

Appendix I

**Regional Plans and Local General Plans**

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## I.1 Summary of Local Land Use Plans

This appendix summarizes relevant local land use plans and provides a general consistency review of the Proposed Project [including all track variants, technology variants, and the Greenville and Mountain House initial operating segments (IOS)] and the alternatives analyzed at an equal level of detail (Southfront Road Station Alternative, Stone Cut Alignment Alternative, West Tracy Operation and Maintenance Facility [OMF] Alternative, Mountain House Station Alternative, and Downtown Tracy Station Parking Alternatives 1 and 2), with applicable plans.

### I.1.1 General Plans

A general plan is a legal document required of each local agency by California Government Code Section 65301 and adopted by the jurisdiction's city council or board of supervisors. Local general plans lay out the pattern of future residential, commercial, industrial, agricultural, open space, and recreational land uses within a community. To facilitate implementation of planned growth patterns, general plans typically also include goals and/or policies addressing the coordination of land use patterns with the development and maintenance of infrastructure facilities and utilities. In California, the general plan has seven mandatory elements: Circulation, Conservation, Housing, Land Use, Noise, Open Space, and Safety/Seismic Safety. In addition, general plans could include any number of optional elements, such as Air Quality, Economic Development, Public Facilities and Services, and Climate Change.

Local jurisdictions implement their general plans by adopting zoning, subdivision, grading, and other ordinances. Zoning identifies the specific types of land uses that may be allowed on a given site and establishes the standards that would be imposed on new development. Zoning regulations vary from jurisdiction to jurisdiction. However, typical standards include the siting of structures relative to parcel boundaries, architectural design, and the percentage of building coverage allowed relative to the overall square footage of a parcel.

Table I-1 summarizes the general plan elements by jurisdiction.

**Table I-1. General Plans for Jurisdictions along the Valley Link Corridor**

<b>Jurisdiction</b>	<b>General Plan Elements and Date of Adoption</b>
Alameda County	<i>Alameda County General Plan</i> Community Climate Action Plan (2014) Conservation (1976, amended 1994) Housing (2015) Noise (1975, amended 1994) Open Space (1993, amended 1994) Recreation (1956, amended 1994) Safety (2013, amended 2014) Scenic Route (1966, amended 1994) Available at: <a href="https://www.acgov.org/cda/planning/generalplans/index.htm">https://www.acgov.org/cda/planning/generalplans/index.htm</a>
City of Dublin	<i>City of Dublin General Plan</i> (1985, amended 2017) Land Use and Circulation: Land Use Land Use and Circulation: Parks and Open Space Land Use and Circulation: Schools, Public Lands, and Utilities

<b>Jurisdiction</b>	<b>General Plan Elements and Date of Adoption</b>
	Land Use and Circulation: Circulation and Scenic Highways Housing Environmental Resources Management: Conservation Environmental Resources Management: Seismic Safety and Safety Environmental Resources Management: Noise Community Design and Sustainability Economic Development Water Resources Environmental Resources Management: Energy Conservation Available at: <a href="https://www.dublin.ca.gov/171/General-Plan">https://www.dublin.ca.gov/171/General-Plan</a>
City of Pleasanton	<i>City of Pleasanton General Plan (2009, amended 2015)</i> Land Use Circulation Housing Public Safety Public Facilities and Community Programs Conservation and Open Space Water Element Air Quality Energy Noise Community Character Economic and Fiscal Subregional Planning Available at: <a href="https://www.cityofpleasantonca.gov/gov/depts/cd/planning/general.asp">https://www.cityofpleasantonca.gov/gov/depts/cd/planning/general.asp</a>
City of Livermore	<i>City of Livermore General Plan (2004, amended 2014)</i> Land Use (amended 2013) Community Character (amended 2009) Circulation (amended 2014) Housing (amended 2015) Infrastructure and Public Services Open Space and Conservation Noise (amended 2013) Public Safety (amended 2013) Economic Development (amended 2013) Climate Change (adopted 2009) Available at: <a href="http://www.cityoflivermore.net/citygov/cdd/planning/general.htm">http://www.cityoflivermore.net/citygov/cdd/planning/general.htm</a>
San Joaquin County	<i>San Joaquin County General Plan (2016)</i> Community Development Land Use Communities Housing Economic Development Public Facilities and Services Transportation and Mobility

Jurisdiction	General Plan Elements and Date of Adoption
	Infrastructure and Services Public Health and Safety Natural and Cultural Resources The Delta Available at: <a href="http://www.sjgov.org/Commdev/cgi-bin/cdyn.exe/cdyn.exe?grp=planning&amp;htm=gp2035">http://www.sjgov.org/Commdev/cgi-bin/cdyn.exe/cdyn.exe?grp=planning&amp;htm=gp2035</a>
City of Tracy	<i>City of Tracy General Plan (2011)</i> Land Use Community Character Economic Development Circulation Open Space and Conservation Public Facilities and Services Safety Noise Air Quality Housing (2016) Available at: <a href="https://www.ci.tracy.ca.us/?navid=562">https://www.ci.tracy.ca.us/?navid=562</a>
City of Lathrop	<i>City of Lathrop General Plan (1991, amended 2004)</i> Land Use Transportation, Circulation, and Traffic Housing Water, Sewage, and Drainage Resource Management Hazard Management Noise Available at: <a href="http://www.ci.lathrop.ca.us/lathrop//cdd/projects/Pdf/generalplan_files/11-05-2017_16-31-04-881.pdf">http://www.ci.lathrop.ca.us/lathrop//cdd/projects/Pdf/generalplan_files/11-05-2017_16-31-04-881.pdf</a>

## I.1.2 Specific, Area, and Precise Plans

A specific plan is a tool for the systematic implementation of the general plan. It effectively establishes a link between implementing policies of the general plan and the individual development proposals in a defined area. Precise plans are flexible documents adopted by some California cities to facilitate the use of innovative or unconventional urban planning techniques. Precise plans are often similar to specific plans, but are preferred by some charter cities (which, unlike general law cities, can use any planning tool not prohibited by the State) due to the lack of State-mandated constraints. Area plans are plans that cover specific subareas of a community. Within these plans, more general policies in the General Plan elements are made more precise as they relate to specific parts of the city. Area plans specify detailed land use designations used to review specific development proposals and to plan services and facilities.

The Valley Link corridor overlaps with, or runs adjacent to, several adopted specific, area, or precise plans that address land development in defined geographic areas within a jurisdiction. The plans adjacent to the Valley Link corridor are listed in Table I-2.

