Valley Link Scoping Report

December 7, 2018

Tri-Valley 🕹 San Joaquin Valley REGIONAL RAIL AUTHORITY



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



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

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



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

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



Scoping Comments

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

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

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See Attachment D for all comments

General Comments

Project Features

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

Specific Locations

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

South Front Street Station

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

Grant Line Road Station

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

Project Alternatives

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

Operations

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

Construction

• Describe how construction would be phased







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

Aesthetics

8

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

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

Agricultural Resources

• Analyze impacts to agricultural land

Air Quality

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

Biological Resources

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



Cultural Resources

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

Energy

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

Greenhouse Gases

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

Hydrologic Resources

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



• Evaluate whether the project would involve the discharge of dredged or fill material in navigable waters or wetlands and would require a Clear Water Act Section 404 Permit from the US Army Corps of Engineers (USACOE)

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

Land Use

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



Noise and Vibration

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

Population and Housing

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

Public Services

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

Safety and Security

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

Transportation and Traffic

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



Utilities

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

Plans and Policies Referenced

The Delta Plan and the Delta Plan Mitigation and Monitoring Reporting Program

» Delta Plan Policy ER P3

- City of Livermore' Scenic Corridor Policy
- Title 23 California Code of Regulations
- Water Quality Control Plan for the Sacramento and San Joaquin River Basins
- City of Livermore General Plan
- California Assembly Bill 32
- California Senate Bill 32
- California Assembly Bill 758

Informational Databases Referenced

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



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Attachment A – Notice of Preparation



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

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

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

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

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

A. Scoping Period

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

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

Your comments may also be sent by email to <u>info@valleylinkrail.com</u>. Please include "Valley Link Project" in the subject heading.

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

B. Scoping Meetings

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

Tuesday, October 2nd from 6:00-8:00 p.m. Open House Robert Livermore Community Center - 4444 East Livermore Avenue, Livermore, CA Wednesday, October 3rd from 6:00-8:00 p.m. Open House Tracy City Hall Lobby - 333 Civic Center Plaza, Tracy, CA

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

C. Project History

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

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

D. Project Location

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

Project Location Map



E. Project Goals

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

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

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

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

Overview of Phase I Improvements

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

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

Overview of Phase II Improvements

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

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

F. Potential Environmental Effects

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

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

G. Alternatives

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

1. No build

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

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



Attachment B – Newspaper Postings



Index of Newspaper Postings

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

12 **CLASSIFIEDS / LEGALS**



SPECIALISTS IN FOOD SERVICE AND JANITORIAL Full-Time Position

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

Responsibilities and Duties

• Full time 40 Hour (Early morning to Afternoon Shift -8+ hours a day). • Must be able to work overtime daily until job is

completed. • Must be able to stand for periods at a time.

- Must blod a driver's license in good standing (Class C). Knowledge of how to drive a 26 Ft. Truck safely. Must know how to operate an electric jack and liftgate. Must be able to lift up to 100 lbs. pounds, move 50 lbs.
- repetitively. Ability to work with tight deadlines and meet new and

changing demands. • Ability to identify the vision and produce goals with realistic plans to achieve them.

Excellent communication and interpersonal skills

necessary to provide customer service.

Experience in a food handling Knowledge of commercial truck safety (chucking tires

at S/R docks, braking while driving heavy loads, etc) • Available to work during weekends and holiday

* Competitive pay * Medical, Dental, and Vision Healthcare 401k option

* Paid Holidays, Vacation and Sick

Education/Experience

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

TEL: 323,581,3250 800,464,4504 FAX: 121 585 4762

Atlantis Glass Inc looking for workers to install shower doors & mirrors. Requires to understand and speak English. Also, helper needed. Call between 9:30-4:30 Monday-Friday for an appointment 408-441-1447 _____ Atlantis Glass Inc busca trabajadores para instalar puertas y espejos para duchas. Se requiere entender y hablar inglés. Tambien se necesita avudante. Llame de lunes a viernes entre las 9:30-4:30 para una cita 408-441-1447

FICTITIOUS BUSINESS NAME STATEMENT

NO. 646405 The following person(s) is (are) doing business PROFESSIONAL as: POLICE PRODUCTS. 1177 Branham Lane #109, San Jose CA, Santa Clara 95118. County. This business is owned by a: Married Couple. The name and residence address of the registrant(s) is (are): Jeff B Graves, Lynn T Vo, 1177 Branham Lane filed with the Co. Clerk

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

quilty of a crime.)

