



Chapter 2: Project Description



2 Project Description

The Tri-Valley – San Joaquin Valley Regional Rail Authority (the Authority), as lead agency, is proposing the Valley Link Rail Project (Proposed Project), which would construct a new passenger rail service between Alameda County and San Joaquin County.

The Proposed Project would establish a new passenger rail service along a 22-mile corridor in Northern California between the existing Dublin/Pleasanton Bay Area Rapid Transit (BART) Station in Alameda County and the proposed Mountain House Community Station in San Joaquin County. The Proposed Project would provide an all-day bidirectional passenger rail service at frequent intervals using zero-emission multiple unit vehicles (ZEMU). The alignment would be constructed within a combination of the existing Interstate 580 (I-580) freeway

median, the existing transportation corridor owned by Alameda County (formerly Southern Pacific Transcontinental Railroad alignment), existing Caltrans right-of-way (ROW) adjacent to westbound I-580, and new ROW to be acquired for the Proposed Project. As further described below, the Proposed Project includes four new stations and three support facilities.

2.1 Project Location

The Proposed Project is within the City of Dublin, City of Pleasanton, City of Livermore, Mountain House Community, and unincorporated areas of San Joaquin County. The Proposed Project would be located within both Alameda County and San Joaquin County. Figure 2-1 illustrates the project site location.

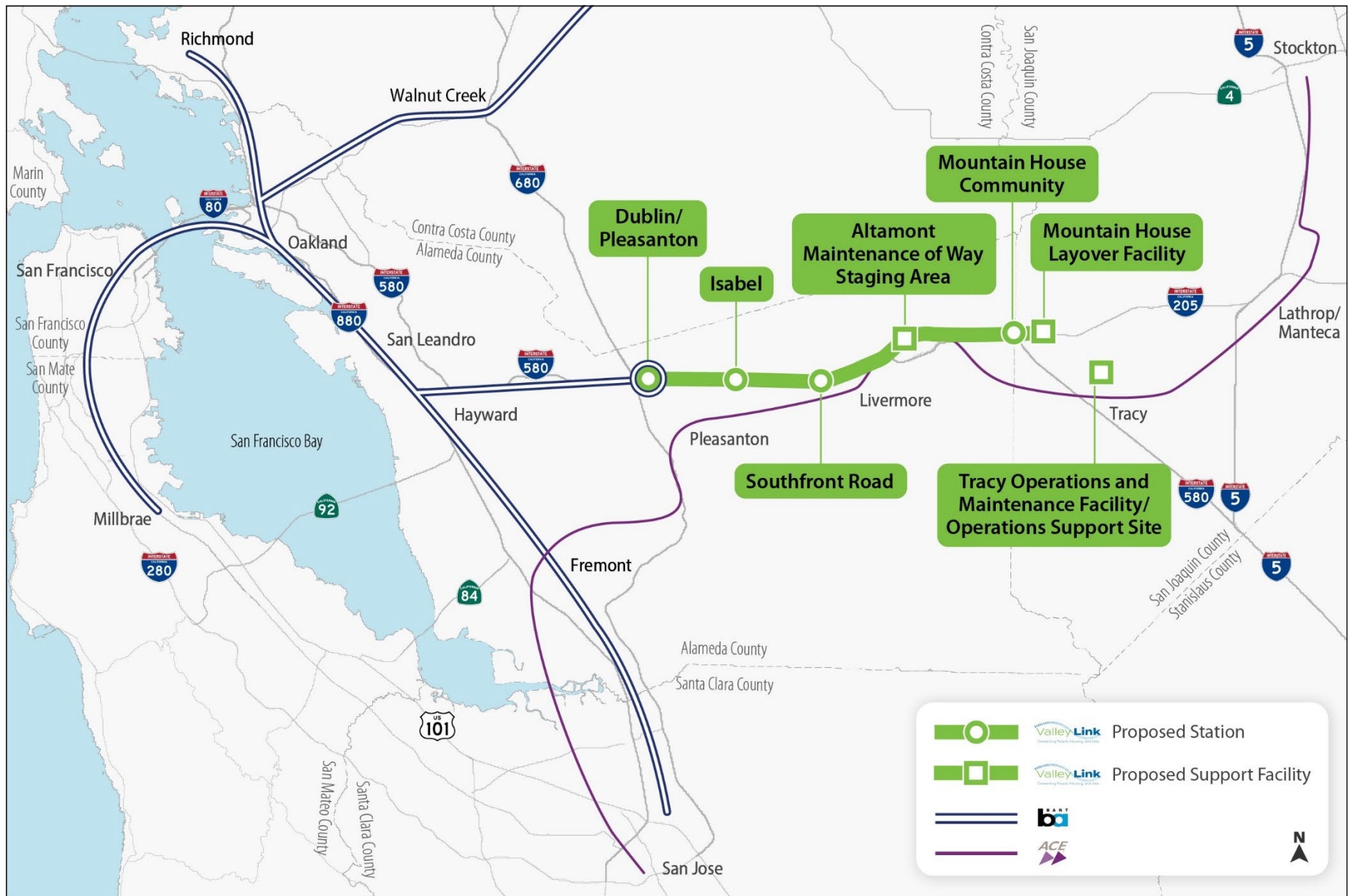


Figure 2-1: Project Location Map



2.1.1 Existing Project Site Characteristics

The Proposed Project would extend from the existing Dublin/Pleasanton BART Station to east of where the Alameda County Transportation Corridor ROW passes under the Union Pacific Railroad (UPRR) bridge east of Greenville Road in Livermore. In this portion, the Proposed Project would operate primarily in the I-580 freeway median, but would transition from the median via an elevated viaduct east of Greenville Road in Livermore. The Proposed Project would continue east across the Altamont Pass parallel to Altamont Pass Road and would operate within the Alameda County Transportation Corridor ROW and new ROW that would be acquired for the Proposed Project.

2.1.2 Surrounding Land Uses

The Proposed Project is surrounded by urban, suburban, and rural developments. Existing land uses consist of agricultural, commercial, educational facilities, industrial, mixed use, office, open space, parks, public facilities, low- to high-density residential, and transportation. Development in the immediate vicinity of the Proposed Project includes a mix of commercial, residential, industrial, office, agricultural, public use, and vacant parcels that are planned for future development. There are many commercial businesses, offices, and residential neighborhoods in and adjacent to the Proposed Project area, in addition to large swaths of farmlands and public areas.

2.2 Project Background

2.2.1 Project History

The Altamont Regional Rail Working Group (Working Group) was created in October 2015 to support the advancement of an inter-regional rail connection between the San Joaquin Valley and the Tri-Valley. After numerous meetings and extensive discussions over two years, the Working Group adopted a Proposed Project concept that identified the goal of rail connectivity between Northern San Joaquin County communities and the Tri-Valley and BART through frequent rail service through the Altamont Pass. The goal was supported through adopted resolutions of support by most member agencies. This mandate was reflected in Assembly Bill 758 (amended by Senate Bill 548), which transitioned the efforts of the Working Group to the Authority.

2.2.2 Legislative Mandate

California State Assembly Bill 758 established the Tri-Valley – San Joaquin Valley Regional Rail Authority

effective January 1, 2018 with a 15-member governing Board comprising representatives from the cities of Dublin, Lathrop, Livermore, Manteca, Pleasanton, Stockton, Tracy, Danville, San Ramon, and the Mountain House Community Services District (MHCS); the counties of Alameda and San Joaquin; and the Livermore Amador Valley Transit Authority (LAVTA), BART, and the San Joaquin Regional Rail Commission (SJRR). The bill required the new Authority to provide a Project Feasibility Report for review by the stakeholders and public.

2.2.3 Project Feasibility Report

The Project Feasibility Report, which was published in October 2019, meets all the key requirements of Assembly Bill 758. It also includes a review of extensive public outreach and community engagement efforts that occurred throughout the development of the report. The report also details how the implementing strategies of the Board-adopted Sustainability Policy will guide project advancement and implementation. The Draft Project Feasibility Report was completed through a rigorous 22-month work program focused on key decisions within a highly structured timeframe. Key milestones included the adoption of the project goals and the identification of a preferred project concept with a plan for expediting project delivery and funding. A Final Project Feasibility Report was completed in October 2019 following a 45-day public review period; the report responded to extensive comments received by key stakeholders and the public.

2.2.4 Further Project Refinements

Beginning with scoping in 2019, the Authority, acting as lead agency under CEQA, prepared a Draft Environmental Impact Report (EIR) for the Valley Link Project. The Authority Board certified the Final EIR and approved the staff-recommended CEQA-Certified Alternative on May 12, 2021. As shown in Figure 2-2, the previous project consisted of a 42-mile, seven-station passenger rail project that would connect the existing Dublin/Pleasanton BART Station in Alameda County to the approved Altamont Corridor Express (ACE) North Lathrop Station in San Joaquin County. This alternative was anticipated to utilize existing transportation corridors including I-580 in the Tri-Valley, the Alameda County-owned transportation corridor through the Altamont Pass, and the existing UPRR Corridor in Northern San Joaquin County.

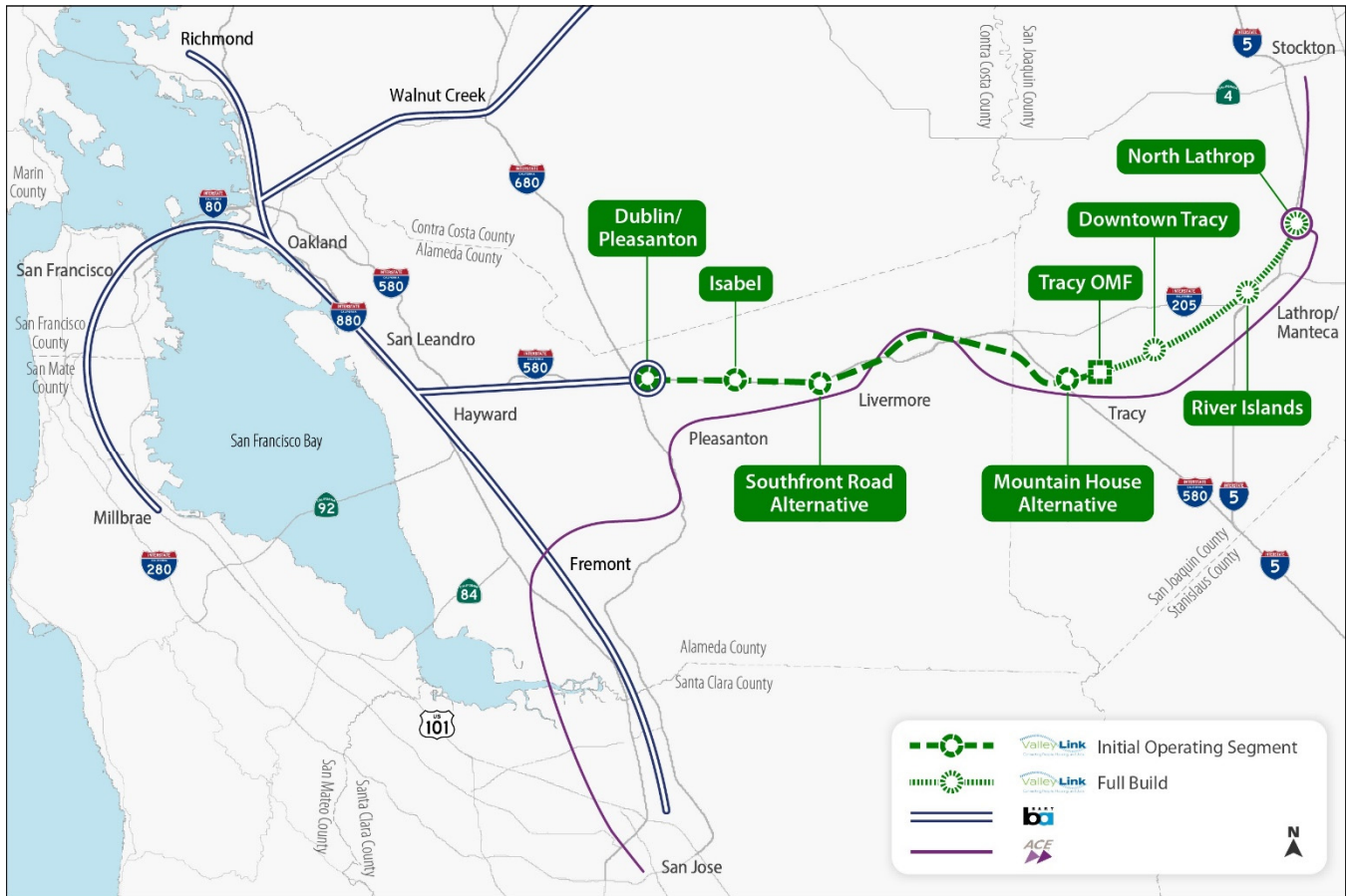


Figure 2-2: Valley Link 2021 CEQA-Certified Alternative

The previous project also included two initial operating segments (IOS). The IOS would establish initial service from the Dublin/Pleasanton BART Station to either the Southfront Road Station Alternative or the Mountain House Station Alternative. The Mountain House Station Alternative IOS is the basis of the Proposed Project evaluated in this Draft Subsequent EIR (SEIR).