**Table I-2. Adopted Specific, Precise, and Area Plans Adjacent to the Valley Link Corridor**

Specific, Precise, or Area Plan	Description and Location Relative to the Valley Link Corridor
<b>Alameda County</b>	
<p>Alameda County General Plan (County of Alameda 1994a, 2014, and 2015)  <a href="https://www.acgov.org/cda/planning/generalplans/index.htm">https://www.acgov.org/cda/planning/generalplans/index.htm</a></p>	<p>The <i>Alameda County General Plan</i> contains implementation measures and recommended policies intended to help meet countywide goals. Countywide goals are diverse and pertain to a variety of initiatives, including greenhouse gas reduction, transportation infrastructure improvements, maintaining and improving green- and open-space connectivity, encouraging transit-oriented housing developments, and scenic route maintenance. The plan identifies improving public transit services as a key climate action area countywide.</p> <p>The Proposed Project falls within Alameda County, including incorporated cities within Alameda County, from the westernmost terminus of the Tri-Valley segment until approximately 1.2 miles west of the Mountain Horse Station, where the Proposed Project enters San Joaquin County. The Proposed Project is located within the jurisdiction of unincorporated Alameda County from a location immediately east of the Greenville Station until it enters San Joaquin County before the Mountain House Station.</p>
<p>Livermore Executive Airport Land Use Compatibility Plan (Alameda County ALUC 2012)  <a href="https://www.acgov.org/cda/planning/generalplans/documents/LVK_ALUCP_082012_FULLL.pdf">https://www.acgov.org/cda/planning/generalplans/documents/LVK_ALUCP_082012_FULLL.pdf</a></p>	<p>The <i>Livermore Executive Airport Land Use Compatibility Plan</i> guides development in areas near the Livermore Executive Airport to ensure consistency with the city and county general plans and applicable state and federal regulatory requirements for areas surrounding airports. The plan cites the <i>Pleasanton General Plan Noise Element</i>, encouraging interagency coordination to minimize transportation-related noise emissions from road, rail, and air sources.</p> <p>At the intersection of I-580 and Airway Boulevard, the Proposed Project is approximately 0.3 miles north of the Livermore Executive Airport runway, and is therefore within the Livermore Executive Airport influence area.</p>
<p>East County Area Plan (County of Alameda 1994b)  <a href="https://www.acgov.org/cda/planning/generalplans/documents/EastCountyAreaPlancombined.pdf">https://www.acgov.org/cda/planning/generalplans/documents/EastCountyAreaPlancombined.pdf</a></p>	<p>The <i>East County Area Plan</i> covers a 418 square mile planning area within the eastern portion of unincorporated Alameda County, including unincorporated areas that fall within identified “spheres of influence” for the incorporated cities of Dublin, Pleasanton, and Livermore. The plan contains goals, policies, and programs intended to keep areas consistent with their best planned land uses (housing development, open space, agriculture, etc.); support development of appropriate public facilities and infrastructure where appropriate; protect sensitive biological, aquatic, and cultural resources in the planning area; preserve scenic viewsheds of key ridgelines; and improve connectivity the regional public transit infrastructure. Furthermore, the plan contains focused policies intended to promote continued wind energy generation in the identified Wind Resource Area. New land uses proposed within this area must either be consistent with wind-generated energy development, or must achieve consistency through adopted mitigation strategies.</p> <p>All unincorporated areas of the Proposed Project within Alameda County fall within this planning area, including proposed facilities located from the easternmost boundary of the City of Livermore to the</p>

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	Alameda/San Joaquin County line. Significant portions of the Altamont segment pass through this planning area.
East Alameda County Conservation Strategy (East Alameda County Conservation Strategy Steering Committee 2010) <a href="http://www.eastalco-conservation.org/documents.html">http://www.eastalco-conservation.org/documents.html</a>	The <i>East Alameda County Conservation Strategy</i> contains policies and implementation strategies intended to protect, enhance, and restore natural resources in East Alameda County. The plan identifies existing natural resources within the region and identifies strategies that avoid, minimize, and mitigate against potential impacts to such resources. Specific goals pertain to protection of special-status species and their habitats, improving wildlife corridors and habitat linkages within the areas, and to streamline the permitting and mitigation process for proposed projects that may span such areas.
East Bay Regional Conservation Investment Strategy	The <i>East Bay Regional Conservation Investment Strategy</i> (EB RCIS) contains conservation actions and habitat enhancement actions for a suite of species in Alameda and Contra Costa Counties. The EB RCIS includes specific information about conservation actions and habitat enhancement actions necessary to adequately reduce stressors and negative pressures on those species, including identifying conservation priorities within the region, where appropriate. The EB RCIS identifies areas of conservation priority for implementation of conservation actions and habitat enhancement actions by public agencies, conservation organizations, or private entities.
<b>City of Dublin</b>	
City of Dublin General Plan (2017) <a href="https://www.dublin.ca.gov/171/General-Plan">https://www.dublin.ca.gov/171/General-Plan</a>	<p>The <i>City of Dublin General Plan</i> contains goals and policies that help manage and guide development initiatives and planning consistency strategies within the city. Policies pertain to transit-oriented residential development; management of regional corridors including I-580 and the BART corridor; development of local and regional public transportation systems, including overall regional BART connectivity improvements; infrastructure developments that encourage economic development; preservation of sensitive biological and cultural resources; incorporation of noise emission mitigation strategies for transit projects that would utilize the Southern Pacific Railroad Right-of-Way; inter-agency coordination; and greenhouse gas emission reductions through multiple strategies.</p> <p>The general plan divides the City of Dublin into multiple focused planning areas, each with locally specific goals and implementation strategies. The Tri-Valley segment and associated work areas north of the I-580 corridor are located within and/or adjacent to two such planning areas: the Primary Planning Area and the Eastern Extended Planning Area. An approximately 0.3 mile long segment of the Tri-Valley Alignment runs adjacent to the Primary Planning Area, from the western Proposed Project terminus to Dougherty Road. From Dougherty Road to the eastern Dublin city limits, the Tri-Valley Alignment runs adjacent to the Eastern Extended Planning Area. All planning areas share policies intended to improve public transit options through strategies such as additional transit infrastructure and transit-oriented development.</p>
Eastern Dublin Specific Plan (City of Dublin 2016) <a href="https://www.dublin.ca.gov/DocumentCen">https://www.dublin.ca.gov/DocumentCen</a>	The <i>Eastern Dublin Specific Plan</i> incorporates <i>City of Dublin General Plan</i> goals and policies into the more focused Eastern Dublin planning area. Overall, the specific plan contains goals and policies intended to establish a diverse transit network; preserve and enhance open spaces, natural resources, habitat areas,

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<p><a href="#">ter/View/7776/EDSP-2016-Update-Full-PDF?bidId=</a></p>	<p>and biological and cultural resources; and direct construction of residential units in reasonable proximity to diverse transit options.</p> <p>The Tri-Valley segment runs adjacent to the planning area from the Dublin BART station to a point approximately 0.5 miles west of Doolan Road, north of the I-580 corridor.</p>
<p><b>City of Pleasanton</b></p>	
<p>Pleasanton General Plan 2005–2025 (City of Pleasanton 2009)  <a href="https://www.cityofpleasantonca.gov/gov/depts/cd/planning/general.asp">https://www.cityofpleasantonca.gov/gov/depts/cd/planning/general.asp</a></p>	<p>The <i>Pleasanton General Plan</i> encourages sustainable development and community enhancement through various strategies intended to help achieve community objectives. Such objectives include maintaining sustainable development strategies; promoting walkable communities; improving existing transportation options and developing new public transportation infrastructure; preserving agricultural, open space, and aquatic resources; encouraging green development; ensuring diverse housing options; and promoting long-term economic success in the City. Specifically, the Circulation Element contains policies intended to maximize transit safety, encourage transit options that function as reasonable alternatives to single-occupancy automobiles, and improve regional public transportation capacity across multiple public transit agencies. The Noise Element encourages interagency coordination to minimize and reduce noise emissions associated with roadways, railways (including both BART and ACE), and airports.</p> <p>The Tri-Valley segment runs adjacent to the City of Pleasanton from the Dublin/Pleasanton BART station to the El Charro Road overcrossing over the I-580 corridor.</p>
<p>Stoneridge Drive Specific Plan Amendment/Staples Ranch (City of Pleasanton 2010)  <a href="http://www.cityofpleasantonca.gov/civica/x/filebank/blobdload.aspx?BlobID=23829">http://www.cityofpleasantonca.gov/civica/x/filebank/blobdload.aspx?BlobID=23829</a></p>	<p>The <i>Stoneridge Drive Specific Plan Amendment/Staples Ranch</i> pertains to an isolated planning area located between Pleasanton and Livermore, adjacent to the proposed alignment. The planning area is located between Stoneridge Drive and I-580 along its respective southern and northern boundaries, and between El Charro Road and Streamside Circle on its respective eastern and western boundaries. The plan contains design standards that generally encourage mixed usage of the planning area, and that ensure continued access to Stoneridge Drive. The plan also encourages future development of public transportation stops (bus) to improve local access to the planning area. The Southfront Road Station Alternative is located within the planning area.</p>
<p><b>City of Livermore</b></p>	
<p>City of Livermore General Plan 2003–2025 (City of Livermore 2004)  <a href="http://www.cityoflivermore.net/citygov/cdd/planning/general.htm">http://www.cityoflivermore.net/citygov/cdd/planning/general.htm</a></p>	<p>The <i>City of Livermore General Plan</i> contains goals, objectives, policy recommendations, and planning actions intended to guide long-term development and planning decisions within the city. Plan guidance recommendations include encouraging infill development near existing public services; preserving natural open spaces as well as biological, historic, and cultural resources; preserving the I-580 corridor for road widening and/or and BART facility extensions to Isabel Avenue and/or Greenville Road; expanding the ACE network; promoting transportation alternatives to single-occupancy vehicles; and decreasing the overall amount of vehicle trips in a manner that reduces both traffic and greenhouse gas emissions. The general plan identifies train noise within existing rail rights-of-way as an existing noise source within the planning area. Specifically, it identifies freight train noise as a source of higher noise emissions than commuter rail trains. The plan identifies commuter rail noise, such as noise from BART</p>

