at a minimum, comprehensively seek to ensure that negative and/or cumulative impacts are not worsened in the areas of:

Aesthetics – The scenic vistas of the Altamont Pass should not be marred by diesel emissions or overhead electrical wires.

Agricultural Resources – Eastern Alameda County and the San Joaquin Valley are among the prime agricultural venues in the United States, and their products should not be endangered by the potential impacts of development and sprawl. Indeed, preliminary materials for MTC’s upcoming RTP indicate an interest in pulling back from commitments to conservation areas. Please explain how this will be avoided.

Air Quality -- Eastern Alameda County and the San Joaquin Valley have a history of episodic extremely poor air quality, especially during certain weather conditions. How will any proposed Project counteract such effects?

Biological Resources – Given the already-selected “preferred alternative” which calls for Diesel-powered trains for at least some interim, their EIR should identify impacts to wildlife and habitat. Further, if an Electrified mode is proposed for any length of trackage, precautions must be taken to protect wildlife, especially bird populations.

Energy – How will the proposed Project and its alternatives reduce energy consumption, not only during construction and materials transport, but also during service implementation and operations?

Greenhouse Gas Emissions – As noted above, the corridor is well-known for its negative air quality conditions. How will the Project reduce greenhouse gases, vehicle miles traveled, and Climate Change implications?

Hydrology and Water Quality – How will construction and operation ensure that impacts to local water quality are minimized or eliminated, especially for possible instances of de-railment?

Land Use and Planning – Given continuing warnings and information about the impacts of Climate Change on our communities, the EIR must identify how the project will improve outcomes for local communities, not merely comply with the minimums of existing laws and policy, to protect current and future generations. How will any alternative be part of the needed solution, rather than of the problem?

Population and Housing – Housing and population concerns are briefly noted above. How will the Project reduce tendencies toward sprawl, and how will it ensure that all income levels of population are equitably housed, employed, schooled, and otherwise accommodated?

Public Services – It should go without saying that sprawl increases the burden on public services, but the history of development implementation often yields contrary results. How will the Project, if implemented, contribute its fair share to local and regional costs? With the fire hazards in the I-580 Corridor, how will a project and its passengers be protected from, as well as not increasing, wildfire dangers?

Recreation – The EIR should ensure that no element of, or alternative for, the Project results in any diminution in recreational facilities including but not limited to hiking trails and bike paths. Any project Right-of-Way should maximize safety and access for nearby recreational users.

Safety and Security – With miles of open trackage, such a rail project might well be an inviting target for terrorist activity – how will this be prevented? And given the fragile environmental and habitat aspects of the Corridor, how will precautions ensure safety to human, agricultural, and wildlife areas?

Transportation and Traffic – If successful, the proposed Project may possibly decrease auto traffic in the subject Corridor. But other alternatives, especially to SOV usage (including fee-paid “Express” lanes) are available and should be considered and evaluated for public and decisionmaker review. The EIR must also identify, at a minimum, the proposed parking impacts at any current or proposed station(s), including space usage, air quality from cold starts and stops, and impacts on pedestrians and bicyclists from cars and trains. Each alternative should evaluate the benefits and costs of providing transit access rather than auto parking.

The Sierra Club requests evaluations and documentation regarding all of the issues noted above. If additional matters come to our attention, especially once the Feasibility Study is available, which may well provide new perspectives and information, the Sierra Club will provide them to the Authority.

If you have any questions or desire information regarding these comments and questions, please contact Eric Parfrey or Matt Williams at the e-mail addresses or phone numbers listed below.