/s/ Jeff B. Graves

This statement was

BUSCAMOS TÉCNICOS DE LIMPIEZA PARA ESCAPES DE COCINA COMERCIAL

Se necesitan de tiempo completo y medio tiempo.

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

a Hipólito o Marcos.

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

Recorder of Santa Clara CA, 95134. The regis-County on 9/13/2018. trant began transacting Regina Alcomendras, business under the ficti-County Clerk Recorder tious business name(s) By: /s/ Nina Khamphilath, listed above on: N/A. This filing is a first filing. File No. FBN 646405 "I declare that all information in this statement September 21, 28; is true and correct." (A October 5, 12, 2018 registrant who declares as true information which

he or she knows to be

false is guilty of a crime.)

/s/ Helber Rengifo

County on 9/14/2018.

Regina Alcomendras,

County Clerk Recorder

By: /s/ Sandy Chanthasy,

FICTITIOUS BUSINESS NAME STATEMENT

Deputy

NO. 646445 The following person(s) This statement was is (are) doing business filed with the Co. Clerk as: CAR DETAIL USA, Recorder of Santa Clara 368 Los Encinos Ct, San Jose CA, 95134, Santa Clara County. This business is owned by an: Individual. The name and Deputy File No. FBN 646445 residence address of the registrant(s) is (are): Helber Rengifo, 368 Los September 21, 28; October 5, 12, 2018 Encinos Ct, San Jose

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

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

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

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

La completa NOP provea una descripción más detallada del proyecto puede ser vista en línea en www.vallevlinkrail.com

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

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

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

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

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

> Correo Electrónico: info@vallevlinkrail.com Correo Postal: Tri-Valley – San Joaquin Valley Regional Rail Authority Attn: Valley Link Project 1362 Rutan Ct #100 Livermore, Ca 94551

ORDER TO SHOW CAUSE FOR CHANGE OF NAME

NO. 18CV334754 Superior Court of California, County of Santa Clara-In the matter of the application of: Noehemi Teodora Rodriguez Mercado. Petitioner(s) Nohemi Teodora Rodriguez Mercado has filed a petition for Change of

Name with the clerk of this court for a decree changing names as follows: a. Nohemi Teodora Rodriguez Mercado to Jose, CA 95113. A copy Nohemi Ruvalcaba Rodriguez. THE COURT ORDERS that all persons interested in this matter appear before this court at the hearing indicated below to show cause, if any, why the petition for change of name circulation, printed in the

should not be granted on 1/22/2019 at 8:45 am. Probate Dept., located at 191 N. First Street, San of the Order to Show cause shall be published at least once a week for four successive weeks prior to the date set for hearing on the petition in El Observador, a newspaper of general

county of Santa Clara. September 19 2018 Rise Jones Pichon Judge of the Superior Court

September 21, 28; October 5, 12, 2018

ORDER TO SHOW CAUSE FOR CHANGE OF NAME NO. 18CV334522 Superior Court of Cali-

SPORT NOTES



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

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



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



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



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



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

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

News from the Elite Taekwondo Academy

rews from the Litte TaekWondo Academy Allison DeCursan repre-ticals during the US Na-senting CPP/M-Team and Elite TaekWondo Academy in Utah where she and her of Livermore capped off the summer with poomsae item, pairs, and individual, of summer, Allison took respectively at the 2018 Galformin TKD Games in Safi dindividual, and individually dout a claiformin TKD Games in Safi dindividuals and individually safi dindividually and individually and individually and individually vanced to US National Team

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Anniversary (continued from page one)

ATTUIVETSATY (continued from page one) the sheriff agreed to end him some view policy, and soon, duct the first press interview, at Sana Rita, received the undying support of publisher Joan Kinney who paid my legal fees and my legal fees the first pressing to a some pressing the some some some pressing to a some pressing to a some pressing to a some some pressing to a some pressing to a some some pressing to a some some pressing to a some pressin

them were responsible for the financial well-being of the pa-per, encouraging me to "keeps unary a word about the dire consequences to the paper's bottom line. When it was time for me to move on in 1975 to other re-porting and writing horizons. I took with me everything at the Independent. Getting the facts right, interviewing all kinds of people about all kinds of through stiftling every to its very essence so the readers will care, and do-ing it all on a deadline. These