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	<p>trains, as an existing temporary elevated noise source within the I-580 corridor, and an anticipated noise source associated with commuter rail network expansions.</p> <p>The Tri-Valley segment is located within incorporated City of Livermore city limits from El Charro Road to Greenville Road, near the proposed Greenville Station.</p>
<p>Isabel Neighborhood Specific Plan (City of Livermore 2020)</p>	<p>The <i>Isabel Neighborhood Specific Plan</i> would allow development of 4,095 new multi-family housing units and approximately 2.1 million square feet of net new office, business park, and commercial development around the proposed Isabel Station. The Plan includes amendments to the existing General Plan Scenic Corridor and Airport Protection Area policies, among other required amendments.</p>
	<p>The Isabel Station would be located within the Specific Plan area.</p>
<b>San Joaquin County</b>	
<p>San Joaquin County General Plan (County of San Joaquin 2016)  <a href="http://www.sjgov.org/Commdev/cgi-bin/cdyn.exe/cdyn.exe?grp=planning&amp;htm=gp2035">http://www.sjgov.org/Commdev/cgi-bin/cdyn.exe/cdyn.exe?grp=planning&amp;htm=gp2035</a></p>	<p>The <i>San Joaquin County General Plan</i> provides comprehensive guidance for future land use developments and programmatic decisions throughout San Joaquin County. It describes goals as broad future conditions to be met through the implementation of more specific policies. Overall, the goals and policies described in the plan intend to preserve and enhance San Joaquin County’s diverse resources. These goals and policies generally direct future projects and programs to preserve agricultural lands, open space, water quality, and habitat; promote urban infill housing development; encourage development of transportation alternatives to the single-occupancy vehicle; promote economic diversification; improve the regional transportation infrastructure, especially in previously underserved areas; develop energy-saving transportation strategies that reduce transportation contributions to greenhouse gas emissions and air quality degradation; and manage noise emissions between freeway and railroad corridors and residential areas.</p>
	<p>The entirety of the Tracy to Lathrop segment and all portions of the Altamont segment located east of the Alameda County/San Joaquin County boundary (a point approximately one mile west of Mountain House Station), as well as all associated stations and OMFs in this vicinity, are located within either unincorporated San Joaquin County or within incorporated cities in San Joaquin County. Portions of the Altamont Alignment (including the Owens-Illinois Industrial Lead Variant 1, Single Track and Owens-Illinois Industrial Lead Variant 2, Double Track); Tracy to Lathrop Alignment Variant 1, Single Track; Tracy to Lathrop Alignment Variant 2, Double Track; Mountain House Station, Mountain House Station Alternative; Tracy OMF; and West Tracy OMF Alternative are located within unincorporated San Joaquin County</p>
<p>San Joaquin Council of Governments Regional Transportation Plan/Sustainable Communities Strategy (San Joaquin Council of Governments 2018)</p>	<p>The <i>San Joaquin Council of Governments Regional Transportation Plan/Sustainable Communities Strategy</i> describes policies and supporting strategies intended to improve transportation infrastructure countywide, focusing on transit needs associated with projected future land use patterns and housing development. Overall, the policies aim to reduce emissions association with transportation in San Joaquin County, improve mobility and efficiency, and encourage multi-jurisdictional and interagency coordination.</p>



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<p><a href="https://www.sjcog.org/278/Adopted-2018-RTPSCS">https://www.sjcog.org/278/Adopted-2018-RTPSCS</a></p>	<p>Additionally, the plan specifically identifies necessary transportation improvements through the Altamont Pass to improve congestion caused by the significant recent increase in commuters traveling from San Joaquin County to the San Francisco Bay Area during peak hours. Targeted long-term strategies include improving railway connectivity trains through the Altamont Pass via existing railroad right-of-way and the I-580 median.</p> <p>All proposed and alternative facilities from Mountain House Station to the terminus at North Lathrop Station are located within a jurisdiction that is part of the San Joaquin Council of Governments, and therefore falls within the planning area. This includes all of the Tracy to Lathrop Alignment and all portions of the Altamont Alignment that fall within San Joaquin County.</p>
<p>San Joaquin County’s Aviation System Airport Land Use Compatibility Plan (San Joaquin County Aviation System 2018)  <a href="http://www.sjcog.org/DocumentCenter/View/17/2009-San-Joaquin-County-ALUCP--Amended-January-2018?bidId=">http://www.sjcog.org/DocumentCenter/View/17/2009-San-Joaquin-County-ALUCP--Amended-January-2018?bidId=</a></p>	<p><i>San Joaquin County’s Aviation System Airport Land Use Compatibility Plan (ALUCP)</i> identifies incompatible land uses near seven public use airports countywide to encourage safe future development. Five of these seven airports are situated greater than 5 miles from the nearest proposed or alternative facility. Stockton Metropolitan Airport is located approximately 4.5 miles from the North Lathrop Station. Land use compatibility surrounding Stockton Metropolitan Airport is covered by the <i>Stockton Metropolitan Airport Land Use Compatibility Plan Update</i>. The plan identifies major capital improvements that may promote subsequent unplanned population growth in previously undeveloped areas as a major land use action within identified compatibility zone. Such actions require an ALUCP compatibility review.</p>
<p>Stockton Metropolitan Airport Land Use Compatibility Plan Update (San Joaquin County Aviation System 2018)  <a href="http://sjcog.org/DocumentCenter/View/1318/2016-Stockton-Metropolitan-Airport-ALUCP--Amended-February-2018?bidId=">http://sjcog.org/DocumentCenter/View/1318/2016-Stockton-Metropolitan-Airport-ALUCP--Amended-February-2018?bidId=</a></p>	<p>The <i>Stockton Metropolitan Airport Land Use Compatibility Plan Update</i> identifies compatible and incompatible land uses within the Stockton Metropolitan Airport vicinity, including within the airport’s Area of Influence (AIA), the outermost extent of the land use compatibility zone. The direction included in the compatibility plan helps guide planning decisions to maximize public safety and allow continued airport facility functioning and expansion. At its eastern terminus, the Proposed Project is located approximately 4.5 miles from Stockton Metropolitan Airport. The only portions of the Proposed Project that fall within the Stockton Municipal Airport AIA are the North Lathrop Station and the easternmost approximately 0.3 miles of railroad tracks. The plan identifies railroad right-of-way as an existing land use within the Stockton Municipal Airport AIA. Significant population growth, including population growth resulting from improved infrastructure, could cause development within the AIA that is incompatible with the ALUCP. However, the North Lathrop Station is planned to serve planned population growth.</p>
<p>San Joaquin Valley Blueprint (San Joaquin Valley Regional Policy Council 2009)  <a href="http://valleyblueprint.org/">http://valleyblueprint.org/</a></p>	<p>The <i>San Joaquin Valley Blueprint (Blueprint)</i> is a 50-year land use and transportation planning guide for San Joaquin Valley. The Blueprint is a guide for regional planning efforts that integrates local land use planning across broad, multi-jurisdictional regions, while recognizing the key land use authority of cities and counties. The Blueprint includes Smart Growth Principles, which transform the values and vision of the Blueprint into a set of growth principals and benchmarks that could be used to evaluate the effectiveness of alternative growth scenarios. The Blueprint also includes a Preferred Growth Scenario (Valley Blueprint 2010).</p>