Sincerely,

ss/Eric Parfrey, Chair  
Sierra Club California  
Executive Committee  
[parfrey@sbcglobal.net](mailto:parfrey@sbcglobal.net)  
(209) 641-3380

ss/Matt Williams, Chair  
San Francisco Bay Chapter  
Transportation & Compact Growth Committee  
[mwillia@mac.com](mailto:mwillia@mac.com)  
(510) 530-5259

att: Letter to MTC re Allocation of AB 1171 Bridge Toll Funds

cc: Mother Lode and San Francisco Bay Chapters  
Metropolitan Transportation Commission  
San Joaquin Council of Governments  
Stanislaus Council of Governments  
Merced Council of Governments  
Alameda County Transportation Commission  
VTA  
ACE  
California State Transportation Agency  
Sierra Club California





September 24, 2018

Chair Jake Mackenzie and Commissioners  
Metropolitan Transportation Commission  
Bay Area Metro Center  
375 Beale Street  
San Francisco CA

via email to: [rleyva@bayareametro.gov](mailto:rleyva@bayareametro.gov)

Re: Agenda item #8a (for September 26, 2018 meeting)  
MTC Resolution No. 3914, Revised. Allocation of \$10.1 million in AB 1171  
Bridge Toll funds to Tri-Valley - San Joaquin Valley Regional Rail Authority (Authority)  
for CEQA documentation and preliminary engineering on the Valley Link rail project.

Dear Chair Mackenzie and Commissioners:

On behalf of our members in both San Joaquin and Alameda Counties, the Sierra Club opposes the proposed funding of “CEQA documentation and preliminary engineering” for the Valley Link project. The Sierra Club considers the California Environmental Quality Act (CEQA) very seriously, and we are concerned about rushing into an undefined “documentation” before the project is properly vetted by all relevant stakeholders, including the San Joaquin Council of Governments (SJCOG) and involved municipalities, environmental organizations, and residents.

The funding is premature at least until the current Feasibility Study is finalized to identify what are reasonable possibilities for the project, including at a minimum a bus option. Further, preliminary engineering is also premature until both the Feasibility and CEQA studies are completed. How can the Authority legitimately design a proposed system until these prerequisite analyses are completed and approved?

Although the Authority Board has already selected a “preferred alternative” this action does not mean that this is the best option -- environmentally, financially, operationally, or otherwise. For MTC to act unilaterally on the CEQA review, without its partner at SJCOG, calls into question the use of Bay Area Regional Bridge Tolls, under RM 2, AB 1171, and the Streets & Highways Code. The Sierra Club would appreciate an

explanation for how Bridge Tolls can be allocated for purposes beyond the Nine-County Region. We might have some wonderful new ideas for you!

We urge that MTC defer this action until after the Valley Link Feasibility Study is properly completed and available for review. If you unfortunately decide to proceed, we urge that, at a minimum, a bus alternative be required to be included as part of the CEQA analysis. We would also appreciate an explanation of what a "local support resolution," as mentioned in the staff memo, would entail.

Thank you in advance for your consideration of these comments and concerns. If you have any questions, or desire further information, please contact me at [parfrey@sbcglobal.net](mailto:parfrey@sbcglobal.net). Please note that I am a retired city planner and have lived in Stockton for the last 28 years.

Sincerely,

ss/Eric Parfrey, Chair  
Sierra Club California Executive Committee  
[parfrey@sbcglobal.net](mailto:parfrey@sbcglobal.net)  
(209) 641-3380

cc: Mother Lode and San Francisco Bay Chapters  
San Joaquin Council of Governments  
ACE  
Alameda County Transportation Commission  
California State Transportation Agency  
Sierra Club California



Melissa Gjerde <info@valleylinkrail.com>

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## Valley Link Project

1 message

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**Sears, Laurel** <lsears@sjgov.org>

Mon, Oct 15, 2018 at 4:32 PM

To: "info@valleylinkrail.com" <info@valleylinkrail.com>

Cc: "Levers, Jeffrey" <jlevers@sjgov.org>, "Vidad, Dodgie" <dvidad@sjgov.org>

Hello,

Please see the following comments from the San Joaquin County Department of Public Works:

Public Works, Transportation Engineering: we have no comments on Notice of Preparation for an EIR for the above mentioned project. However, please include Dept. of Public Works in all further future notifications and document review regarding this and similar projects.