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

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

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

The Project improvements will be The Project improvements will be analyzed at a project level of detail based on preliminary engineering and the Program improvements will be analyzed at a programmatic, conceptual level of detail because only conceptual engineering has been completed at this time. been completed at this time. Project improvements would provide rail service from the existing Dublin/Pleasanton BART Station to the planned ACE North Lathrop Station. The alignment would be within 1-580 in Dublin, Pleasanton, within 1-580 in Dublin, Plesanton, and Livermore, then follow the Alameda County Transportation Corridor (former Southern Pacific line) over the Altamont Hills, then along or adjacent to existing rail lines through Tracy to Lattrop. Improvements would include construction of a new connecting platform at the existing Dublin/

Detecting

Levanto Start Station: new platforms, parking, pedestrian facilities, and other improvements at new stations at Isabel, Generville Road, Mountain HouseWest Tracy, Downtoon Tracy, River Islands, and North Lathrop; and upgrades to existing track. Program improvements would provide new platforms, parking, pedestrian facilities, and other improvements at new infil isations at South Front Street, Grant Line Road and Ellis. The full NOP provides a more

The full NOP provides a more detailed description of the project and can be viewed online at www.valleylinkrail.com. POTENTIAL ENVIRONMENTAL

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

Robert Livermore Community Center 4444 East Livermore Avenue Livermore, CA Wednesday, October 3rd from 6:00-8:00 p.m. Open House Tracy City Hall Lobby 333 Civic Center Plaza Tracy, CA

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

Email: info@valleylinkrail.com

Attn: Valley Link Project 1362 Rutan Ct #100 Livermore, CA 94551

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

The Challenge Bigger Than Fake News

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



Joel Breakstone **Stanford University**

Director, History Education Group

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







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

tools served me well as a magazine writer in the 1980s, and are used by me today in my book-writing career. Although 1 never worked for Ben Bradlee at the Wash-ington Post, 1 am grateful to have lived my own Golden dee of Iournalism at the have lived my own Golder Age of Journalism at the Independent

Bruce Henderson is the au-thor of more than 20 books, in-cluding a #1 New York Times bestseller. He can be found on the web at www.BruceHender-conBooke com

meetings will be held on the following: Tuesday October 2nd from 6:00-8:00 p.m. Open House

SCOPING COMMENTS: Written

Mail: Tri-Valley – San Joaquin Valley Regional Rail Authority



Local/State

Brown vetoes later school start time SCHOOLS

SACRAMENTO (AP) — Gov. Jerry Brown vetoed a bill Thursday requiring that California middle and requiring that Cantomia middle and high schools start no earlier than 8:30 a.m., saying the decision of when to start classes should be up to schools not the state. Supporters of the bill cited research that says delaying school start times could result in better grades, attendance and graduation rates.

A study by the American Acad-A study by the American Acad-emy of Pediatrics said insufficient sleep for teens was "an important public health issue that significantly affects the health and safety" of adolescents

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State Assemblyman Anthony Portantino, who carried SB328, cited that study and one by the Centers for Disease Control and Prevention that both suggested schools start at 8:30 "The combination of delayed bed-

both suggested schools start at 8:30 am. or later to help students get the optimal amount of skeep of at least eight hours a night. Middle and high schools in Cali-fornia start their school day on aver-age at 8:07 a.m., according to the CDC study. Critics of the La Canada-Flintridge Democrat's legislation say kids could just go to bed earlier. But it's not so simple, the CDC study said, noting that as adoles-cents go through puberty their bio-

MICHAEL BECK BAND

AT PUMPKIN FAIR

logical rhythms typically shift so they get sleepy later at night. "The combination of delayed bed-times and early school start times results in inadequate sleep for a large portion of the adolescent pop-ulation," said the CDC study. It found the transmission 2000 starts and the start and the transmission of the school start times the school start times at the school start times the school start times at the school start times the school start times at the school start times the school school start times at the school s

found that approximately 70 percent of high-schoolers do not get sufficient sleep. Opponents of the bill don't dispute the research but said school boards should decide how to run their schools, which Brown agreed