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Delta Plan (Delta Stewardship Council 2013) <a href="http://www.deltacouncil.ca.gov/pdf/delta-plan/2013-ch-01.pdf">http://www.deltacouncil.ca.gov/pdf/delta-plan/2013-ch-01.pdf</a>	The Delta Reform Act of 2009 intends to protect the unique cultural, recreational, natural resource, and agricultural values of the Delta, and required the development and adoption of the Delta Plan to achieve this goal. The Plan prohibits encroachment and construction within floodways unless it can be demonstrated that such encroachment will not interfere with water flow. The site where the Tracy to Lathrop Alignment crosses Paradise Cut is located within this floodway.
San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (County of San Joaquin 2000) <a href="https://www.sjcog.org/94/Habitat">https://www.sjcog.org/94/Habitat</a>	The <i>San Joaquin County Multi-Species Habitat Conservation and Open Space Plan</i> provides a strategy for balancing the need to conserve open space and to convert open space to non-open space while protection the region’s agriculture economy; preserving landowner rights; providing for long-term management of plants, fish and wildlife species, especially those that are currently listed or may be listed in the future under the Federal Endangered Species Act or California Endangered Species Act; providing and maintaining multiple-use Open Spaces which contribute to the quality of life of the residents of San Joaquin County; and accommodating a growing population while minimizing costs to Project Proponents and society at large (San Joaquin County 2000).
California Central Valley Flood Protection Board Strategic Plan (Central Valley Flood Protection Board 2013) <a href="http://cvfpb.ca.gov/docs/publications/CVFPB-Strategic-Plan-Online-9-1-13.pdf">http://cvfpb.ca.gov/docs/publications/CVFPB-Strategic-Plan-Online-9-1-13.pdf</a>	The Central Valley Flood Protection Board (CVFPB) regulates the alteration and construction of levees and floodways in the Central Valley. The CVFPB, with authority granted under the California Water Code and Title 23 of the California Code of Regulations, is intended to control flooding along the Sacramento and San Joaquin rivers and their tributaries in cooperation with USACE; cooperate with various agencies of the federal, state, and local governments in establishing, planning, constructing, operating, and maintaining flood-control works; and maintain the integrity of the existing flood-control system and designated floodways through the board’s regulatory authority by issuing permits for encroachments. CVFPB requires applications to be filed for all proposed encroachments within the floodways under its jurisdiction and any levees adjacent thereto, as well as on streams that may affect those floodways. Valley Link improvements would require encroachment permits from the CVFPB as improvements to railroad tracks, new railroad tracks, and new/replacement bridges would be constructed across levees and across floodways under CVFPB’s jurisdiction.
Central Valley Flood Protection Plan 2017 Update (DWR 2017) <a href="https://cawaterlibrary.net/wp-content/uploads/2017/10/2017CVFPPUpdate-Final-20170828.pdf">https://cawaterlibrary.net/wp-content/uploads/2017/10/2017CVFPPUpdate-Final-20170828.pdf</a>	The Central Valley Flood Protection Act of 2008 directed the California Department of Water Resources (DWR) to prepare the Central Valley Flood Protection Plan (CVFPP), adopted by the CVFPB in 2012 and updated in 2017 (California Department of Water Resources 2017a). The Central Valley Flood Protection Act establishes that urban areas (any contiguous area in which more than 10,000 residents are protected by State Plan of Flood Control levees) require protection from flooding that has a 0.5 percent annual exceedance probability (200-year flood). Portions of Valley Link improvements in the Tracy to Lathrop segment would be located in an area covered by the Basin-Wide Feasibility Study, San Joaquin Basin (California Department of Water Resources 2017b) and would encroach on levees and floodways under CVFPB’s jurisdiction; therefore, compliance with the CVFPP would be required.

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<b>City of Tracy</b>	
<p>City of Tracy General Plan (City of Tracy 2011)  <a href="https://www.ci.tracy.ca.us/documents/2011_General_Plan.pdf">https://www.ci.tracy.ca.us/documents/2011_General_Plan.pdf</a></p>	<p>The <i>City of Tracy General Plan</i> describes goals, policies, and objectives intended to guide future planning, development, and programmatic decisions within the City. Objectives described in the plan pertain to encouraging high-density residential development near transportation facilities, including ACE stations; reducing transportation-related energy use and greenhouse gas emissions; improving regional transportation capabilities; preservation of agricultural lands, habitat, water, and open space resources; and management of new noise sources that may otherwise exceed permissible levels.</p> <p>A portion of the Tracy to Lathrop segment would pass through an existing railroad right-of-way in Tracy. Part of the Downtown Tracy Station, including all Parking Alternatives, would be constructed within the planning area.</p>
<p>City of Tracy Downtown Specific Plan: Public Review Draft (City of Tracy 2009)  <a href="https://www.ci.tracy.ca.us/documents/Downtown_Specific_Plan_Draft_March_2009.pdf">https://www.ci.tracy.ca.us/documents/Downtown_Specific_Plan_Draft_March_2009.pdf</a></p>	<p>The <i>City of Tracy Downtown Specific Plan: Public Review Draft</i> is the most up-to-date planning document intended to guide compatible land use development within the Downtown Specific Plan Area, and to preserve the historic nature of this are. The existing railroad right-of-way in which the Proposed Project would be installed is identified in the specific plan as a key preservation area. The plan also encourages downtown revival. The plan describes Strategic Action Priorities intended to help meet these goals, including improving multi-modal transportation connectivity between Downtown Tracy and the broader region.</p> <p>The Downtown Specific Plan Area includes areas on both the northern and southern side of the approximately 1-mile-long portion of the Tracy to Lathrop segment between South Tracy Boulevard and South MacArthur Drive, and includes Downton Tracy Station and all Parking Alternatives.</p>
<b>City of Lathrop</b>	
<p>Comprehensive General Plan for the City of Lathrop, California (City of Lathrop 2004)  <a href="http://www.ci.lathrop.ca.us/pdf/cdd/doc-general-plan.pdf">http://www.ci.lathrop.ca.us/pdf/cdd/doc-general-plan.pdf</a></p>	<p>The <i>Comprehensive General Plan for the City of Lathrop, California</i> describes planning policies unique to the City’s three sub-plan areas. The plan calls for preservation of railroad corridors within the city, and for expansion of such facilities to meet broader regional railway transportation needs. The Proposed Project alignment is primarily located within Sub-Plan Area #1 and Sub-Plan Area #3. An approximately 0.3 mile section of the Proposed Project alignment falls within Sub-Plan Area #2, between the San Joaquin River and the I-5/Highway-120 interchange. The plan notes that noise emissions from railroad facilities are preempted from local control.</p> <p>The River Islands Station, the North Lathrop Station, and the Tracy to Lathrop Alignment west of River Islands Station are located within the City of Lathrop.</p>
<p>West Lathrop Specific Plan (City of Lathrop 2002)  <a href="http://www.ci.lathrop.ca.us/lathrop/cdd/projects/westlathropspecplan.aspx">http://www.ci.lathrop.ca.us/lathrop/cdd/projects/westlathropspecplan.aspx</a></p>	<p>The <i>West Lathrop Specific Plan</i> identifies specific strategies to maintain overall consistency with the <i>Comprehensive General Plan for the City of Lathrop, California</i> in the focused West Lathrop planning area. The specific plan contains objectives focused on encouraging non-vehicular travel; establishing central focal areas within the community; diversifying public transportation options, including regional transportation methods; and minimizing traffic and transportation noise.</p>

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<b>Specific, Precise, or Area Plan</b>	<b>Description and Location Relative to the Valley Link Corridor</b>
	The Tracy to Lathrop Alignment and River Islands Station are located within the West Lathrop Specific Plan area between Canal Boulevard and the San Joaquin River.