The 2021 Final EIR evaluated four vehicle technology variants (Diesel Multiple Unit, Hybrid Multiple Unit, Battery-Electric Multiple Unit, and Diesel Locomotive Haul); however, the previous project did not include a preferred vehicle technology. The preferred power source identified was one that would minimize air quality degradation and greenhouse gas (GHG) emissions and meet the desired performance criteria (including train speed and acceleration/deceleration rates). It was also recognized at that time that development of zero-emission vehicle technologies to meet these objectives was rapidly advancing in the marketplace. A

zero-emission hydrogen-powered vehicle that meets project goals and requirements is now available and has been identified.

2.2.5 New Mountain House Alignment Segment and Station

Subsequent to the Board certification of the Final EIR in 2021, the San Joaquin Council of Governments (SJCOG) began a CEQA review of improvements to I-205 with plans to accommodate rail transit in the freeway median. The widened I-205 freeway median could potentially be utilized as an option by Valley Link to extend service beyond the 2021 IOS from the Mountain House Station to the North Lathrop Station. Concurrent with the SJCOG plans, the Authority has advanced design and analysis on the IOS from the existing Dublin/Pleasanton BART Station to include a new alignment segment that would align with the longer term I-205 rail corridor and responds to requests by the community of Mountain House for a relocated station. This new alignment segment would



enable improved station access and facilitate the advancement of transit-oriented development. This new alignment segment also includes a new Layover Facility at the east end of the alignment. These revisions to the CEQA-Certified Alternative are now part of the Authority's Proposed Project. Extension of service beyond Mountain House would be subject to future environmental documentation. The Proposed Project does not preclude the possibility of extending service along an alignment to serve a potential future Downtown Tracy Station.

2.2.6 Zero-Emission Vehicles

The Authority Board adopted a policy to be a model of sustainability in the design, construction, and operation of the Valley Link Project in December 2019, and outlined policy objectives and strategies to achieve this goal. These strategies, aimed at reducing GHG, have guided further project development work to advance a zero-emission hydrogen or future vehicle technology.

2.3 Proposed Project Overview

This section includes a detailed description of the Project alignment, stations, and operations and maintenance facilities. Construction of the Proposed Project would

require the acquisition of ROW. Appendix B, *Preliminary Right of Way Requirements*, provides a list of parcels that could be affected by the Proposed Project including by acquisition, permanent easement, or temporary construction easement. Appendix C, *Valley Link 15% Preliminary Engineering Plans*, contains track plans and section drawings, structure plans, roadway plans, utility plans, station plans, construction areas, ROW plans, and temporary construction easement plans for the proposed Valley Link improvements.

2.3.1 Alignment

As shown in Figure 2-3, the Proposed Project would construct a new passenger rail service along a 22-mile corridor between the existing Dublin/Pleasanton BART Station in Alameda County and the proposed Mountain House Community Station in San Joaquin County. The Proposed Project would be constructed within a combination of the existing I-580 freeway median, the existing transportation corridor owned by Alameda County, existing Caltrans ROW adjacent to the westbound I-580 freeway, and new ROW to be acquired for the Proposed Project.

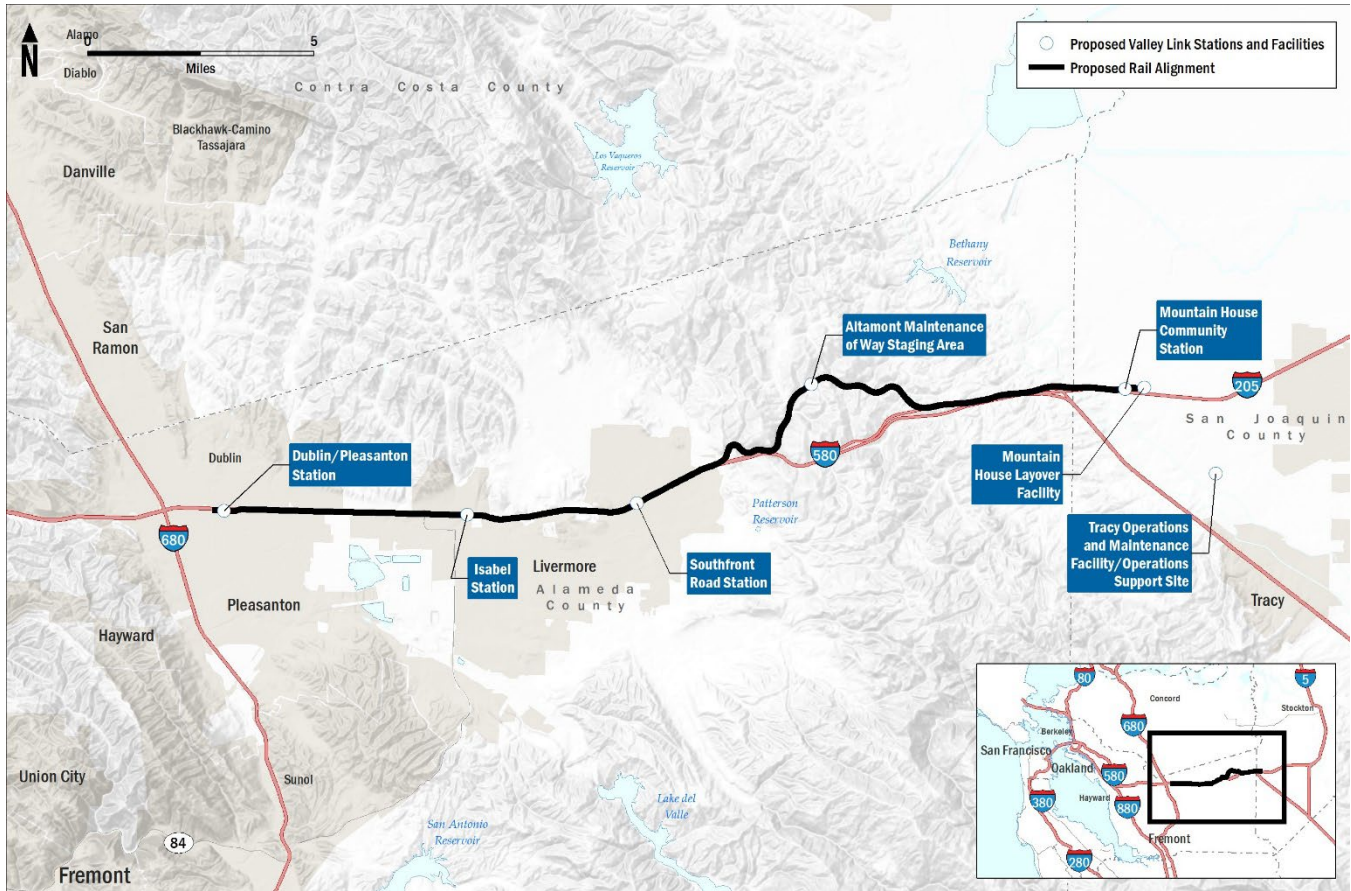


Figure 2-3: Proposed Project

The Proposed Project alignment would transition from the Valley Link Dublin/Pleasanton Station platform via an elevated viaduct over the eastbound I-580 freeway lanes to the median of I-580. As shown in Figure 2-4 through Figure 2-7, the Proposed Project would operate in the median of I-580 from east of the existing Dublin/Pleasanton BART Station to Greenville Road in Livermore. East of Greenville Road, the alignment would transition from the median of I-580 to the Alameda County Transportation Corridor via an elevated viaduct. I-580 would be shifted throughout this section as necessary to accommodate the Proposed Project while maintaining existing freeway lanes and interchange ramp configurations, including existing express lane facilities. The majority of the project alignment would be single-track in this section to minimize impacts on the existing freeway configuration. However, to facilitate the passing of opposing trains, sidings would be constructed at the proposed stations.

As shown in Figure 2-8 through Figure 2-12, across the Altamont Pass, the Proposed Project would operate within the Alameda County Transportation Corridor ROW from just east of Greenville Road in Livermore to a point north of the existing railroad tunnel under I-580. From there, the alignment would transition out of the Alameda County Transportation Corridor ROW, extend southeast toward the westbound lanes of I-580, and then extend east, staying generally within the existing Caltrans ROW to the Mountain House Community Station just west of Mountain House Parkway and north of the I-205 westbound lanes. The alignment would then cross under Mountain House Parkway into the proposed project Mountain House Layover Facility (LF) site (described below). Within this section, new grade separations would be constructed along Altamont Pass Road west of Carroll Road, at Dyer Road, and west of the UPRR bridge near the entrance to the Waste Management Altamont Landfill.

The alignment would include retaining walls and three grade separations over Altamont Pass Road west of the



transition point out of the Alameda County Transportation Corridor ROW, a combination of retaining walls and 14 railroad viaducts south of Altamont Pass Road east of the transition point. Grant Line Road and Midway Road would be crossed on viaducts and new bridges would be constructed across the California Aqueduct and the Delta-Mendota Canal. The alignment would return to grade at the Mountain House

Community Station before passing under Mountain House Parkway and terminating at the Mountain House LF. The Proposed Project also includes the potential for new crossover tracks in the vicinity of the Altamont Maintenance of Way (MOW) staging area (described below) needed to provide interoperability with the UPRR trackway during construction.

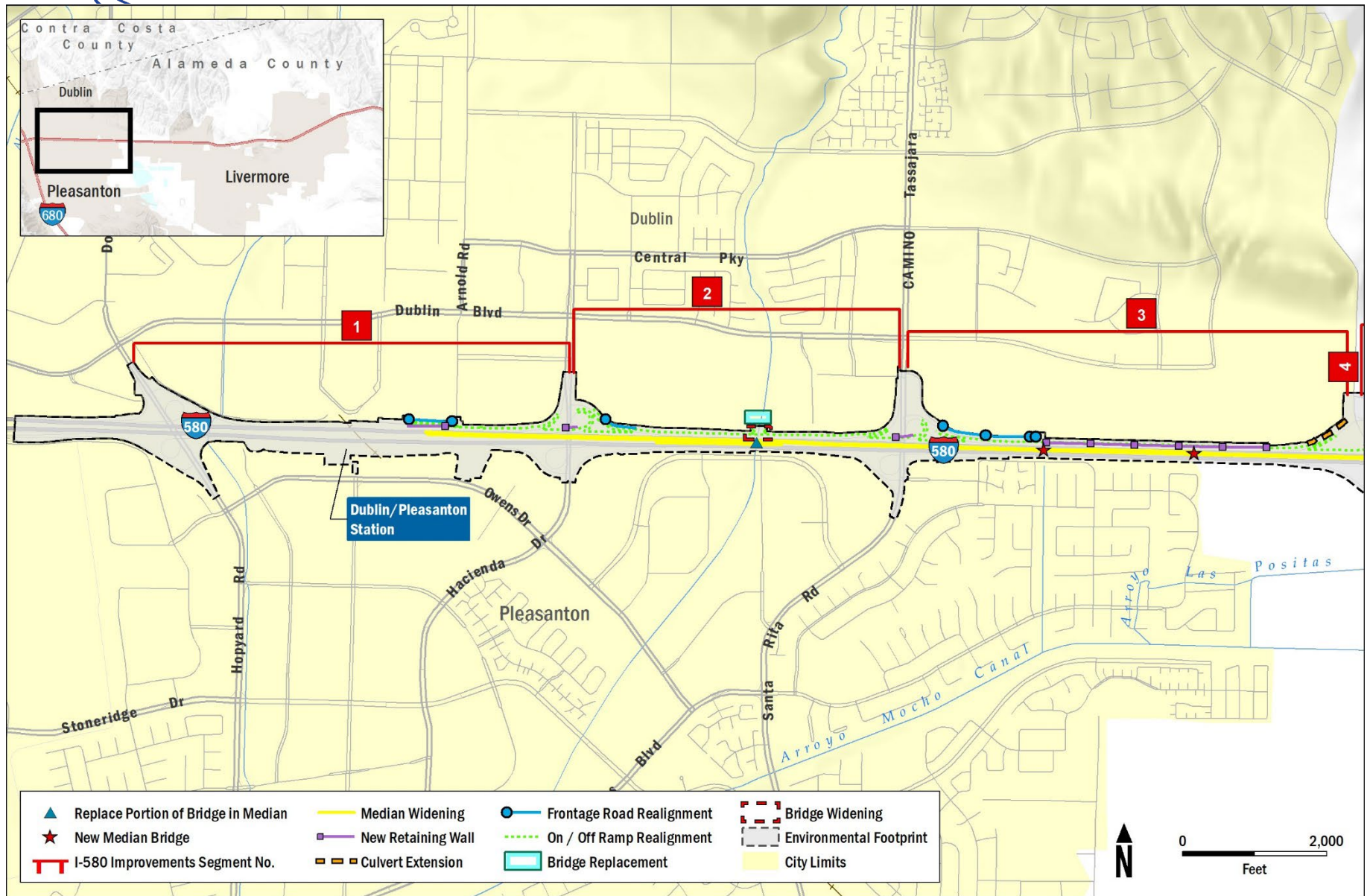


Figure 2-4: Proposed Project (1 of 9)