Thank you,

Laurel Sears

Laurel Sears, MA/ MUP

Associate Planner, Transportation Engineering Division

San Joaquin County Department of Public Works

[lsears@sjgov.org](mailto:lsears@sjgov.org)

(209) 468-3085



# SAN JOAQUIN COUNCIL OF GOVERNMENTS

555 E. Weber Avenue • Stockton, California 95202 • P 209.235.0600 • F 209.235.0438 • www.sjcog.org

October 15, 2018

Tri-Valley – San Joaquin Valley Regional Rail Authority  
Attn: Michael Tree, Executive Director  
1362 Rutan Court, Suite 100  
Livermore, CA 94551

*Robert Rickman*

CHAIR

*Doug Kuehne*

VICE CHAIR

*Andrew T. Chesley*

EXECUTIVE DIRECTOR

*Member Agencies*

CITIES OF

ESCALON,

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STOCKTON,

TRACY,

AND

THE COUNTY OF SAN

JOAQUIN

## **Re: Valley Link Rail Project Notice of Preparation (Deadline: 10/15/18)**

Dear Mr. Tree,

This letter provides SJCOG's comments on the Notice of Preparation (NOP) for Valley Link's DEIR in accordance with the provisions of the California Environmental Quality Act (CEQA) and CEQA guidelines. SJCOG has been an active participant in the public process associated with the development of the Valley Link plan.

### **Consistency with SJCOG's 2018 Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS)**

SJCOG's 2018 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) was adopted by the SJCOG Board on June 28, 2018. The RTP is financially constrained and identifies regional transportation projects, ranging from streets/roads to public transit, in the next 20+ years. In addition, most projects in SJCOG's RTP must conform to the Clean Air Act Requirements and cannot receive state or federal funds unless it is identified in the RTP.

Senate Bill 375 (2008) required metropolitan planning organizations to develop a Sustainable Communities Strategy (SCS). An SCS must demonstrate an ambitious, yet achievable, approach to how land use development and transportation can work together to meet greenhouse gas emission reduction targets for cars and light trucks. A key component is to encourage a coordinated pattern of land use growth with transportation investments to reduce single occupant vehicle trips. SJCOG adopted the second SCS for San Joaquin County in 2018, with the policies and supportive strategies found on page 5-3.

The adopted SCS relies on the following policies and supportive strategies:

- Policy: Maximize Mobility and Accessibility
  - Strategy #4: Improve Regional Transportation System Efficiency
  - Strategy #5: Optimize Public Transportation System to Provide Efficient and Convenient Access for Users at All Income Levels
  - Strategy #6: Facilitate Transit-Oriented Development to Maximize Existing Transit Investments
  - Strategy #7: Provide Transportation Improvements to Facilitate Non-Motorized

## Travel

The transportation investments outlined in the Valley Link plan would increase service reliability and frequency, enhance passenger facilities, reduce travel time, and extend transit service from Dublin/Pleasanton to Lathrop and beyond. SJCOG recommends close coordination with the affected land use approving jurisdiction(s) to ensure that supportive TOD policies are implemented in the proposed station areas.

### **Rail Alignment and Station Projects as it relates to the SJCOG RTP/SCS**

#### Tracy Alignment Options

The Valley Link Binder includes three alternatives for Phase 1 of the San Joaquin Valley segment: 1) Existing/upgraded freight track; 2) New dedicated track; and 3) New viable alternative to railroad corridor. None of these alternatives are in SJCOG's 2018 RTP. In order for any of the alignments to secure state and federal funding, it would need to be amended into the existing 2018 RTP, or included in the project list for the next RTP/SCS in 2022.