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## I.2 Land Use Plan/Policy Consistency Analysis

The Valley Link Project runs through two counties (Alameda County and San Joaquin County), including unincorporated portions of both counties as well as five incorporated cities. The general plans for each of these communities only apply to the Proposed Project (and the alternatives analyzed at an equal level of detail) where construction would occur outside of the Caltrain I-580 ROW, or where proposed or alternative facilities would be installed in such areas. In addition, several jurisdictions have adopted specific, area, and/or precise plans for certain subareas. The Caltrain I-580 ROW runs adjacent to or through a number of areas subject to specific area and precise plans (see Table I-2).

Although, as noted above, Caltrain is exempt from the application of local land use policies within the Caltrain ROW, CEQA requires a disclosure of a project's general consistency with local land use plans and policies. Table I-3, below, summarizes the Proposed Project's (and the alternatives analyzed at an equal level of detail) general consistency with these plans.

**Table I-3. Consistency with Applicable Plans and Policies**

Local Plan	Location Relative to Valley Link Corridor	Proposed or Alternative Facilities Within or Adjacent to the Local Plan Area	Consistency
<b>Regional</b>			
<i>Association of Bay Area Government Plan Bay Area</i>	All proposed and alternative facilities located within Alameda County	<ul style="list-style-type: none"> <li>• Tri-Valley Segment                             <ul style="list-style-type: none"> <li>○ Valley Link tracks</li> <li>○ Dublin/Pleasanton Station Valley Link platform</li> <li>○ Isabel Station platform, parking, and pedestrian overcrossing</li> <li>○ Southfront Road Station Alternative</li> <li>○ Greenville Station parking, platforms, and at-grade pedestrian crossing</li> </ul> </li> <li>• Altamont Segment                             <ul style="list-style-type: none"> <li>○ Interim OMF</li> </ul> </li> </ul>	Potentially inconsistent. Construction of the Greenville Station would occur in unincorporated Alameda County, outside of the Urban Growth Boundary. This conflicts with Target 4, which directs all non-agricultural development within the urban footprint/urban growth boundary. However, the Proposed Project would be consistent with Target 11, by increasing accessibility to rail and non-auto transportation choices, thereby contributing to Plan goals of increasing non-auto modes of transportation by 10%.
<b>Alameda County</b>			
<i>Alameda County General Plan</i>	All unincorporated areas from the westernmost project terminus in Alameda County to the San Joaquin County border.	<ul style="list-style-type: none"> <li>• Tri-Valley Segment                             <ul style="list-style-type: none"> <li>○ Valley Link tracks</li> <li>○ Dublin/Pleasanton Station Valley Link platform</li> <li>○ Isabel Station platform, parking, and pedestrian overcrossing</li> <li>○ Southfront Road Station Alternative</li> <li>○ Greenville Station parking, platforms, and at-grade pedestrian crossing</li> </ul> </li> <li>• Altamont Segment                             <ul style="list-style-type: none"> <li>○ Interim OMF</li> <li>○ Tunnel Avoidance Alternative</li> </ul> </li> </ul>	Potentially Inconsistent. Portions of the Greenville Station would be constructed in a part of unincorporated Alameda County that is designated as Large Parcel Agriculture; this would be inconsistent with the Open Space Element. However, the Tri-Valley Alignment tracks (which would be installed within the median in the existing I-580 corridor) and stations including Isabel Station and Southfront Road Station Alternative (which would be located immediately adjacent to the I-580 corridor) would not be inconsistent. Portions of the Altamont segment that fall within Alameda County would be installed within the existing Southern Pacific Railroad right-of-way. Railroad installation and transportation are consistent land uses within both the I-580 corridor and along the existing Southern Pacific Railroad right-of-way.

Local Plan	Location Relative to Valley Link Corridor	Proposed or Alternative Facilities Within or Adjacent to the Local Plan Area	Consistency
<i>Livermore Executive Airport Land Use Compatibility Plan</i>	Proposed Project alignment within the I-580 corridor is located approximately 0.3 miles north of the Livermore Executive Airport. The AIA extends both north and south of the Proposed Project. At its western boundary, the AIA extends to where Tassajara Road crosses the I-580 corridor and the Proposed Project. At its eastern boundary, the AIA extends to where North Livermore Avenue crosses the I-580 corridor and the Proposed Project.	<ul style="list-style-type: none"> <li>• Tri-Valley Segment                             <ul style="list-style-type: none"> <li>○ Valley Link tracks</li> <li>○ Isabel Station platform, parking, and pedestrian overcrossing</li> </ul> </li> </ul>	Consistent. The plan identifies applicable noise policies from the Pleasanton General Plan and applies these policies to Livermore Executive Airport and surrounding area. Specifically, the plan recommends coordination with other agencies, including transportation agencies, to reduce non-airport-generated noise levels within the vicinity. Noise contours contained in the Airport Land Use Compatibility Plan for the Livermore Municipal Airport indicate that the alignments of the Proposed Project, as well as the proposed Isabel Station, would be outside of the 60 CNEL noise contour for airport operations. Noise exposures below 60 CNEL are considered normally acceptable for all land use types.
<i>East County Area Plan</i>	All unincorporated Alameda County areas traversed by the Valley Link corridor fall within the planning area.	<ul style="list-style-type: none"> <li>• Tri-Valley Segment                             <ul style="list-style-type: none"> <li>○ Valley Link tracks</li> <li>○ Dublin/Pleasanton Station Valley Link platform</li> <li>○ Isabel Station platform, parking, and pedestrian overcrossing</li> <li>○ Southfront Road Station Alternative</li> <li>○ Greenville Station parking, platforms, and at-grade pedestrian crossing</li> </ul> </li> <li>• Altamont Segment                             <ul style="list-style-type: none"> <li>○ Valley Link tracks</li> <li>○ Interim OMF</li> <li>○ Tunnel Avoidance Alternative</li> </ul> </li> </ul>	Potentially inconsistent. Some proposed facilities under the jurisdiction of this plan would be constructed on prime soils or on Farmland of Statewide Importance and Unique Farmland; these lands are intended to be preserved for agricultural use, and would no longer be used for agriculture with Proposed Project implementation. The Plan intends to maintain areas consistent with their best planned land uses in the planning area, and this would result in an inconsistency. However, Proposed Project implementation would also involve installation of train tracks within the I-580 corridor, a heavily used transit corridor that supports existing train tracks to the BART Dublin/Pleasanton Station, and within the existing Southern Pacific Railway corridor. The