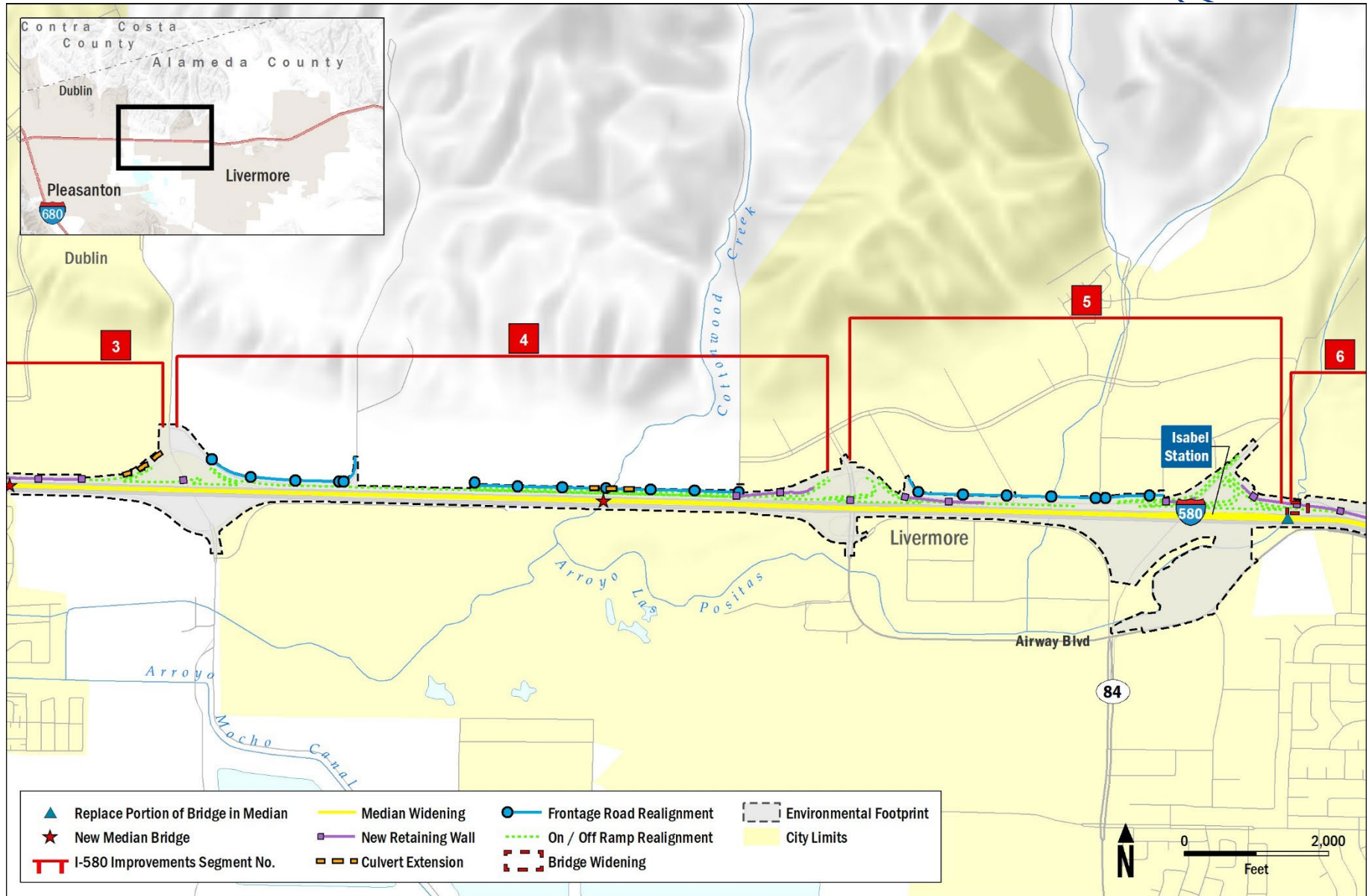


Figure 2-5: Proposed Project (2 of 9)

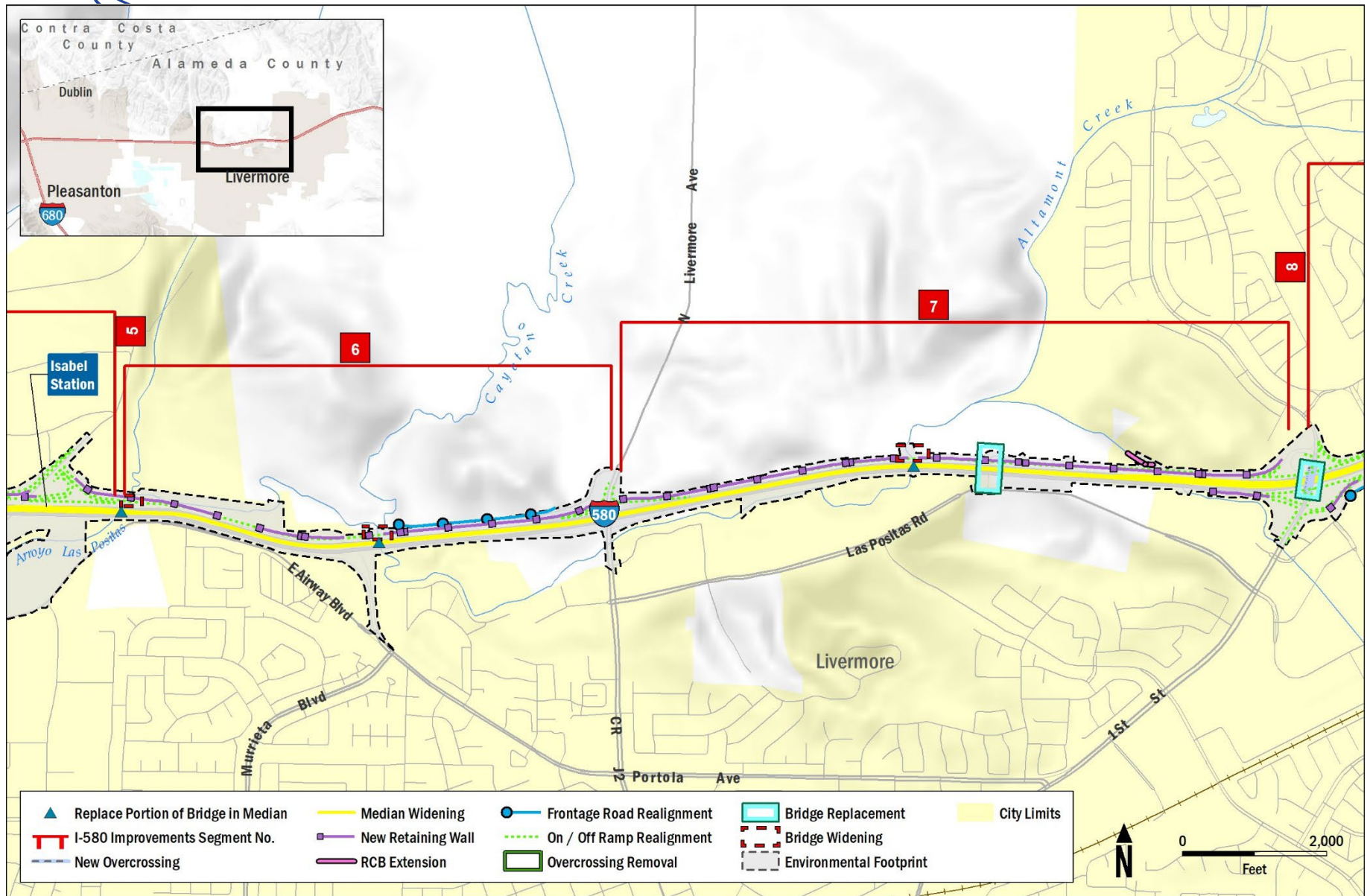


Figure 2-6: Proposed Project (3 of 9)

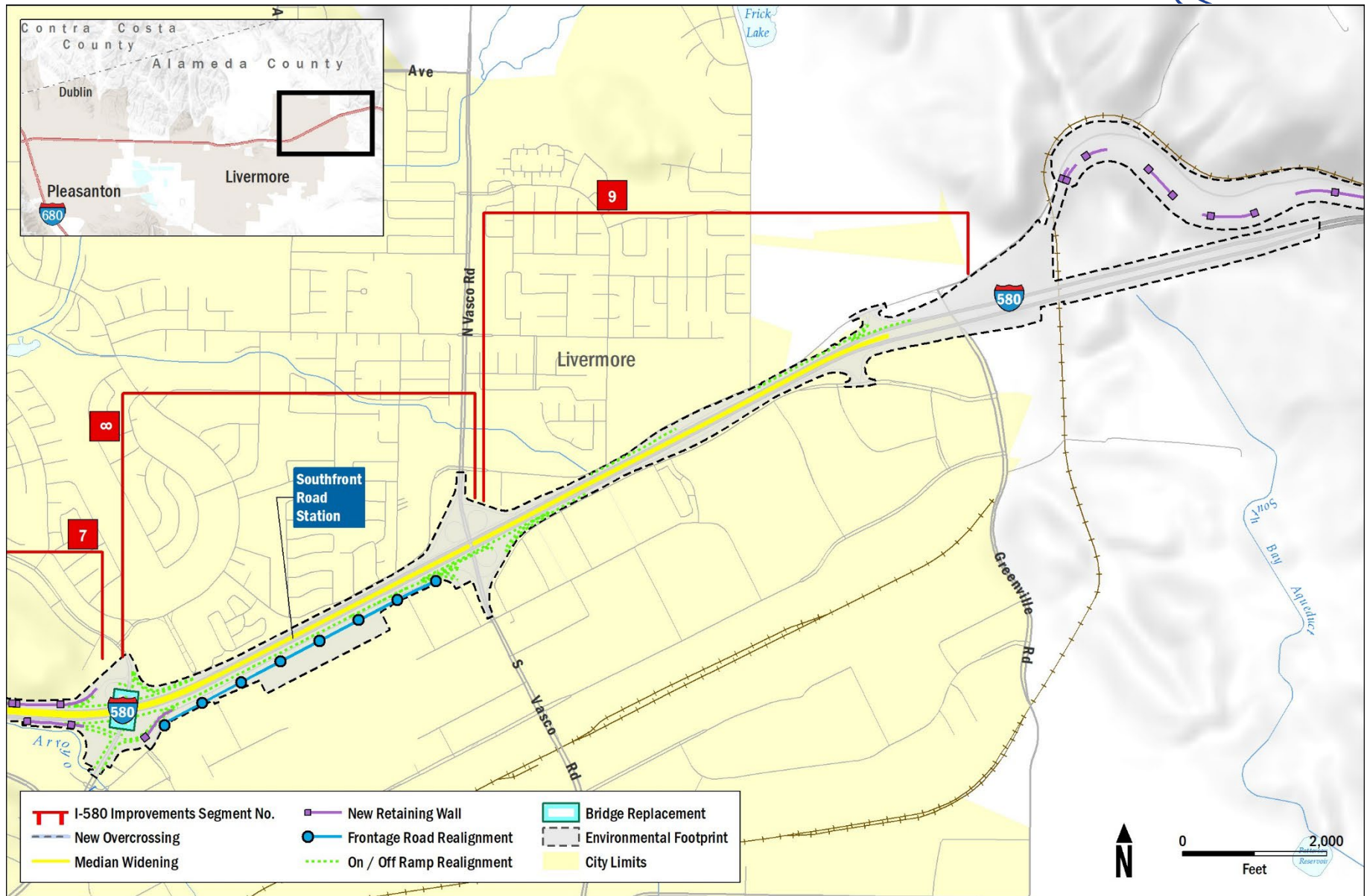


Figure 2-7: Proposed Project (4 of 9)