Any alternative that proposes an alignment using the Union Pacific Railroad (UPRR) Tracy Subdivision should consider cumulative impacts from San Joaquin County's Grant Line Road Corridor Improvements project near the community of Banta. This project is proposing to close two at-grade crossings at Banta Road and 6<sup>th</sup> Street, and construct a new at-grade four lane crossing on a new alignment of Grant Line Road. UPRR and the California Public Utilities Commission may require the construction of a railroad grade separation instead at this location. The Valley Link project must consider cumulative impacts at this proposed at-grade crossing and whether it would trigger the need for a grade separation. The design of the Valley Link project must ensure that consider the column and abutment locations of the future grade separation are compatible with the operations of the UPRR Tracy Subdivision. More information on the Grant Line Road Corridor Study can be found here: <https://www.sjgov.org/departments/pwk/projects/grant-line-road>.

Any alternative that proposes an alignment using the medians of Interstate 580 and Interstate 205 in San Joaquin County must be compatible with the ultimate transportation concepts planned for these corridors. SJCOG and Caltrans are partnering on the widening of I-205 between the Alameda County Line and Interstate 5. This project is anticipated to begin environmental clearance activities in 2019. Any alignment using the median of I-205 must be closely coordinated with SJCOG and Caltrans to ensure that the alignment will meet Caltrans design standards while accommodating the future addition of High Occupancy Vehicle (HOV) or High Occupancy Toll (HOT) lanes. The Project Study Report for the widening of I-205 can be found here: <http://www.sjgov.org/DocumentCenter/View/3512>.

### **Regional Congestion Management Program**

#### RCMP Facilities

The Regional Congestion Management Program (RCMP) includes the establishment of a Regional Transportation Network consisting of highways, regional arterial roadways, multimodal corridors and intersections. The goal of the RCMP is to monitor congestion on these facilities, identify targeted solutions, and establish a programming mechanism for projects that reduce single occupant vehicles and increase capacity on congested facilities.

Based on the existing, proposed and potential station alternative locations, additional traffic on RCMP facilities could be generated as the Valley Link improvements and mitigation measures are implemented. SJCOG requests that the Tri-Valley San Joaquin Valley Regional Rail Authority analyze potential additional travel demand on RCMP facilities within a 1-2 mile radius of the proposed improvements. Please refer to Chapter 2 of the 2018 RCMP for the roadway segments and intersections included in the RCMP Regional Transportation

Network, and Chapter 6 for analysis thresholds and mitigation requirements of the RCMP (<http://www.sjcog.org/RCMP>).

**Airport Land Use Commission**

Although railroad improvement projects typically do not trigger impacts to airport operations, SJCOG encourages early consultation with the ALUC as specific improvements are designed.

Thank you again for the opportunity to comment. Please contact SJCOG staff Travis Yokoyama at 209-235-0451 or [yokoyama@sjcog.org](mailto:yokoyama@sjcog.org) if you have any questions or comments.

Sincerely,

A handwritten signature in blue ink that reads "Travis Yokoyama". The signature is written in a cursive style with a large, sweeping flourish at the end.

Travis Yokoyama

Tri-Valley - San Joaquin Valley Regional Rail Authority  
Attn: Valley Link Rail Project  
1362 Rutan Court, Suite 100  
Livermore, CA 94551

Subject: NOP Scoping Comments - Valley Link

To Whom it May Concern:

SPUR is a non-profit, member-supported organization that promotes good planning and good policy in the Bay Area and beyond. We believe strongly in public transportation and a high quality transit network that connect cities across the state which achieve our environmental, social and economic goals. We are supportive of the vision of the 2018 State Rail Plan.

We are currently studying the future of the northern California megaregional rail network. Our comments on the NOP reflect this study.