Local Plan	Location Relative to Valley Link Corridor	Proposed or Alternative Facilities Within or Adjacent to the Local Plan Area	Consistency
<i>East Alameda County Conservation Strategy</i>	<p>The <i>East Alameda County Conservation Strategy</i> is a collective conservation effort between Alameda County, the cities of Dublin, Pleasanton, and Livermore, and other state, regional, and federal agencies. Therefore, all proposed and alternative facilities within these jurisdictions fall within the planning area.</p>	<ul style="list-style-type: none"> <li>• Tri-Valley Segment                             <ul style="list-style-type: none"> <li>○ Valley Link tracks</li> <li>○ Dublin/Pleasanton Station Valley Link platform</li> <li>○ Isabel Station platform, parking, and pedestrian overcrossing</li> <li>○ Southfront Road Station Alternative</li> <li>○ Greenville Station parking, platforms, and at-grade pedestrian crossing</li> </ul> </li> <li>• Altamont Segment                             <ul style="list-style-type: none"> <li>○ Valley Link tracks</li> <li>○ Interim OMF</li> <li>○ Tunnel Avoidance Alternative</li> </ul> </li> </ul>	<p>Proposed Project is consistent with these existing land uses.</p> <p>Consistent. The Proposed Project would be installed within I-580 and an existing railway corridor. This would not substantially impede conservation efforts as described in the conservation strategy. The Proposed Project is consistent with the conservation strategy. No conflicts with the conservation strategy would occur.</p>
<i>East Bay Regional Conservation Investment Strategy</i>	<p>The East Bay Regional Conservation Strategy includes all of Contra Costa and Alameda Counties</p>	<ul style="list-style-type: none"> <li>• Tri-Valley Segment                             <ul style="list-style-type: none"> <li>○ Valley Link tracks</li> <li>○ Dublin/Pleasanton Station Valley Link platform</li> <li>○ Isabel Station platform, parking, and pedestrian overcrossing</li> <li>○ Southfront Road Station Alternative</li> <li>○ Greenville Station parking, platforms, and at-grade pedestrian crossing</li> </ul> </li> <li>• Altamont Segment                             <ul style="list-style-type: none"> <li>○ Valley Link tracks</li> <li>○ Interim OMF</li> <li>○ Tunnel Avoidance Alternative</li> </ul> </li> </ul>	<p>Consistent. The Proposed Project would be installed within I-580 and an existing railway corridor. This would not substantially impede conservation efforts as described in the conservation strategy. The Proposed Project is consistent with the conservation strategy. No conflicts with the conservation strategy would occur.</p>
<b>City of Dublin</b>			
<i>City of Dublin General Plan</i>	<p>An approximately 0.3-mile-long segment of the Tri-Valley Alignment runs adjacent to the</p>	<ul style="list-style-type: none"> <li>• Tri-Valley Segment                             <ul style="list-style-type: none"> <li>○ Valley Link tracks</li> </ul> </li> </ul>	<p>Consistent. Proposed Project implementation would help meet general plan goals of improving regional BART connectivity and encouraging public transportation projects within existing</p>



Local Plan	Location Relative to Valley Link Corridor	Proposed or Alternative Facilities Within or Adjacent to the Local Plan Area	Consistency
	Primary Planning Area, from the western Proposed Project terminus to Dougherty Road.	<ul style="list-style-type: none"> <li>○ Dublin/Pleasanton Station Valley Link platform</li> </ul>	right-of-way facilities. The plan does identify a need to mitigate new noise emissions. To ensure general plan consistency, the Proposed Project would be required to manage excessive noise emissions to the extent feasible. The Proposed Project is consistent with the general plan. No conflicts with the general plan would occur.
<i>Eastern Dublin Specific Plan</i>	The Tri-Valley Alignment runs adjacent to the planning area from the Dublin BART station to a point approximately 0.5 miles west of Doolan Road.	<ul style="list-style-type: none"> <li>● Tri-Valley Segment                             <ul style="list-style-type: none"> <li>○ Valley Link tracks</li> <li>○ Dublin/Pleasanton Station Valley Link platform</li> </ul> </li> </ul>	Consistent. Proposed Project implementation would help meet specific plan goals and policies pertaining to improved circulation, including via alternatives to the single occupancy vehicle. Because the Proposed Project would be installed within the existing I-580 median and would therefore be surrounded by Caltrans right-of-way, Proposed Project implementation would not interfere with resource protection and conservation goals within the planning area. The Proposed Project is consistent with the specific plan. No conflicts with the specific plan would occur.
<b>City of Pleasanton</b>			
<i>Stoneridge Drive Specific Plan Amendment/Staples Ranch</i>	The Tri-Valley Alignment passes adjacent to the Stoneridge Drive Specific Plan Amendment where I-580 passes under El Charro Road.	<ul style="list-style-type: none"> <li>● Tri-Valley Segment                             <ul style="list-style-type: none"> <li>○ Valley Link tracks</li> </ul> </li> </ul>	Consistent. Proposed Project implementation within the I-580 median would not interfere with the mixed-use goals for this planning area. Installation of the railroad within the Caltrans median would not interfere with planning area access via Stoneridge Drive and El Charro Road. The Proposed Project is consistent with the specific plan. No conflicts with the specific plan would occur.
<b>City of Livermore</b>			
<i>City of Livermore General Plan 2003–2025</i>	Approximately 6 miles of the Tri-Valley Alignment falls within the I-580 corridor adjacent to the planning	<ul style="list-style-type: none"> <li>● Tri-Valley Segment                             <ul style="list-style-type: none"> <li>○ Valley Link tracks</li> <li>○ Isabel Station platform, parking, and pedestrian overcrossing</li> </ul> </li> </ul>	Potentially Inconsistent. Construction of the Greenville Station would occur outside of the Urban Growth Boundary; the Urban Growth Boundary would need to be expanded eastward for station development to be consistent with

Local Plan	Location Relative to Valley Link Corridor	Proposed or Alternative Facilities Within or Adjacent to the Local Plan Area	Consistency
	<p>area, within the incorporated City of Livermore.</p>	<ul style="list-style-type: none"> <li>○ Southfront Road Station Alternative platform, parking, and pedestrian overcrossing</li> <li>○ Greenville Station parking, platforms, and at-grade pedestrian crossing</li> </ul>	<p>this component of the General Plan. However, the general plan otherwise identifies goals and policies intended to encourage infill development near public transit service areas such as public transit centers, and to preserve the I-580 corridor for installation of future BART tracks and stations at Isabel Avenue and/or Greenville Road. Proposed Project implementation would help fulfill these general plan goals. While Greenville Road is not within the Urban Growth Boundary, it is identified in the plan as a future potential transit stop location. Therefore, the Proposed Project is consistent with these components of the general plan.</p>
<p><i>Isabel Neighborhood Specific Plan</i></p>	<p>Approximately 1 mile of the Tri-Valley Alignment falls within the I-580 corridor adjacent to the planning area, within the incorporated City of Livermore.</p>	<ul style="list-style-type: none"> <li>● Tri-Valley Segment                             <ul style="list-style-type: none"> <li>○ Valley Link tracks</li> <li>○ Isabel Station platform, parking, and pedestrian overcrossing</li> </ul> </li> </ul>	<p>Consistent. One of the primary objectives of the Isabel Neighborhood Specific Plan is to support the Valley Link project through development of a new neighborhood surrounding the proposed Isabel Station. The focus of the plan is the area within a half-mile of the proposed station.</p>
<b>San Joaquin County</b>			
<p><i>San Joaquin County General Plan</i></p>	<p>Proposed and alternative facilities that pass through unincorporated San Joaquin County fall within this planning area.</p>	<ul style="list-style-type: none"> <li>● Altamont Segment                             <ul style="list-style-type: none"> <li>○ Valley Link tracks</li> <li>○ Mountain House Station parking, platform, access road, and at-grade pedestrian crossing</li> <li>○ Mountain House Station Alternative parking, platform, and at-grade pedestrian crossing</li> <li>○ Tracy OMF</li> <li>○ West Tracy OMF Alternative</li> <li>○ Tunnel Avoidance Alternative</li> <li>○ Tracy to Lathrop Segment</li> </ul> </li> </ul>	<p>Potentially Inconsistent. The Mountain House Station and West Tracy OMF Alternative would be located in unincorporated San Joaquin County and are not located within the City of Tracy’s sphere of influence. This proposed station and alternative OMF would be developed in areas located beyond current developed areas and would potentially conflict with policies intended to prioritize development within existing communities. However, the Proposed Project would support transit, reduce vehicle trips, improve air quality, and encourage active transportation by increasing transit options in</p>