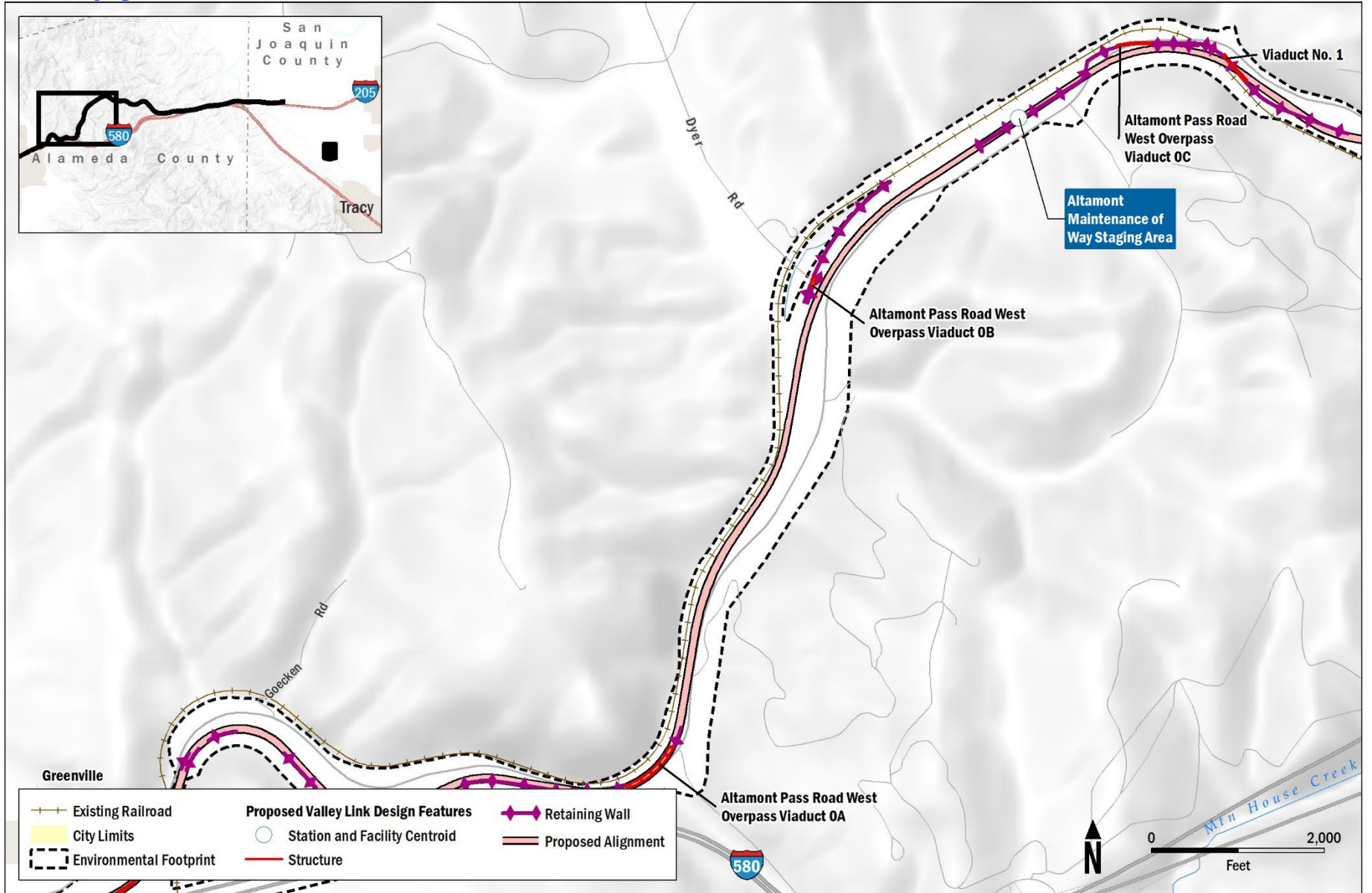


Figure 2-8: Proposed Project (5 of 9)

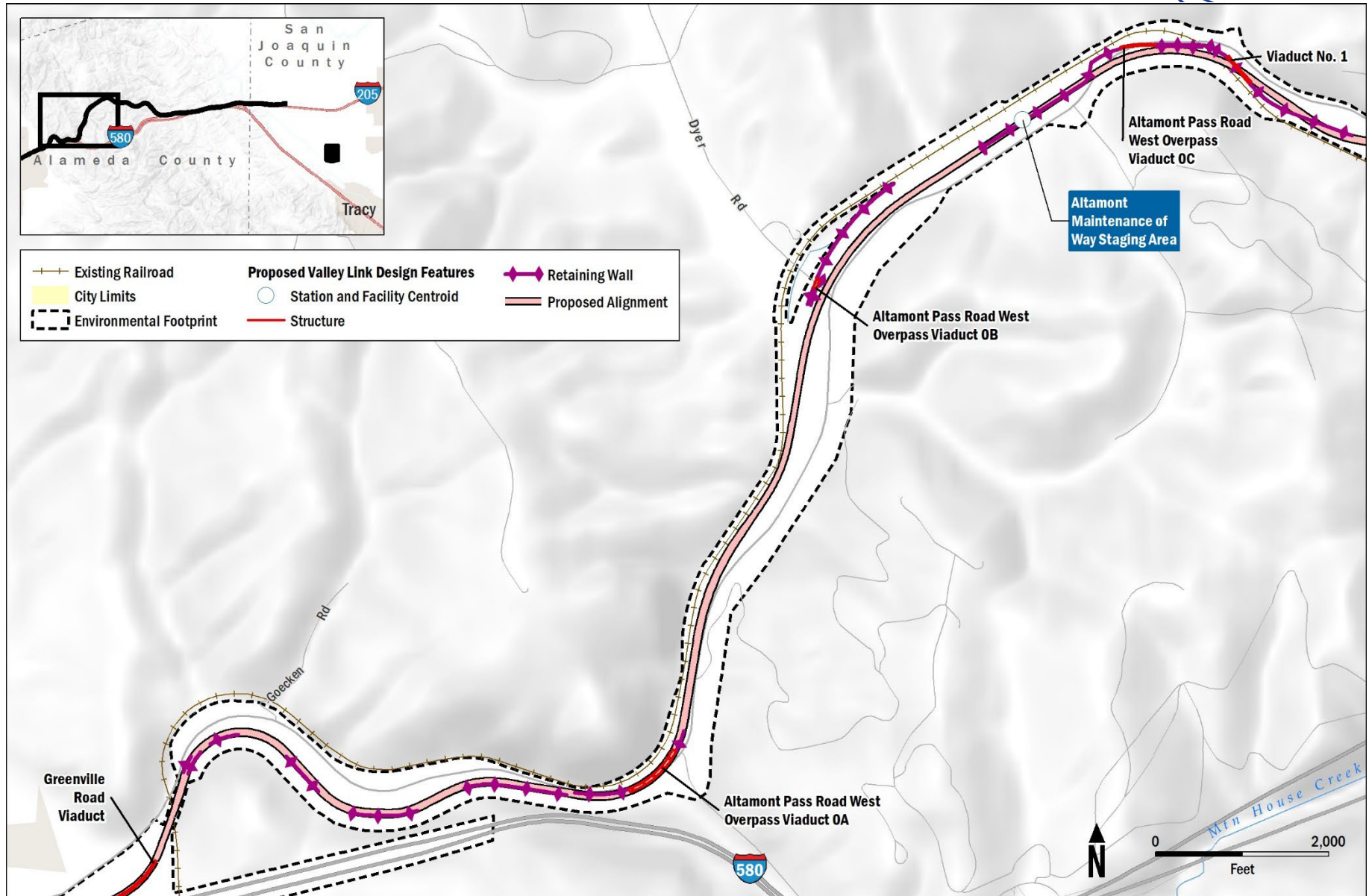


Figure 2-9: Proposed Project (6 of 9)

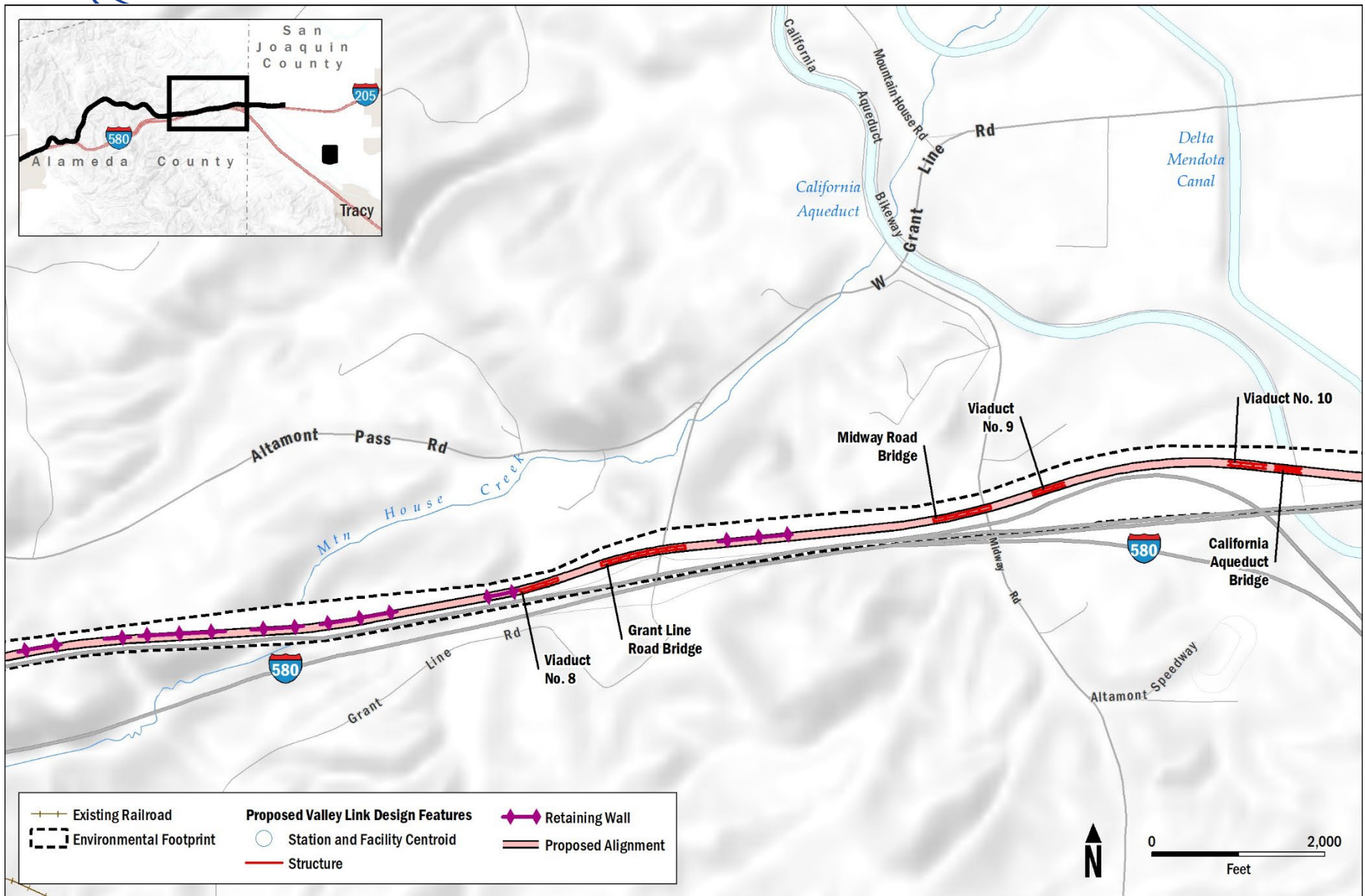


Figure 2-10: Proposed Project (7 of 9)