- It is very important to connect San Joaquin Valley and Central Valley commuters to the Bay Area and to one another, in a sustainable, effective and attractive way, and in a way which helps shape compact, walkable growth for decades to come; We would consider this the purpose of Valley Link. We would like for the EIR for Valley Link to show different alternatives for achieving this goals. Specifically: 1) An alternative which bus technology together with express lanes/bus lanes. 2) A better rail connection on the current ACE alignment. We request that alternatives which are different modes or alignments be studies to provide a basis for comparison.
- Successful transit and rail projects depend on careful land use and urban design and station access planning. We request that this alternatives analysis include an examination of project design options and policy actions which will improve our ability to meet project goals and make transit a convenient option for years to come.

Thank you for your consideration.

Sincerely,



Ratna Amin  
Transportation Policy Director



**Officers**

Ronald Jones  
President  
Fresno County

David Schonbrunn  
Vice President-Policy  
Marin County

Gordon Osmundson  
Treasurer  
Alameda County

Greg Thompson  
Secretary  
Sacramento County

**Board Members**

Art Brown  
Orange County

Derek Casady  
San Diego County

John Deeter  
Sacramento County

Susan MacAdams  
Los Angeles County

William F. McGeehan III  
Contra Contra County

October 15, 2018

By Email to:  
info@valleylinkrail.com

Tri-Valley - San Joaquin Valley Regional Rail Authority  
Attn: Valley Link Rail Project  
1362 Rutan Court, Suite 100  
Livermore, CA 94551

Re: Scoping comments in response to Valley Link NOP

Dear Sirs:

These comments are being submitted jointly by the Train Riders Association of California, TRAC, and the Transportation Solutions Defense and Education Fund, TRANSDEF.

Areas to Study--Policy Consistency

Evaluate whether the Proposed Project is consistent with the language of AB 758. This is especially important, because this law was tailor-made to support a project in this corridor. We have concerns as to whether a \$1.8 billion project can ever qualify as "cost-effective." For this reason, we propose a Build Alternative that is unquestionably cost-effective.

In the absence of even a preliminary agreement or MOU with the SJRRC, it cannot be stated that the Proposed Project will connect to ACE. Because this connection is fundamental to AB 758, environmental review should not commence until an agreement is in place for there to be a BART to ACE connection. This is currently a fatal flaw in the scoping process: the project can't have a stable description until these issues are at least preliminarily resolved.

Areas to Study--ROW Suitability

The quality of the ROW needs to be assessed before environmental review commences. As part of the original Transcontinental Railroad, the ROW was not engineered for modern speeds. Without modern speeds, a rail line will not provide enough of a travel time advantage to draw significant ridership. A determination needs to be made that the ROW



can provide adequate speeds before there is a full-blown EIR of a \$1.8 billion project. If the many curves in the ROW can't be straightened adequately, that huge expenditure would not be worth pursuing, as it would produce only minor benefits. The EIR funds would be wasted.

#### Areas to Study--Growth Inducement

Providing new transportation infrastructure is the classic trigger for growth inducement. The key measures to be evaluated are growth in households, VMT growth and growth in GHG emissions. We suggest that one threshold of significance should be "Does the Proposed Project impede the State's attainment of SB 32's GHG 2030 targets?" If growth inducement is found to be significant, we propose the following mitigation: to reduce the growth in VMT and GHGs resulting from the induced growth, require cities to adopt enforceable walkable community plans, as a condition for receiving a station. These plans would break with the standard pattern of suburban subdivisions, and instead be shaped for access to the train by walking, cycling, or taking a community shuttle. Because work trips only make up about 25% of all trips, the walkable pattern is needed to reduce the other 75% of trips.

#### Alternative to Study--Cost-Effective Alternative

The ACE tracks already run within 3 miles of the Dublin-Pleasanton BART station. That station location had historically been connected to what is now the ACE mainline by a rail spur, which had been preserved in public ownership initially for that specific purpose. The spur is now in use as a segment of the Iron Horse Trail. It would be far more cost-effective to replace that segment of the trail, and put the tracks back on the spur, than to spend a billion dollars reengineering the freeway to put the tracks there.