Local Plan	Location Relative to Valley Link Corridor	Proposed or Alternative Facilities Within or Adjacent to the Local Plan Area	Consistency
		<ul style="list-style-type: none"> <li>○ Valley Link tracks</li> </ul>	<p>San Joaquin County. Additionally, the Mountain House Station would provide transit service for existing residents of the Mountain House community, as well as for planned development in the West Tracy area near the proposed Mountain House Station, including the Ellis and Tracy Hills developments, which would support the County’s adopted policies supporting orderly and compact development. Therefore, the Proposed Project would help meet general plan goals of promoting infill development near transportation facilities and expanding public transportation networks. Additionally, the Mountain House Station, Mountain House Station Alternative, Tracy OMF, and West Tracy OMF Alternative would be constructed in primarily agricultural areas, which could be potentially incompatible with adjacent land uses. Additionally, the general plan requires noise emission management where railway facilities pass adjacent to residential land use areas. While the Proposed Project would be installed within an existing railroad right-of-way, compliance with §9-1025.9(d) of the San Joaquin County municipal code, as well as general project design, would ensure general plan consistency if noise emissions would be excessive in residential areas.</p>
<p><i>San Joaquin Council of Governments Regional Transportation Plan/Sustainable Communities Strategy</i></p>	<p><i>The San Joaquin Council of Governments Regional Transportation Plan/Sustainable Communities Strategy</i> is a collective conservation effort between San Joaquin County, the cities of Tracy and</p>	<ul style="list-style-type: none"> <li>● Altamont Segment                             <ul style="list-style-type: none"> <li>○ Valley Link tracks</li> <li>○ Mountain House Station, parking, platform, access road, and at-grade pedestrian crossing</li> <li>○ Mountain House Station Alternative parking, platform, and at-grade pedestrian crossing</li> </ul> </li> </ul>	<p>Potentially Inconsistent. Some proposed and alternative facilities under the jurisdiction of this plan would be constructed on prime soils or on Farmland of Statewide Importance and Unique Farmland. Per the Plan, these areas are intended to be preserved for agricultural use. However, the Proposed Project would be consistent with primary RTP/SCS goals of improving mobility and public transportation options within the</p>

Local Plan	Location Relative to Valley Link Corridor	Proposed or Alternative Facilities Within or Adjacent to the Local Plan Area	Consistency
	<p>Lathrop, and Caltrans. Therefore, all Proposed Project areas within unincorporated San Joaquin County and Tracy and Lathrop fall within the RTP/SCS planning area.</p>	<ul style="list-style-type: none"> <li>○ Tracy OMF</li> <li>○ West Tracy OMF Alternative</li> <li>○ Tunnel Avoidance Alternative</li> <li>● Tracy to Lathrop Segment                             <ul style="list-style-type: none"> <li>○ Valley Link tracks</li> <li>○ Downtown Tracy Station, platform, access roads, and at-grade pedestrian crossing, including Downtown Tracy Station Parking Alternatives</li> <li>○ River Islands Station, platform, parking, access road, pedestrian overcrossing, and at-grade pedestrian crossing</li> <li>○ North Lathrop Station, platform, access road, parking, and pedestrian overcrossing</li> </ul> </li> </ul>	<p>planning area while reducing greenhouse gas emissions associated with vehicular traffic.</p>
<p><i>San Joaquin County's Aviation System Airport Land Use Compatibility Plan</i></p>	<p>This plan covers all public-use airports within San Joaquin County, with the exception of Stockton Municipal Airport, which is located approximately 4.5 miles from the Proposed Project and is covered by the <i>Stockton Metropolitan Airport Land Use Compatibility Plan Update</i>.</p>	<p>The Proposed Project does not fall within the influence areas of any airports covered under San Joaquin County's Aviation System Airport Land Use Compatibility Plan.</p>	<p>Consistent. The Proposed Project would not be installed within the compatibility zones of any airports, AIAs, or compatibility zones identified in the plan. Therefore, no conflicts with the ALUCP would occur. See <i>Stockton Metropolitan Airport Land Use Compatibility Plan Update</i> for additional details regarding proposed project consistency with ALUCP plans and policies covering that planning area.</p>
<p><i>Stockton Metropolitan Airport Land Use Compatibility Plan Update</i></p>	<p>At its eastern terminus, the Proposed Project is located approximately 4.5 miles from Stockton</p>	<ul style="list-style-type: none"> <li>● Tracy to Lathrop Segment<sup>1</sup> <ul style="list-style-type: none"> <li>○ Valley Link tracks</li> </ul> </li> </ul>	<p>Consistent. The railway right-of-way in which the Proposed Project would be installed is already present. While the plan identifies 23-foot-tall railroad traverse ways as a safety</p>

<sup>1</sup> No project components run adjacent to the Stockton Metropolitan Airport. North Lathrop Station and approximately 0.3 miles of tracks are located 4.5 miles from Stockton Metropolitan Airport, and therefore fall within the Airport Influence Area.

Local Plan	Location Relative to Valley Link Corridor	Proposed or Alternative Facilities Within or Adjacent to the Local Plan Area	Consistency
	<p>Metropolitan Airport. The only portions of the project that fall within the Stockton Municipal Airport AIA are North Lathrop Station and the easternmost approximately 0.3 miles of railroad tracks.</p>	<ul style="list-style-type: none"> <li>○ North Lathrop Station, platform, parking, pedestrian overcrossing, and access road</li> </ul>	<p>concern within the Stockton Municipal Airport AIA, no such facilities are proposed within the AIA. Additionally, while significant population growth, including population growth resulting from improved infrastructure, could result in development that is incompatible with the ALUCP. The North Lathrop Station is planned to serve planned population growth. Therefore, the Proposed Project is consistent with the plan. No conflicts with the plan would occur.</p>
<p><i>San Joaquin Valley Blueprint (San Joaquin Valley Regional Policy Council 2009)</i>  <a href="http://valleyblueprint.org/">http://valleyblueprint.org/</a></p>	<p>The <i>San Joaquin Valley Blueprint</i> is a joint initiative of the San Joaquin Valley Governments representing the region’s eight counties, the San Joaquin Valley Air Pollution Control District and the Great Valley Center.</p>	<ul style="list-style-type: none"> <li>● Tracy to Lathrop Segment                             <ul style="list-style-type: none"> <li>○ Valley Link tracks</li> <li>○ Downtown Tracy Station, platform, access roads, and at-grade pedestrian crossing, including Downtown Tracy Station Parking Alternatives</li> <li>○ River Islands Station, platform, parking, access road, pedestrian overcrossing, and at-grade pedestrian crossing</li> <li>○ North Lathrop Station, platform, access road, parking, and pedestrian overcrossing.</li> </ul> </li> </ul>	<p>Consistent. Proposed Project implementation would be consistent with <i>San Joaquin Valley Blueprint</i> smart goal principles of providing a variety of transportation choices, enhancing the economic vitality of the region, and supporting actions that encourage environmental resource management. No conflicts with the blueprint would occur.</p>
<p><i>Delta Plan (Delta Stewardship Council 2013)</i>  <a href="http://www.deltacouncil.ca.gov/delta-plan/">http://www.deltacouncil.ca.gov/delta-plan/</a></p>	<p>Delta floodplains</p>	<ul style="list-style-type: none"> <li>● Tracy to Lathrop Segment                             <ul style="list-style-type: none"> <li>○ Valley Link tracks</li> <li>○ River Islands Station, platform, parking, access road, pedestrian overcrossing, and at-grade pedestrian crossing</li> </ul> </li> </ul>	<p>Consistent. The River Islands Station and portions of the Valley Link tracks would be located in the community of River Islands within the City of Lathrop’s planning area. Therefore, these elements would be consistent with Delta Plan policies designed to prioritize development within areas that are planned for urban development.</p>
<p><i>San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (County of San Joaquin 2000)</i></p>	<p>This plan covers all of San Joaquin County.</p>	<ul style="list-style-type: none"> <li>● Tracy to Lathrop Segment                             <ul style="list-style-type: none"> <li>○ Valley Link tracks</li> <li>○ Downtown Tracy Station, platform, access roads, and at-grade pedestrian</li> </ul> </li> </ul>	<p>Consistent. The Proposed Project would be installed within an existing railway corridor. This would not substantially impede conservation efforts as described in the conservation strategy. The Proposed Project is consistent with the conservation strategy. No</p>