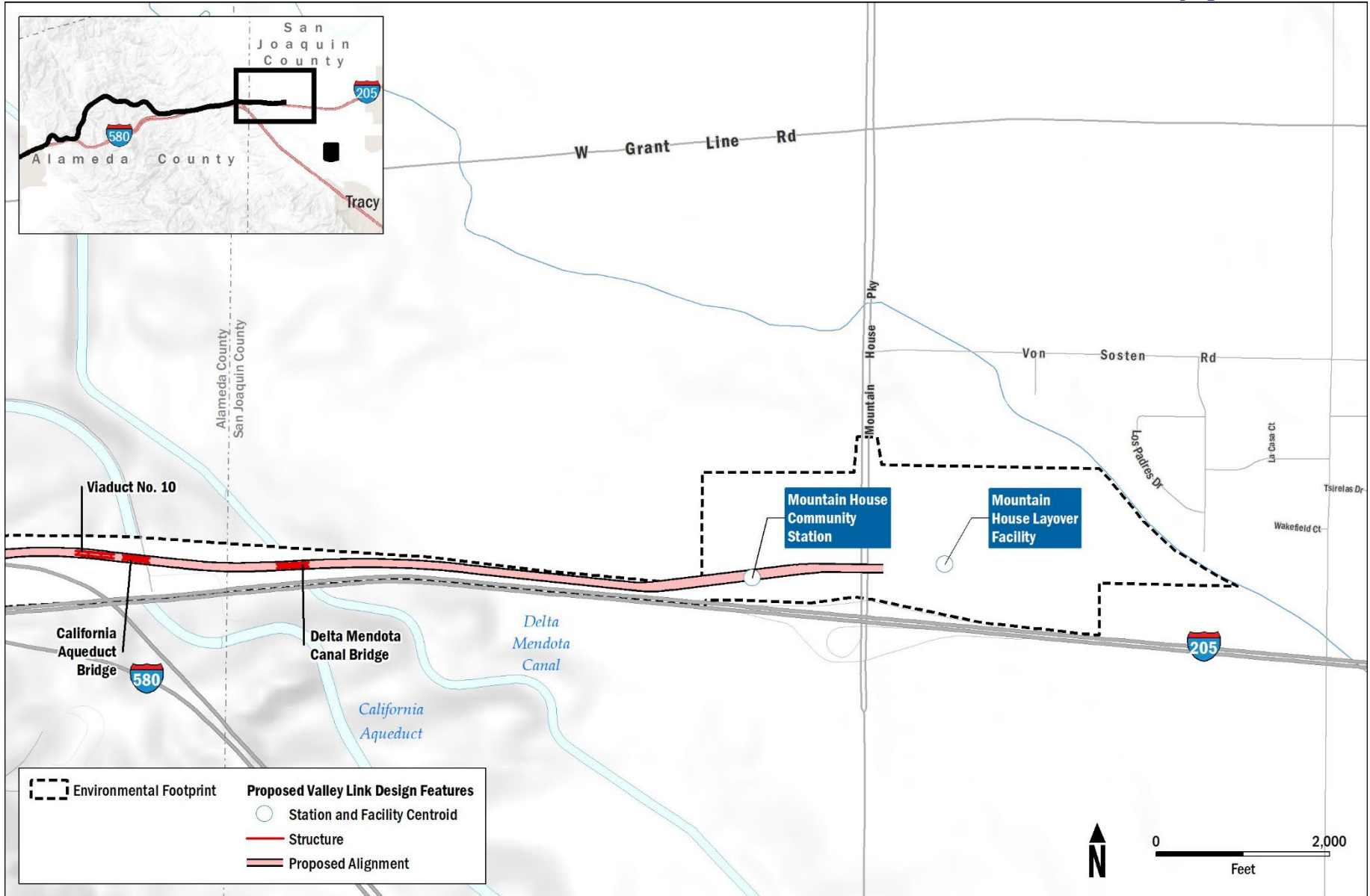


Figure 2-11: Proposed Project (8 of 9)

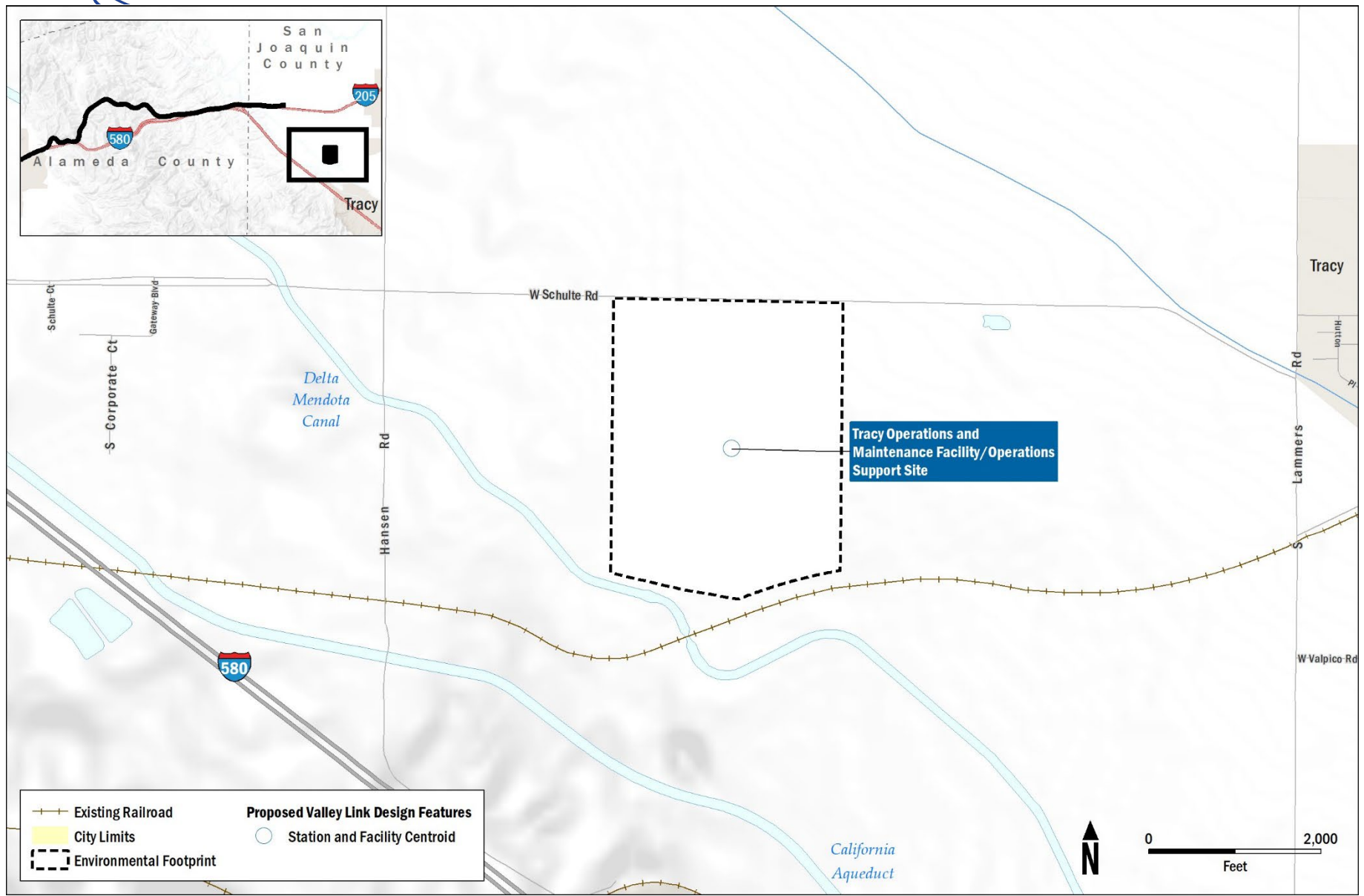


Figure 2-12: Proposed Project (9 of 9)



2.3.2 Stations

The Proposed Project includes the construction and operation of four stations, described below (listed from west to east).

Dublin/Pleasanton Station

The Dublin/Pleasanton Station would be constructed south of the eastbound I-580 freeway lanes in proximity to the existing Dublin/Pleasanton BART Station and

would be designed to provide seamless intermodal passenger service between Valley Link, BART, and local bus transit services. Figure 2-13 shows the Dublin/Pleasanton Station. Improvements that would be constructed include:

- A 642-foot-long by 30-foot-wide, double-track Valley Link aerial station platform
- Stairs, escalators, and elevators for vertical circulation within the station



Figure 2-13: Dublin/Pleasanton Station

Valley Link passengers wishing to transfer to and from BART trains at the Dublin/Pleasanton Station would be required to go down to the station concourse level, exit the Valley Link or BART station, and then enter the desired transfer station. The final operating plan for the Dublin/Pleasanton Station will be determined in consultation with BART.

The Proposed Project does not include the construction of additional parking at the Dublin/Pleasanton BART Station. While the number of parking spaces at the station currently exceeds demand, it is anticipated that potential

Valley Link passengers who park at the Dublin/Pleasanton BART Station with destinations west of the station would be offset by BART patrons currently parking at the station that would instead park at one of the Valley Link stations rather than driving to and parking at the Dublin/Pleasanton BART Station. Passengers traveling in the reverse commute direction from the Dublin/Pleasanton BART Station (eastbound during AM operating hours and westbound during PM operating hours) are projected to be very low and would have a minimal effect on parking at the Dublin/Pleasanton BART Station.



The Proposed Project has also been designed to accommodate an 805-foot extension of the two BART tail tracks east of the existing BART Dublin/Pleasanton Station Platform for the storage of two ten-car BART trains. The environmental clearance and construction of these BART tail tracks would be dependent on the future capacity needs of BART.

Isabel Station

The Isabel Station would be constructed within the I-580 median with adjacent parking on a 24-acre site along East Airway Boulevard south of I-580 and east of the Isabel Avenue I-580 overcrossing in Livermore. Figure 2-14 shows the Isabel Station. The station site is within the City of Livermore’s Isabel Neighborhood Specific Plan, which envisions more than 4,000 new housing units, parks, offices, and retail all within walking distance to the station. Vehicular access to the station would be provided

from East Airway Boulevard and would include restriping for left-turn lanes and a traffic signal at the East Airway Boulevard/Rutan Drive intersection. Improvements that would be constructed as part of the Isabel Station include:

- A 642-foot-long by 30-foot-wide, double-track, at-grade Valley Link station platform in the median of a shifted I-580.
- A surface parking lot providing 850 parking spaces (including accessible spaces), “kiss and ride,” and bus bays.
- A pedestrian overcrossing from the parking lot over Arroyo Las Positas and eastbound I-580 to the median station platform, as well as a pedestrian overcrossing of westbound I-580 (construction depending on available funding), including elevators and stairs to the station platform and at both ends of the bridge.



Figure 2-14: Isabel Station

Southfront Road Station

The Southfront Road Station in Livermore would be constructed within the I-580 median with adjacent parking located south of I-580 on a 7-acre site along

Southfront Road between McGraw Avenue and Franklin Lane. Figure 2-15 shows Southfront Road Station. The City of Livermore is currently undertaking a General Plan Update that will include a station area Specific Plan for



the Southfront Road Station. Vehicular access to the station would be provided from Southfront Road and station improvements would include:

- A 642-foot-long by 30-foot-wide, double-track, at-grade Valley Link station platform in the median of I-580.
- A surface parking lot providing 680 parking spaces (including accessible spaces), kiss and ride, and bus bays.
- A pedestrian overcrossing from the parking lot over Southfront Road and eastbound I-580 to the median

station platform including elevators and stairs to the station platform and at both ends of the bridge.