It has been said that local residents would oppose this alternative. Objectors to reclaiming the trail for rail use should be offered the opportunity to raise the billion dollars needed for the highway project, to avoid the inconvenience of a train running 3 miles through their community. This opposition is purely a local issue--as long as BART is connected to ACE, there is no benefit to the region of spending an extra \$1.7 billion. In addition, the opportunity costs of spending that money on the Proposed Project result in the inability to fund all kinds of transit projects that offer widespread benefits.

Sincerely,

/s/ DAVID SCHONBRUNN

David Schonbrunn,  
Vice-President for Policy



Melissa Gjerde &lt;info@valleylinkrail.com&gt;

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**mailto:info@valleylinkrail.com**

1 message

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**avinash dongarwar** <avinash.dongarwar@gmail.com>  
To: "info@valleylinkrail.com" <info@valleylinkrail.com>

Tue, Oct 16, 2018 at 10:05 PM

Dear Concerned,

I wholeheartedly support the Valley Link project and appreciate the visionary work undertaken by the Board of Directors at the Tri-Valley - San Joaquin Valley Regional Rail Authority.

I commute to San Francisco.

I understand that Valley Link project wants to reuse the EIR information from ACEForward to save time. Hence the agency decided on one of the locations close to Hansen Road near the Safeway Distribution Warehouse in Tracy as the proposed Mountain House station.

I also understand that my preferred station location of Grant Line Road is currently an infill station proposal.

I must highlight that the proposed Hansen Road site for Mountain House station would discourage ACE train riders from taking this station since it does not help with reducing commute time. On the contrary, this station (if not multimodal) will add 30 min one way to the already long commute that I have to bear.

I may continue to use Vasco station or new proposed Greenville station adding to the traffic on I580 and the Altamont Pass. I will end up taking valuable parking space from my friendly neighbors at Vasco or Livermore.

I would sincerely request you to consider the following

1. Fast-track the Grant Line Multimodal station (supporting Valley Link and ACE Trains).
2. Make the Mountain House / West Tracy station a Multimodal station with stops for ACE as well.

Regards,

Avinash

524 Liz Terrace, Mountain House

Sent from my iPhone



Melissa Gjerde &lt;info@valleylinkrail.com&gt;

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## I need a multimodal station for Mountain House

1 message

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**Pavan Deshpande** <pavan99@gmail.com>  
To: info@valleylinkrail.com

Tue, Oct 16, 2018 at 5:34 PM

I wholeheartedly support the Valley Link project and appreciate the visionary work undertaken by the Board of Directors at the Tri-Valley - San Joaquin Valley Regional Rail Authority.

I commute to

I understand that Valley Link project wants to reuse the EIR information from ACEForward to save time. Hence the agency decided on one of the location close to Hansen Road near the Safeway Distribution Warehouse in Tracy as the proposed Mountain House station.

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I would sincerely request you to consider the following

1. Fasttrack the Grant Line Multimodal station ( supporting Valley Link and ACE Trains).
2. Make the Mountain House / West Tracy station a Multimodal station with stops for ACE as well.

Regards,  
Name:Pavan Deshpande  
Address:462 N Ventura st, Mountain House, CA 95391



Melissa Gjerde &lt;info@valleylinkrail.com&gt;

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## I need a multimodal station for Mountain House

1 message

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**Preetam Deshpande** <preetamd@gmail.com>  
To: info@valleylinkrail.com

Tue, Oct 16, 2018 at 5:41 PM

I wholeheartedly support the Valley Link project and appreciate the visionary work undertaken by the Board of Directors at the Tri-Valley - San Joaquin Valley Regional Rail Authority.

I commute to San Jose.

I understand that Valley Link project wants to reuse the EIR information from ACEForward to save time. Hence the agency decided on one of the location close to Hansen Road near the Safeway Distribution Warehouse in Tracy as the proposed Mountain House station.