Local Plan	Location Relative to Valley Link Corridor	Proposed or Alternative Facilities Within or Adjacent to the Local Plan Area	Consistency
<a href="https://www.sjcog.org/94/Habitat">https://www.sjcog.org/94/Habitat</a>		crossing, including Downtown Tracy Station Parking Alternatives <ul style="list-style-type: none"> <li>○ River Islands Station, platform, parking, access road, pedestrian overcrossing, and at-grade pedestrian crossing</li> <li>○ North Lathrop Station, platform, access road, parking, and pedestrian overcrossing</li> </ul>	conflicts with the conservation strategy would occur.
<i>Central Valley Flood Protection Plan 2017 Update (DWR 2017)</i> <a href="http://cvfpcb.ca.gov/docs/2017CVFPPUpdateFinal/2017CVFPPUpdate-Final-20170828.pdf">http://cvfpcb.ca.gov/docs/2017CVFPPUpdateFinal/2017CVFPPUpdate-Final-20170828.pdf</a>	Levees and floodways in Sacramento Valley and San Joaquin Valley	<ul style="list-style-type: none"> <li>● Tracy to Lathrop Segment                             <ul style="list-style-type: none"> <li>○ Valley Link tracks</li> <li>○ North Lathrop Station</li> </ul> </li> </ul>	Consistent. The Authority would obtain all necessary permits, provide copies of engineering plans and consult with any necessary agencies with levee jurisdiction, such as DWR, CVFPB, USACE, or local reclamation districts before implementation of the Proposed Project. Proposed Project-related work in or through existing levees will be performed in accordance with the terms of the permits, which would contain measures to protect public safety and water quality, as issued by the applicable regulatory agency. Additionally, Proposed Project improvements would be designed so that their operation would not impede or redirect flood flows, which could potentially interfere with flood reduction efforts that are planned by DWR and CVFBP San Joaquin Basin-Wide Feasibility Study.
<i>California Central Valley Flood Protection Board Strategic Plan (Central Valley Flood Protection Board 2013)</i> <a href="http://cvfpcb.ca.gov/docs/publications/CVFPB-Strategic-Plan-Online-9-1-13.pdf">http://cvfpcb.ca.gov/docs/publications/CVFPB-Strategic-Plan-Online-9-1-13.pdf</a>	Floodplains and floodways in Sacramento Valley and San Joaquin Valley	<ul style="list-style-type: none"> <li>● Tracy to Lathrop Segment                             <ul style="list-style-type: none"> <li>○ Valley Link tracks</li> <li>○ River Islands Station</li> <li>○ North Lathrop Station</li> </ul> </li> </ul>	Consistent. The Proposed Project would be consistent with the Plan’s mission of preventing the risk of a catastrophic flooding to people and property through the implementation of mitigation measures. Mitigation HYD-3b.1 requires detailed hydraulic evaluations and design of new, or modification of existing, stormwater controls to minimize the rate and volume of stormwater runoff. Mitigation HYD-4.1 requires: site-specific hydrologic and hydraulic

Local Plan	Location Relative to Valley Link Corridor	Proposed or Alternative Facilities Within or Adjacent to the Local Plan Area	Consistency
<p>studies to be conducted that would be used to design proposed and alternative facilities, such that stormwater flows would not be impeded or redirected; the Authority consult with DWR and CVFPB to ensure that proposed and alternative facilities are designed so they will not interfere with flood protection efforts under the San Joaquin Basin-Wide Feasibility Study; and the Authority consult with, design, and obtain all necessary permits from agencies with regulatory authority over construction through levees. Additionally, proposed and alternative facilities would be designed so that their operation would not impede or redirect flood flows, which could potentially interfere with flood reduction efforts that are planned by DWR and CVFPB.</p>			
<b>City of Tracy</b>			
<i>City of Tracy General Plan</i>	<p>A portion of the Tracy to Lathrop Alignment would pass through an existing railroad right-of-way in Tracy, and therefore falls within this planning area.</p>	<ul style="list-style-type: none"> <li>• Tracy to Lathrop Segment                             <ul style="list-style-type: none"> <li>○ Valley Link tracks</li> <li>○ Downtown Tracy Station, platform, parking, access roads, and at-grade pedestrian crossing</li> </ul> </li> </ul>	<p>Potentially Inconsistent. The Mountain House Station and West Tracy OMF Alternative would be located in unincorporated County areas, not within the City of Tracy’s sphere of influence, but located within the City of Tracy’s planning area. These areas are intended to be preserved for agricultural use. The Mountain House Station Alternative would be located in unincorporated County areas and within the City of Tracy sphere of influence. The Mountain House Station Alternative would be developed in areas located beyond current developed areas and would potentially conflict with this policy. However, construction of the Downtown Tracy Station (and Downtown Tracy Station Parking Alternative) would improve connectivity at the existing Tracy Transit Center in downtown Tracy, which is a primary plan goal.</p>

Local Plan	Location Relative to Valley Link Corridor	Proposed or Alternative Facilities Within or Adjacent to the Local Plan Area	Consistency
<i>City of Tracy Downtown Specific Plan: Public Review Draft</i>	The Downtown Specific Plan Area includes areas on both the northern and southern side of the approximately 1-mile-long project alignment between South Tracy Boulevard and South MacArthur Drive.	<ul style="list-style-type: none"> <li>• Tracy to Lathrop Segment                             <ul style="list-style-type: none"> <li>○ Valley Link tracks</li> <li>○ Downtown Tracy Station, platform, parking, access roads, and at-grade pedestrian crossing , including Downtown Tracy Station Parking Alternatives</li> </ul> </li> </ul>	Consistent. The specific plan identifies a goal of creating a central gathering place in the downtown area, to be established as a Multi-Modal Transit Station at the historic Southern Pacific Passenger Depot location. The Multi-Modal Transit Station is now completed. The Downtown Tracy Station (and Downtown Tracy Station Parking Alternatives) is proposed adjacent to the new Multi-Modal Transit Station and would be consistent with the goals of establishing a central gathering location and transportation facility in the specific plan area. The Proposed Project (and Downtown Tracy Station Parking Alternatives) is consistent with the specific plan. No conflicts with the specific plan would occur.
<b>City of Lathrop</b>			
<i>Comprehensive General Plan for the City of Lathrop, California</i>	All proposed facilities within the incorporated City of Lathrop fall within the planning area. An approximately 0.3 mile section of the alignment falls within Sub-Plan Area #2, between the San Joaquin River and the I-5/Highway-120 interchange. River Islands Station and North Lathrop Station are located within this planning area.	<ul style="list-style-type: none"> <li>• Tracy to Lathrop Segment                             <ul style="list-style-type: none"> <li>○ Valley Link tracks</li> <li>○ River Islands Station, platform, parking, pedestrian overcrossing, at-grade pedestrian crossing, and access road.</li> <li>○ North Lathrop Station, platform, parking, pedestrian overcrossing, and access road.</li> </ul> </li> </ul>	Consistent. Proposed Project implementation is consistent with general plan policies intended to preserve and expand existing railroad facilities within the planning area. The Proposed Project is consistent with the general plan. No conflicts with the general plan would occur.
<i>West Lathrop Specific Plan</i>	The Tracy to Lathrop segment falls within the West Lathrop Specific	<ul style="list-style-type: none"> <li>• Tracy to Lathrop Segment                             <ul style="list-style-type: none"> <li>○ Valley Link tracks</li> </ul> </li> </ul>	Consistent. Proposed Project implementation would expand public transportation options within the planning area and greater region. The



Local Plan	Location Relative to Valley Link Corridor	Proposed or Alternative Facilities Within or Adjacent to the Local Plan Area	Consistency
	Plan area between Canal Boulevard and the San Joaquin River in the City of Lathrop.	<ul style="list-style-type: none"> <li>○ River Islands Station, platform, parking, pedestrian overcrossing, at-grade pedestrian crossing, and access road.</li> </ul>	Proposed Project is therefore consistent with the specific plan. No conflicts with the specific plan would occur.

## I.3 References

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