- Realignment of Southfront Road to accommodate the shifting of the I-580 median, and new driveways for buses and vehicles into the station.
- Platform design that accommodates a potential pedestrian overcrossing to the north of the I-580 (construction depending on available funding) subject to station area planning by the City of Livermore.

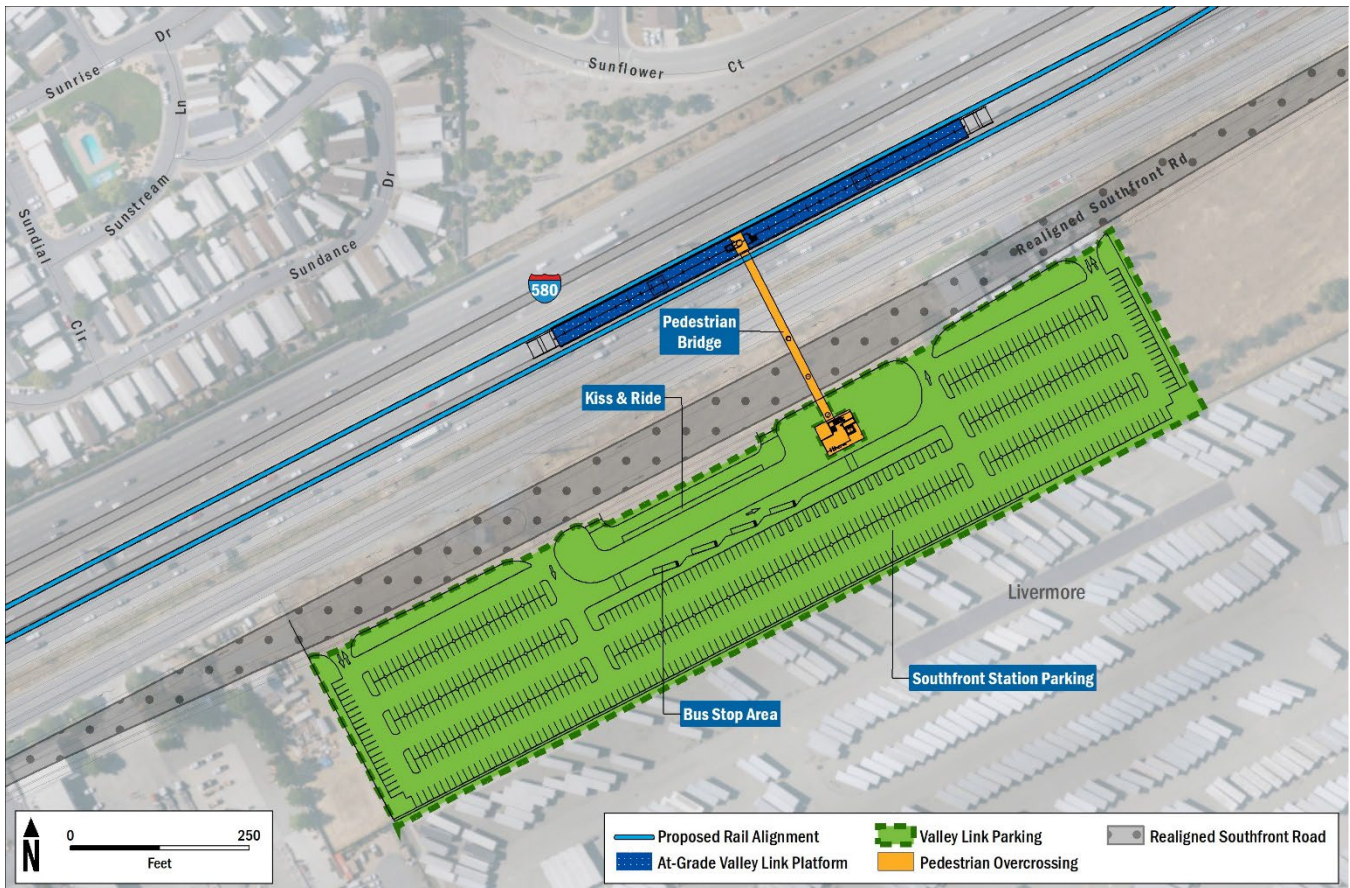


Figure 2-15: Southfront Road Station



Mountain House Community Station

The Mountain House Community Station would be constructed north of I-205 on an approximately 54-acre site west of Mountain House Parkway near the I-205/Mountain House Parkway interchange. Figure 2-16 shows the Mountain House Community Station. The MHCS is advancing initial phases of a transit-oriented development analysis for this site. Access to the station would be provided from a new driveway along Mountain House Parkway. Improvements that would be constructed as part of the Mountain House Community Station include:

- A 642-foot-long by 30-foot-wide, at-grade, double-track Valley Link station platform.
- A surface parking lot north of the tracks providing 2,990 parking spaces (including accessible spaces), “kiss and ride,” and bus bays.

- A future parking structure to meet 2040 parking demand for a total of up to approximately 5,980 parking spaces. The structure would add an additional parking level over the surface parking lot within the 54-acre site.
- Two grade-separated pedestrian crossings from the parking lot to the platform, including stairs, ramps, and elevators.

The location of this station responds to stakeholder requests received throughout all phases of project development for a station in closer proximity to or within the Mountain House community. The station location has convenient freeway access and allows for the opportunity to advance Transit-Oriented Development that the Mountain House Community District is planning.



Figure 2-16: Mountain House Community Station



2.3.3 Operations and Maintenance Facilities

Facilities to support the operations and maintenance and ancillary project activities are planned at the three locations described below.

Altamont Maintenance of Way Staging Area

A MOW facility would be constructed on a 10-acre portion of the Alameda County Transportation Corridor ROW, approximately 2,250 feet east of Dyer Road. The MOW may be used as a contractor staging area during construction and would ultimately be designed to support the short-term storage of vehicle rolling stock, non-revenue vehicles and material laydown areas for maintenance of rail systems infrastructure during the revenue operations period. Figure 2-17 shows the layout of the MOW Staging Area.

The site would include an office building of approximately 1,100 square feet with restrooms and parking available for employees. Expected functions of this site include track and systems personnel reporting when required. The Altamont MOW would include yard tracks for the storage of equipment, and waste capture and disposal features.

The Altamont MOW would be access controlled with eight-foot-high perimeter fencing with automatic entrance gates for Valley Link and employee vehicles. There would be an access road and employee parking. The facility would be operational 24 hours a day, with site and facility lighting. There would be an emergency generator and utilities and fire protection equipment.

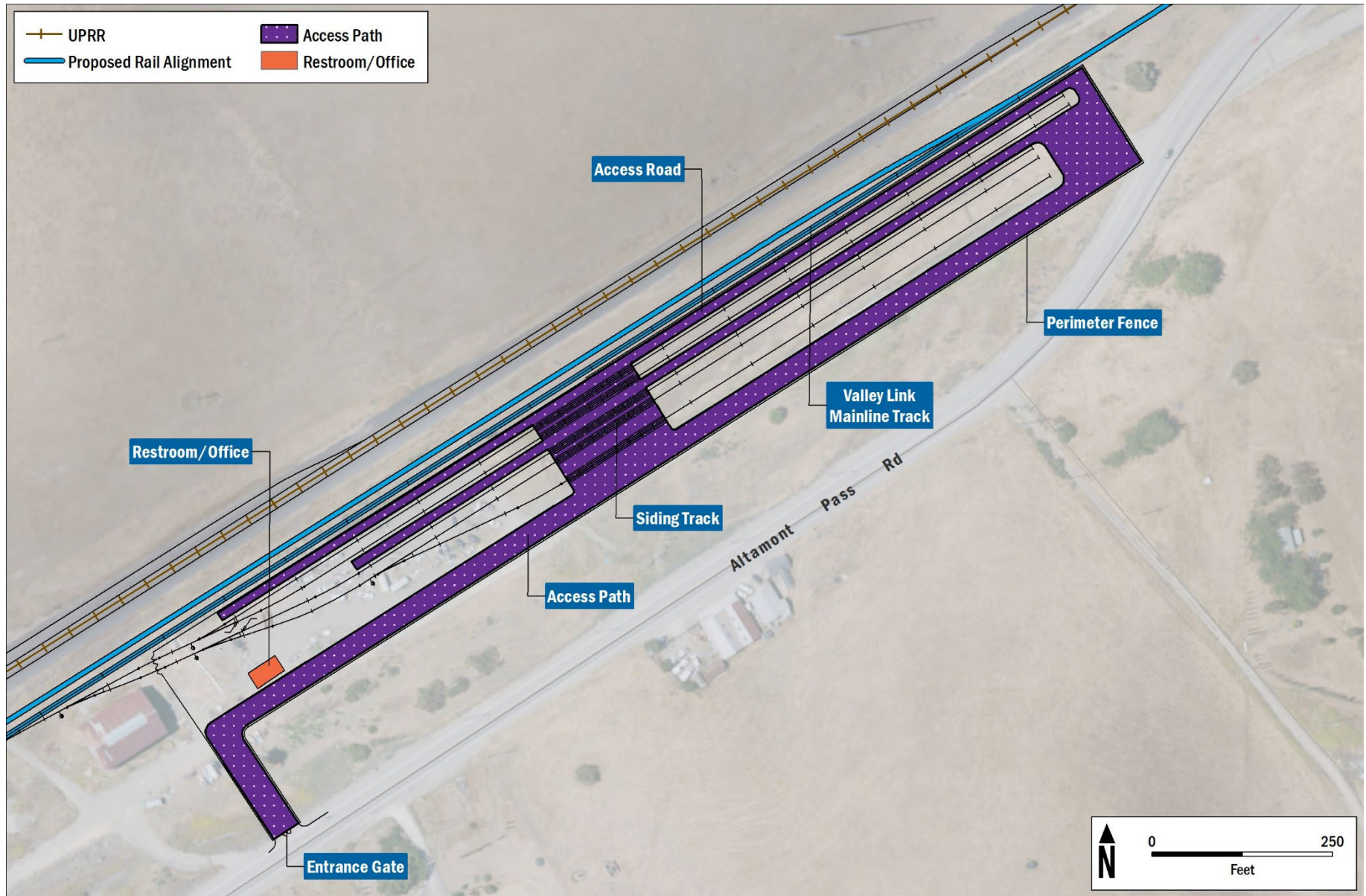


Figure 2-17: Altamont MOW Staging Area



Mountain House Layover Facility

The Mountain House LF would be constructed on an approximately 75-acre site east of Mountain House Parkway and north of I-205. Figure 2-18 shows the conceptual layout of the Mountain House LF. The Mountain House LF would support train layovers, storage, and light maintenance. Access to the site would be provided from Mountain House Parkway at a proposed four-way intersection that would also provide access to the Mountain House Community Station to the west. The Mountain House LF would include an administrative building with administrative, management, operations and security offices, and an operations building.

The operations building would be used for:

- Interior and exterior vehicle cleaning
- Daily inspections
- Scheduled servicing
- Periodic preventive maintenance
- Fueling
- Exterior washing
- Component changeouts
- Sanding
- Trash collection

Personnel would be able to utilize maintenance and supervisory offices, day rooms and restrooms, as well as lockers and changing rooms. In addition, the operations building would also include:

- Two tracks for preventive maintenance

- One track for repairs

The Mountain House LF would also include yard tracks with enough capacity for the following:

- Two service and inspections tracks (one with an inspection pit)
- Storage tracks (18 vehicles for initial operations with ability to expand by 28 to 46 vehicles)
- One train wash rack on a separate track
- Fuel island with dispensers
- Gaseous hydrogen storage and vaporizers (if hydrogen vehicle selected)

All the common equipment for vehicle maintenance equipment would be provided, including shore power and air, fume ventilation, fluid servicing, small component repair shop, storage rooms, utilities and fire protection, and waste capture and disposal, and an emergency generator.

The administrative building would include management, administrative, and security offices; and operations control center and dispatch center; conference rooms, day rooms and restrooms; utilities and fire protection; and an emergency generator.

The Mountain House LF would be access controlled with eight-foot-high perimeter fencing with automatic entrance gates for Valley Link employee vehicles and visitors. There would be an access road and employee parking. This facility would be capable of operations 24 hours a day, with site and facility lighting.