I also understand that my preferred station location of Grant Line Road is currently an infill station proposal.

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I would sincerely request you to consider the following

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2. Make the Mountain House / West Tracy station a Multimodal station with stops for ACE as well.

Regards,

Name: PREETAM DESHPANDE

Address: [1026 S SHIELDS AVE MOUNTAIN HOUSE CA 95391](#)



Melissa Gjerde &lt;info@valleylinkrail.com&gt;

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## I need a multimodal station for Mountain House

1 message

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**Anu** <ganushasap@gmail.com>  
To: info@valleylinkrail.com

Tue, Oct 16, 2018 at 5:57 PM

I wholeheartedly support the Valley Link project and appreciate the visionary work undertaken by the Board of Directors at the Tri-Valley - San Joaquin Valley Regional Rail Authority.

I commute to

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2. Make the Mountain House / West Tracy station a Multimodal station with stops for ACE as well.

Regards,  
Name: Anusha G  
Address: 435 Bernadette Terrace Mountain House

Thanks  
Anusha



Melissa Gjerde &lt;info@valleylinkrail.com&gt;

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## I need a multimodal station for Mountain House

1 message

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**Bruno Giorgini** <bgiorgini@me.com>  
To: info@valleylinkrail.com

Tue, Oct 16, 2018 at 9:19 PM

I wholeheartedly support the Valley Link project and appreciate the visionary work undertaken by the Board of Directors at the Tri-Valley - San Joaquin Valley Regional Rail Authority.

I commute to Dublin/Pleasanton BART station to get from there to San Francisco Embarcadero station.

I understand that Valley Link project wants to reuse the EIR information from ACEForward to save time. Hence the agency decided on one of the location close to Hansen Road near the Safeway Distribution Warehouse in Tracy as the proposed Mountain House station.

I also understand that my preferred station location of Grant Line Road is currently an infill station proposal.

I must highlight that the proposed Hansen Road site for Mountain House station would discourage ACE train riders from taking this station since it does not help with reducing commute time. On the contrary, this station ( if not multimodal) will add 30 min one way to the already long commute that I have to bear.

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I would sincerely request you to consider the following

1. Fasttrack the Grant Line Multimodal station ( supporting Valley Link and ACE Trains).
2. Make the Mountain House / West Tracy station a Multimodal station with stops for ACE as well.

Regards,  
Name: Bruno Giorgini  
Address: 483 E. Bernadette Terrace, Mountain House, CA 95391



Melissa Gjerde &lt;info@valleylinkrail.com&gt;

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## I need a multimodal station for Mountain House

1 message

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**Ramu Katamaneni** <katamanenir@yahoo.com>  
To: info@valleylinkrail.com

Tue, Oct 16, 2018 at 5:36 PM

I wholeheartedly support the Valley Link project and appreciate the visionary work undertaken by the Board of Directors at the Tri-Valley - San Joaquin Valley Regional Rail Authority.

I commute to

I understand that Valley Link project wants to reuse the EIR information from ACEForward to save time. Hence the agency decided on one of the location close to Hansen Road near the Safeway Distribution Warehouse in Tracy as the proposed Mountain House station.

I also understand that my preferred station location of Grant Line Road is currently an infill station proposal.

I must highlight that the proposed Hansen Road site for Mountain House station would discourage ACE train riders from taking this station since it does not help with reducing commute time. On the contrary, this station ( if not multimodal) will add 30 min one way to the already long commute that I have to bear.

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I would sincerely request you to consider the following

1. Fasttrack the Grant Line Multimodal station ( supporting Valley Link and ACE Trains).
2. Make the Mountain House / West Tracy station a Multimodal station with stops for ACE as well.