"This is a one-size-fits-all school district. approach that is opposed by teach-ers and school boards," Brown said said later start times could also in a statement Thursday, noing that result in unitended costs and con-several schools have already moved to later start times while dhers pre-parents who might have to arrange fer to start the school day earlier. "These are the types of decision on time if dropping their kids at best handled in the local commu-nity." statement Thursday, noting hat in a statement Thursday, noting hat several schools have already more to later start times while others pre-result in unintended costs and con-sequences, particularly for working parents who might have to arrange children or struggle to get to work "These are the types of decision-nity." The California School Boards they needed to pay for additional Association and the California these that fought the legislation. The service ormunuities" needed to pay for additional struggle to local costs, he said. "Opponents had regieved the time changes, he said. "Deponents had regieved the time changes, he said."



with

Network —a classic rock band based in Stockton— is performing Saturday, Oct. 6, from 11 a.m. to 12:30 p.m. on the Main Stage during the 35th annual Sunrise Kiwanis Matecaz Umpkin Fair in downtown Manteca. The Saturday-Sunday, Oct. 6, revent typically draws over 30,000 spectators with more than 150 vendors, entertainment, and other activities. For more information go to mantecapumpkinfair.org or call 800-592-7419.

Sex offenders here illegally want to be deported but California wants to keep them

FRESNO (AP) — At least 30 immigrant men who are living in the United States ille-gally and have sex crime records remain in custody in California despite having completed their sentences and wanting to be deported, a newspaper reported Thursday. The men committed crimes and served their grines neutrosen. But instruct of theirs enhanced

The men committed crimes and served their prison sentences. But instead of being released, a state-mandated mental evaluation of sex offenders put them in Coalinga State Hospital, which houses sexually violent predators, The Fresno Bee reported. Their predicament seems to be nobody's invitation.

Their predicament seems to be nobody s jurisdiction. The Department of State Hospitals says it does not track patients' immigration satus and be released. Federal Immigration and Customs Enforcement says the decision is up to the state. Rudy Kraft, a San Luis Obispo attorney who has been representing sex offenders for nearly 20 years, said California is holding on to the sema because it worrise they would commit sex

20 years, said cantonia is notaning on to the men because it worries they would commit sex offenses in their home countries. Kraft represents Leo Gutierrez, who was transferred to the Coalinga hospital when it opened in 2005.

opened in 2005. "The state government takes the position that if he's deported, we cannot ensure that he's not committing sex offenses in his home country," Kraft staid. "In a sensible system, we would work out a supervision program with the home country and let them decide how to keep an eye on him. But there's no consideration of that."

Gutierrez was convicted in 1998 and released early from prison for good behavior, serving three of six sentenced years. He was sent to Atascadero State Hospital before moving into Coalinga State Hospital, a maximum-security focility.

UNDOCUMENTED

facility. Gutierrez, whose kidneys are failing, said he would like to return to El Salvador, where relatives have offered their organs for trans-

The standard reconstruction of a survey which relatives have offered their organs for trans-plant. "I asked (ICE) why they don't pick me up. They said the hospital says I'm still paying for a crime. But that's not true. I finished my time in 2001," said Outrerz, 49, "I don't know why I did what I did meh, pubric I can't correct it. And all this time, I've been in this place." The state's convicted sex offenders are referred to the Department of State Hospitals within six mounts of their parale to undergo a mental health evaluation to determine if they are sexually violent predators. The I,300 men at Coalinga have been diagnosed a baving a mental disorder and being likely to reoffend, according to the state, which spends S250 million a year to operate the hospital. While California law limits the state's coop-

e hospital. While California law limits the state's coo

while California law limits the state's coop-eration with ICE, it doesn't apply when deal-ing with people convicted of serious or violent felonies, including sexual abuse and crimes endangering children.

Computer outage knocks DMV offices offline **D**MV

SACRAMENTO (AP) -

SACRAMENTO (AP) — More than s third of Califor-nia's Department of Motor Vehicles offices were crip-pled by a computer outage that lasted for several hours Thursday officials said. About 70 of 172 DMV offices were unable to pro-cess driver's license, iden-tification card and vehicle registration matters, agency spokeswoman Jessica Gon-zalez said. Driver tests and vehicle inspections were not affected. She blamed the out-age on a router issue.