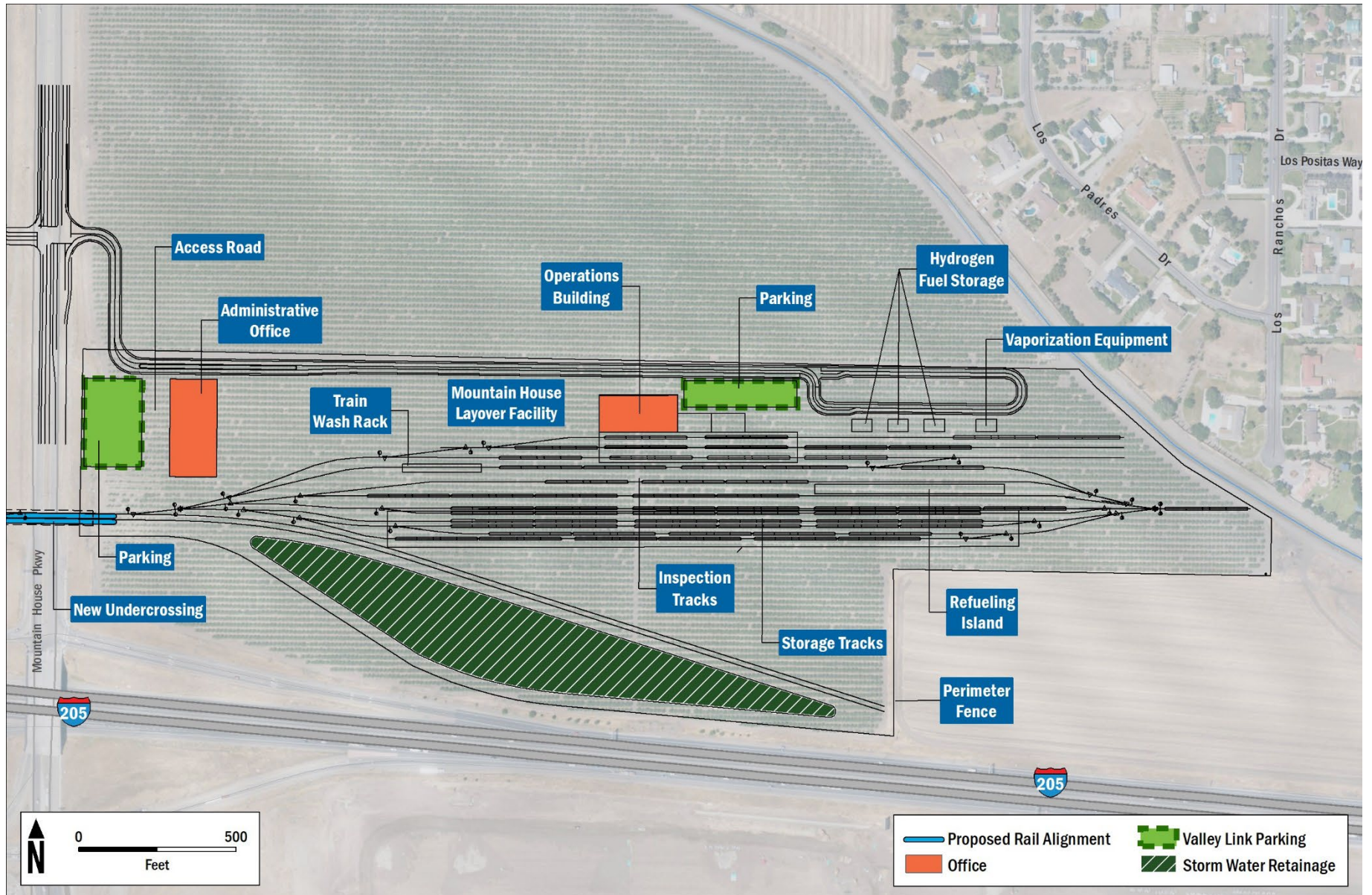


Figure 2-18: Mountain House LF



Tracy Operations and Maintenance Facility/Operations Support Site

The Tracy Operations and Maintenance Facility/Operations Support Site (OMF/OSS) would be constructed on part of an approximately 200-acre property along West Schulte Road just west of the Owens-Brockway Glass Container Plant west of Tracy. The site would accommodate heavy maintenance vehicle and component rebuilds, non-revenue vehicle maintenance, buildings and stations maintenance, warehouse storage, as well as a Backup Control Center (BCC). Figure 2-19 shows the Tracy OMF/OSS.

The Tracy OMF/OSS would handle disposal of project-related hazardous wastes. Hazardous wastes would be sent to a hazardous waste room where the wastes are collected and burned in an approved incinerator. The resulting ashes and other non-burnable solid waste would then be placed in hazardous-waste drums for collection by a hazardous waste contractor for final approved disposal.

The warehouse and laydown area would include the BCC and dispatch, storage racks and storage rooms, exterior laydown areas, and restrooms.

The heavy maintenance building would include maintenance and supervisory offices, day rooms and restrooms, locker and changing rooms, bridge crane, shore power and air, fume ventilation, truck repair shop, rail vehicle cleaning, wheel truing, large and small component rebuild shop, storage, offices, employee

rooms, utilities and fire protection, and waste capture and disposal.

The non-revenue vehicle and facility maintenance building would include maintenance and supervisory offices, shore power and air, bridge crane, fume ventilations, storage rooms, utilities and fire protection, and waste capture and disposal.

The Tracy OMF/OSS would be access controlled with eight-foot-high perimeter fencing with automatic entrance gates for Valley Link employee and visitor vehicles. There would be an access road and employee parking. This facility would be capable of operations 24 hours a day, with site and facility lighting. There would be an emergency generator, utilities, and fire protection equipment. The design of the Tracy OMF/OSS would accommodate the anticipated 2040 Valley Link Service Plan. However, construction of the Tracy OMF/OSS may be phased over time as service increases between 2025 and 2040.

2.3.4 Vehicles

Consistent with the project purpose and need and implementing strategies identified in the Authority Board-adopted Sustainability Policy, the Proposed Project includes the use of ZEMUs. The use of hydrogen vehicles is assumed for environmental documentation given recent State procurement activities and consistency with the State Rail Plan.



Figure 2-19: Tracy Operations and Maintenance Facility/Operations Support Site



2.4 Construction Methods

2.4.1 Roadways

Construction of local roadways, the realignment of freeway ramps, and replacement of bridges would include removal of existing features such as concrete barriers, retaining walls, portions of bridge structures, curbs and gutters, sidewalks, signs (roadway and overhead), streetlights, express lane electronic toll system (ETS), and traffic signals. Work may also include relocation of existing overhead and underground utilities. Proposed work would include clearing and grubbing, embankment construction, earthwork excavation, grading and compaction, aggregate base, hot-mix asphalt, and pavement marking and striping.

Proposed structural work would include construction of new bridges and the extension of box culverts. Retaining walls would be constructed in several locations within the Proposed Project limits to minimize ROW impacts, avoid impacts to existing interchange overcrossing structures, and support the ramp approaches and roadway embankments. Noise barriers (sound walls) may be constructed where appropriate, including the potential construction of a 22-foot-high noise barrier along westbound I-580 east of the Isabel Avenue off-ramp. Concrete barriers would be constructed in the center median on both sides of the Valley Link rail alignment, and Caltrans standard concrete barriers would be constructed as part of the freeway realignment between local roadways and I-580. Median concrete barriers would be modified to accommodate overhead signs, dynamic message signs, variable toll message signs, and toll gantry structures to carry ETS equipment. The location of variable toll message signs and toll gantries for the ETS would require coordination with the Alameda County Transportation Commission and Caltrans. A train signal and system equipment would also be installed on the median concrete barrier.

Construction site preparation activities would include installation of environmentally sensitive area fencing, vegetation removal, and installation of water quality construction best management practice features such as silt fences, fiber rolls, and drainage inlet protection systems.

Special haul roads would not be required for the proposed improvements to I-580. Temporary concrete

railing (K-rail) with other traffic control devices would be used to separate the work area from moving traffic, and to close travel lanes, sidewalks, and other areas as needed to provide construction staging areas.

The contractor(s) would be responsible for obtaining environmental clearance for additional temporary staging areas (if needed) that would be outside of the identified construction staging area for the Proposed Project.

During the final design phase, a Transportation Management Plan (TMP) would be prepared in accordance with Caltrans requirements and guidelines to minimize the construction-related delays and inconvenience for travelers in the Proposed Project area. The TMP would address the potential traffic impacts as they relate to staged construction, detours, and other traffic-handling concerns associated with construction of the Proposed Project. The TMP would include:

- Distribution of press releases and other documents as necessary to notify local jurisdictions, agencies, and the public of upcoming road closures and detours, in addition to public meetings to notify motorists of traffic impacts
- Coordination with the California Highway Patrol and local law enforcement on contingency plans
- Use of portable changeable message signs, highway advisory radio, Caltrans information network, California Highway Patrol Construction Zone Enhanced Enforcement Program, and Freeway Service Patrol where possible to minimize delays.

Access would be maintained for emergency response vehicles and express lanes maintenance vehicles.

The temporary traffic control devices used for construction would comply with the California Manual for Uniform Traffic Control Devices.

Due to the high traffic volumes and existing delays, a detailed staged construction would be considered to minimize impacts on the traveling public from any construction activity on I-580. Through a multi-staged approach, the existing number of lanes would be maintained; shoulder widths would vary from a minimum of 2 to 10 feet, where feasible. Any damage to the existing ETS elements that is caused by the Proposed Project



would be repaired, and the elements would be maintained in good operating conditions during construction. K-rail and temporary traffic screens would be used for traffic and worker safety. During construction, temporary or long-term shoulder closures would be expected to occur in both directions during daytime or nighttime; travel lane and ramp closures would only occur during nighttime and weekends.

The Proposed Project improvements on I-580 include reconstruction of three interchange structures and one overcrossing structure. The shifting of I-580 would require reconfiguration of all the on- and off-ramps in the westbound direction and several ramps in the eastbound direction. The proposed pavement section and excavation depth would be similar to the existing pavement section.

The I-580 corridor currently experiences noticeable traffic congestion during both AM and PM peak hours. To ensure traffic operation (including all existing express lane facilities) is not further affected during construction of the Proposed Project, detour and construction staging plans would be developed that would preserve or minimize the impact to the existing number of traffic lanes on I-580 in each direction throughout the construction period, except during critical short-term construction activities. Twenty-four-hour traffic counts would be performed to assess the impact of any needed lane closures. Preliminary information concerning lane closures would be used to develop feasible staging plans. Impacts to pedestrian and bicyclist movements, as well as access to local business properties, would be considered in the staging plans. Access to the Dublin/Pleasanton BART Station, pedestrian and bicycle access across I-580, and along the Iron Horse Trail would be maintained during construction stages, with the possible exception of nighttime closures. If nighttime closures are required, acceptable detours would need to be put in place.

All construction-related materials, including the environmentally sensitive area fencing, would be removed after construction activities are complete. The temporarily disturbed areas and staging areas would be cleaned up, recontoured to original grade, and revegetated with appropriate native species, as necessary. Permanent erosion control, including soil stabilization measures such as hydroseeding and coir netting, would be applied to all temporarily affected project areas to minimize erosion after construction.

2.4.2 Track Work

Construction of new tracks would include grading and compaction of the track subgrade, installation of trackway drainage and systems raceway, and then placement of sub-ballast and an initial placement of ballast. Concrete ties would then be laid out on the ballast. Continuous welded rail (1,000-foot-long rail strings) would be installed on the ties with rail fasteners, and the rail strings welded together. Using on-track equipment, additional ballast would be unloaded onto the track and compacted; and final adjustments would be made to the track alignment using on-track equipment.

2.4.3 Track and Roadway Support Structures

Track and roadway work would also involve the construction of track and roadway supporting structures, such as new bridges (track or roadway over waterway); and construction of grade separation structures, such as underpasses and overheads to separate rail and roadway, or under-crossings and over-crossings to separate roadways.

Modifications to existing overhead structures generally require clearing, grubbing, and rough grading for the installation of pier protection along the existing piers that support the overhead roadway structure and retaining walls along the length of existing abutment slopes. Based on similar projects, construction associated with modified overhead structure under-crossings would last approximately 30 to 120 working days, with an average of 60 working days.