Regards,  
Ramu katamaneni  
522 Bernadette Terrace  
Mountain house 95391



Melissa Gjerde &lt;info@valleylinkrail.com&gt;

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## I need a multimodal station for Mountain House

1 message

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**Naresh Gmail** <kondapallinaresh@gmail.com>  
To: info@valleylinkrail.com

Tue, Oct 16, 2018 at 5:56 PM

I wholeheartedly support the Valley Link project and appreciate the visionary work undertaken by the Board of Directors at the Tri-Valley - San Joaquin Valley Regional Rail Authority.

I commute to

I understand that Valley Link project wants to reuse the EIR information from ACEForward to save time. Hence the agency decided on one of the location close to Hansen Road near the Safeway Distribution Warehouse in Tracy as the proposed Mountain House station.

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I would sincerely request you to consider the following

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2. Make the Mountain House / West Tracy station a Multimodal station with stops for ACE as well.

Regards,  
Name: Naresh kondapalli  
Address: 435 E Bernadette terrace Mountain House

Thanks  
Naresh.K





Melissa Gjerde &lt;info@valleylinkrail.com&gt;

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## I need a multimodal station for Mountain House

1 message

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**Shan Lakki** <shannu2k@gmail.com>  
To: info@valleylinkrail.com

Tue, Oct 16, 2018 at 6:37 PM

I wholeheartedly support the Valley Link project and appreciate the visionary work undertaken by the Board of Directors at the Tri-Valley - San Joaquin Valley Regional Rail Authority.

I commute to SF downtown via dublinpleasanton bart. So i need this commute.

I understand that Valley Link project wants to reuse the EIR information from ACEForward to save time. Hence the agency decided on one of the location close to Hansen Road near the Safeway Distribution Warehouse in Tracy as the proposed Mountain House station.

I also understand that my preferred station location of Grant Line Road is currently an infill station proposal.

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I would sincerely request you to consider the following

1. Fasttrack the Grant Line Multimodal station ( supporting Valley Link and ACE Trains).
2. Make the Mountain House / West Tracy station a Multimodal station with stops for ACE as well.

Regards,  
Name: Shanmukha Lakki  
Address:  
540 Deb Corallo Terrace  
MH 95391



Melissa Gjerde &lt;info@valleylinkrail.com&gt;

---

## I need a multimodal station for Mountain House

1 message

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**Robert Marsel** <robert.marsel@gmail.com>  
To: info@valleylinkrail.com

Tue, Oct 16, 2018 at 8:05 PM

I wholeheartedly support the Valley Link project and appreciate the visionary work undertaken by the Board of Directors at the Tri-Valley - San Joaquin Valley Regional Rail Authority.

I commute to Sunnyvale

I understand that Valley Link project wants to reuse the EIR information from ACEForward to save time. Hence the agency decided on one of the location close to Hansen Road near the Safeway Distribution Warehouse in Tracy as the proposed Mountain House station.

I also understand that my preferred station location of Grant Line Road is currently an infill station proposal.

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2. Make the Mountain House / West Tracy station a Multimodal station with stops for ACE as well.

Regards,  
Name: Robert Marsel  
Address: 726 west la Canada ave, MH



Melissa Gjerde &lt;info@valleylinkrail.com&gt;

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## I need a multimodal station for Mountain House

1 message

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**BB T** <bharath.0777@gmail.com>

Tue, Oct 16, 2018 at 8:50 PM

To: info@valleylinkrail.com

I wholeheartedly support the Valley Link project and appreciate the visionary work undertaken by the Board of Directors at the Tri-Valley - San Joaquin Valley Regional Rail Authority.

I commute to Sunnyvale E Java Drive

I understand that Valley Link project wants to reuse the EIR information from ACEForward to save time. Hence the agency decided on one of the location close to Hansen Road near the Safeway Distribution Warehouse in Tracy as the proposed Mountain House station.

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2. Make the Mountain House / West Tracy station a Multimodal station with stops for ACE as well.

Regards,  
Bharath Bhushan Thulimelli  
[1023 S Atwood Ln,](#)  
[Mountain House - 95391.](#)