The structure types for under-crossings and over-crossings within the Proposed Project limits would conform to the current Caltrans Bridge Design Specifications and the associated standards of the local agency having jurisdiction at a given location.

Construction techniques used in the modification of existing structures, or the construction of new structures, are similar to those described for typical bridge construction above.

2.4.4 Stations

Station improvements would include the construction of new station facilities, such as station platforms with amenities; station and station tail tracks; and passenger amenities, including surface parking lots, bus pullouts,



and pedestrian connections between the parking areas and station platforms.

Construction activities associated with station platforms include clearing and grubbing, rough grading, structural excavation for walls, forming and pouring concrete for the walls, access stairs and ramps, platform surface, installation of signage, shelters, lighting, security, railings, benches, and trash receptacles. Based on similar projects, construction of a station platform would last approximately three (3) months. For more complex station facilities along I-580 that include pedestrian overcrossing access structures, the construction duration may extend to six (6) to nine (9) months, running concurrently with the track and other structure work.

Construction activities associated with station tracks would be similar to the track work activities described above.

Construction activities associated with surface parking areas include clearing and grubbing, rough grading, installation of drainage and utilities, final grading, installation of aggregate base, installation of curb and gutter, paving, landscaping, installation of lighting and security, and installation of signage and striping.

Construction activities associated with pedestrian overcrossings and under-crossings include clearing and grubbing, rough grading, installation of utilities, installation of cast-in-drilled-hole piles, installation of ramp footings, placing column-reinforcing steel, pouring structural concrete for columns, placing falsework for ramps and abutments, pouring structural concrete for ramps and abutments, placing reinforcing steel and structural concrete for decks, placing handrails for ramps, erecting steel superstructures, and installation of lighting.

2.4.5 Operations and Maintenance Facilities

Construction activities associated with the Altamont MOW, Mountain House LF, and Tracy OMF/OSS include

clearing and grubbing; grading; installation of new service utilities; paving; drainage; area lighting; track and special trackwork; and construction of buildings with associated mechanical, electrical, and plumbing.

2.4.6 Utilities

Track construction could conflict with existing utility lines, and these lines would be relocated or protected.

2.4.7 Sustainability

All construction methods would include recycling policies and solid waste reduction in compliance with the Integrated Waste Management Act (Assembly Bill 939). Construction would also comply with Title 24, Part 11 of the California Code of Regulations (also known as California Green Building Standards [CALGreen]), which sets standards for sustainable building design for residential and non-residential buildings in California. The code sets forth sustainable construction practices applicable to planning and design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, and environmental quality. CALGreen's sustainable building design standards and construction and demolition recycling and reuse policies would be implemented during construction and operation of the Proposed Project.

2.4.8 Construction Schedule and Durations

The Authority proposes to implement the Valley Link service from the existing Dublin/Pleasanton BART Station to the proposed Mountain House Community Station as soon as 2035. Table 2-1 identifies the duration for construction of each Project improvement. The construction durations are not sequential; construction could occur simultaneously at several locations. Proposed Project improvements would require permitting, contractor selection, and final design prior to construction; therefore, the total duration could be longer than the construction duration.



Table 2-1: Construction Duration

Improvement	Construction Duration	Section
Track Work	36	Tri-Valley Section
I-580 Modifications	42	Tri-Valley Section
Dublin/Pleasanton Station	24	Tri-Valley Section
Isabel Station	18	Tri-Valley Section
Southfront Road Station	16/18	Tri-Valley Section
Track Work including Altamont MOW	30	Altamont Section
Mountain House Community Station	12/16	Altamont Section
Mountain House LF	36	Altamont Section
Tracy OMF/OSS	36	Altamont Section

2.5 Conceptual Operating Plan

Valley Link trains would operate 7 days a week between the Mountain House Community Station and the Dublin/Pleasant Station, with all trains stopping at the Isabel and Southfront Road stations. The first week-day train to depart the Mountain House Community Station will be timed to arrive at the Dublin/Pleasanton Station 11 minutes prior to the first BART departure at 5:06 a.m. During weekdays trains would operate at 15-minute

headways during peak periods and at 45-minute headways during non-peak periods. The last westbound weekday train would depart the Mountain House Community Station at 7:45 p.m.; and the last eastbound weekday train would depart the Dublin/Pleasanton Station at 8:30 p.m. Weekend and holiday headways will be 45 minutes with trains operating from 8:00 am until 8:00 pm. The conceptual operating plan is summarized in Table 2-2 and Table 2-3.

Table 2-2: Valley Link Conceptual Operating Plan Hours of Service

Weekdays	Saturdays	Sundays and Holidays
4:25 a.m. to 8:30 p.m.	8 a.m. to 8 p.m.	8 a.m. to 8 p.m.

Table 2-3: Valley Link Conceptual Operating Plan Headways (Minutes) Dublin/Pleasanton Station to Mountain House Station

Weekdays				Weekends and Holidays
AM Peak (4:25 a.m. to 8:25 a.m.)	Midday (9:10 a.m. to 3:00 p.m.)	PM Peak (3:00 p.m. to 7:00 p.m.)	Evening (7:00 p.m. to 8:30 p.m.)	--
15	45	15	45	45



2.6 Projected Ridership

2.6.1 Ridership

The ridership forecasts for the Proposed Project are summarized in Table 2-3 and Table 2-4, using multiple metrics to describe the directionality of trips and station-level activity. Total boardings are the number of riders who get on trains at each station throughout the day, which is equivalent to the total one-way riders. The ridership at each station is also described with productions and attractions at each station, which indicates the directionality of the trips. Productions are the total number of trips that are produced at each station, or the home end of the trip. Attractions are the other end of the trip, and typically refers to the non-home

end of the trip, such as work location. In this way, each round-trip comprises two productions at the home end of the trip and two attractions at the non-home end of the trip. Describing trips in this manner helps connect residential and employment areas, and allows for an accurate calculation of parking requirements, as parking is tied to the home end of the trip. Ridership for the Proposed Project is presented in more detail in Appendix D, *Ridership Forecasts Memorandum*. Note that the 2028 average weekday ridership data in Table 2-3 is an interpolation of the data developed for 2025 and 2040 in Appendix D, *Ridership Forecasts Memorandum*, to account for the assumed opening year (2028) of the Project.

Table 2-4: Valley Link Average Weekday Ridership—2028 IOS Implementation

Station	Boardings	Productions	Attractions
Dublin/Pleasanton	7,260	280	14,230
Isabel Avenue	1,310	1,900	720
Southfront Road	1,310	2,280	340
Mountain House Community	5,510	10,920	90
Total	15,390	15,380	15,380

Table 2-5: Valley Link Average Weekday Ridership—2040 IOS Implementation

Station	Boardings	Productions	Attractions
Dublin/Pleasanton	13,793	634	26,951
Isabel Avenue	3,316	4,191	2,440
Southfront Road	2,330	4,042	617
Mountain House Community	10,909	21,481	336
Total	30,346	30,344	30,346



2.7 Permits and Approvals

The Authority prepared this Draft SEIR in compliance with the requirements of CEQA (California Public Resources Code § 21000 et seq.) and the CEQA Guidelines (14 California Code of Regulations § 15000 et seq.). As provided under CEQA, an EIR is a tool for disclosing to the general public, the local community, responsible agencies, trustee agencies, and other interested public agencies impacts resulting from implementation of the Proposed Project, as well as possible measures to mitigate those significant effects and alternatives to the Proposed

Project that could avoid significant impacts. This Draft SEIR is not intended to serve as a recommendation of either approval or denial of the Proposed Project. As lead agency, the Authority is responsible for the adequacy and objectivity of the Draft SEIR.

This Draft SEIR provides the primary source of environmental information for the Authority and other public agencies to consider when exercising any permitting authority or approval power directly related to implementation of this Proposed Project. As stated in CEQA Guidelines, Section 15121(a):

An EIR is an informational document which will inform public agency decision-makers and the public generally of the significant environmental effect of the project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project. The public agency shall consider the information in the EIR along with other information which may be presented to the agency.

Table 2-5 lists the potential permits and approvals that could be required for the Proposed Project. The Authority would continue to coordinate with all local, regional, and state agencies to ensure that all necessary permits and approvals are received to support the schedule for Project improvements. Additional details on the permits and approvals required for the Proposed Project are provided in the pertinent sections of Chapter 3, *Environmental Impact Analysis*.

Table 2-6: Permits, Funding, and Other Approvals Anticipated for the Proposed Project

Agencies	Funding, Approval, or Permit	Agency Type
Federal Transit Administration	NEPA review and approval	Federal
State Historic Preservation Office	Concurrence of effects on historic resources under Section 106 of the National Historic Preservation Act consultation process; potential development of a memorandum of agreement	Federal
U.S. Army Corps of Engineers (USACE)	Permit for effects on wetlands and other waters of the United States under Section 404 of the Clean Water Act (CWA)	Federal
U.S. Fish and Wildlife Service (USFWS)	Concurrence of effects on listed terrestrial wildlife and plant species under ESA Section 7 consultation process: issuance of a biological opinion	Federal
U.S. Bureau of Reclamation	Permit for the bridge crossing of the Delta-Mendota Canal	Federal
California State Transportation Authority	Potential source of funding	State
California Department of Fish and Wildlife (CDFW)	Permits for the placement of structures affecting waterways under Section 1602 streambed alteration agreement: incidental take permits for effects on listed state wildlife and plant species under the California Endangered Species Act Section 2081	State
California Department of Toxic Substances Control (DTSC)	Review of worker health and safety plan	State



Agencies	Funding, Approval, or Permit	Agency Type
California Department of Transportation (Caltrans)	Encroachment permit for encroachment on State Highway System; Design Approval for work on the State Highway System	State
California Department of Water Resources (DWR)	Encroachment permit for construction activities within the State Water Project ROW	State
California High Speed Rail Authority	Potential source of funding	State
California Public Utilities Commission (CPUC)	Approvals required for all improvements and rail crossing improvements	State
Central Valley Flood Protection Board (CVFPB)	Encroachment permit for encroachment on CVFPB jurisdiction	State
Native American Heritage Commission	Consultation with Native American Tribes; conducting Sacred Lands File search	State
State Water Resources Control Board (State Water Board)	General construction activity storm water permit under Section 402 National Pollutant Discharge Elimination System (NPDES)	State
Tri-Valley San Joaquin Valley Regional Rail Authority)	Certification of CEQA environmental document; project proponent; project funding	Regional and Transportation
Alameda County Transportation Commission	Concurrence on project plans in the I-580 corridor prior to approval of Caltrans encroachment; potential source of funding	Regional and Transportation
Regional Water Quality Control Board (Regional Water Board) - Central Valley	Permits under the CWA Section 401 water quality certification/waste discharge requirements for placement of structures affecting waterways and under the Porter-Cologne Water Quality Control Act	Regional and Transportation
San Joaquin Council of Governments (SJCOG)	Funding coordination	Regional and Transportation
Metropolitan Transportation Commission (MTC)	Funding coordination	Regional and Transportation
Bay Area Rapid Transit District (BART)	Coordination of station connections with BART	Regional and Transportation
Alameda County	Encroachment permit for construction in county ROW Use and building permits for improvements outside rail ROW	Local
City of Pleasanton	Encroachment permit for construction in city ROW Use and building permits for improvements outside rail ROW	Local
City of Livermore	Encroachment permit for construction in city ROW Use and building permits for improvements outside rail ROW	Local
Dublin San Ramon Services District	Approval required for utilities relocation	Local
Zone 7	Approval required for utilities relocation	Local
Cal Water	Approval required for utilities relocation	Local



Agencies	Funding, Approval, or Permit	Agency Type
San Joaquin County	Encroachment permit for construction in county ROW Use and building permits for improvements outside rail ROW	Local
Pacific Gas & Electric Company (PG&E)	Approval required for electrical and gas utilities relocation	Other Parties
East Bay Municipal Utility District	Approval required for water utilities relocation	Other Parties
Sprint	Approval required for communications utilities relocation	Other Parties
AT&T	Approval required for communications utilities relocation	Other Parties
FTR Energy Services	Approval required for gas utilities relocation	Other Parties
Comcast	Approval required for communications utilities relocation	Other Parties
Union Pacific Railroad (UPRR)	Project approval: right of entry permit(s) for work conducted within UPRR ROW; design and installation permits/construction maintenance agreements for structures and facilities	Other Parties