affected. She blamed the out-age on a router issue. "We apologize for any inconvenience," Gonzalez wrote in an email. The issue was discovered when offices opende at 7 or 8 a.m., and was resolved by 10:40 a.m., she said. The DMV has been under scrutiny amid a rapid spike in

cords. The computer outage came The computer outage came nearly two years after more than 100 DMV offices were knocked offline for several days, inconveniencing thou-sands of people who were unable to replace stolen licenses or renew vehicle wait times that's left custom wait times that's left custom-ers standing in line for hours, prompting an angry response from some lawmakers. The agency also botched about 23,000 voter registra-tions under a new state law that allows people to update their voter resistration in con-

registrations on the verge of expiring. Officials blamed that outtheir voter registration in con-junction with their driving age on hard drive failures



California makes people ask for straws, sodas with kid meals STRAWS

SACRAMENTO (AP) — If you want a straw with your drink or a sold with a kids meal at a California restaurant, you'll need to ask for them starting next year. Als wigned Thursday by Gov. Jerry Brown makes California the first state to bar full-service restaurants from automatically giving out single-use plastic straws. Another law he approved requires milk or water to be the default drink sold with kids' meals as fast-food and full-service restaurants. Neither law an outright han on straws or sugary drinks in kids' meals. But some Republicans have called the measures gov-ernment overreach by the heavily Demo-cratic state.

cratic state.

California restaurants that don't comply California restaurants that don't comply with the straw law will get two warnings before being fined. Lawmakers changed the legislation to add a \$300 annual fine limit. It will apply only to sit-down restaurants where customers are waited on by restaurant staff, not fast-food establishments. Health inspectors will be responsible for

enforcing the law. Democratic lawmakers who support the policy call it a small step toward reducing

cean pollution. Brown, who has made environme

Impact Report and Scoping Meeting for the Valley Link Project

What: The Tri-Valley – San Joaquin Valley Regional Rail Authority (Authority) intends to prepare an Environmental Impact Report (EIR) consistent with requirements of the california Environmental Quality Act (CEQA). The purpose of the EIR is to evaluate the environmental issues associated with the proposed improvements included in the Valley Link Project (Project). The Authority will serve sath lead agency under CEQA for the EIR.

each agency's statutory responsibilities with regard to the proposed project. We are also requesting interested individuals' or organizations' views on the scope of the envi document and alternatives.

document and alternatives. The Project improvements will be analyzed at a project level of detail based on preliminary engineering and the Program improvements will be analyzed at a programmatic, conceptual level of detail because only conceptual engineering has been completed at this ime. Project improvements would provide rail service from the existing Dublin/Pleasanton BART Station to the planned ACE North Lathrop Station. The alignment would be within 1650 in Dublin, Pleasanton, and Livermore, then follow the Alameda County Transportation Corridor (former Southern Pacific line) over the Altamont Hills, then along or adjacent to existing rail inces through Tracy to Lathrop. Improvements at new stations at Isabel, Genernille Road, Mountain HouseWest Tracy, Downtown Tracy, River Islands, and North Lathrop; parking, pedestrian facilities, and other improvements at new infill stations at South Prott Street, Grant Line Road and Elis.

Is dairy and security, inditegoogan, inditeg

organizations, and individuals an additional opportunity to comment on the scope and content of the EIR. Public scoping meetings will be held on the following:

re Avenue, Livermore, CA

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

Email: info@valleylinkrail.com Amit: Thi-Valley Link Project Mai: Thi-Valley Link Project 1362 Putan Ct #100 Livermore, CA 94551

single-use convenience has led to disastrous consequences," Brown said in a statement. "Plastics, in all forms — straws, bottles, packaging, bags, etc. — are choking the planet." California's law doesn't go as far as those in cities, including San Francisco and Seattle, that ban straws outright. Critics argue California's straw law work significantly improve the environment. Some say restricting straws hurts disabled people who rely on them. And some lawmakers who voted against the measure said it would unfairly punish restaurants, although the restaurant industry didn't oppose the proposal. ingle-use convenience has led to dis

didn't oppose the proposal. The law doesn't address the biggest causes

of plastic ocean pollution, such as fishing nets, and doesn't apply to some of the biggest users of plastic straws: fast-food restau-rants, said Tod Hardin, director of operations and communications for the nonprofit Plastic Oceans International.

"That in some ways makes it a little bit weaker than we would have hoped for, but it's a step toward changing behavior and raising awareness," he said. "It's a move in

Brown, who has made environmentar raising awareness, he said. "It s a move in large amount of plastic dumped in ocean every year that can kill whales and fish and plies. "Plastic has helped advance innovation in our society, but our infatuation with default and advertised on the menu.

Notice of Preparation of an Environmental

The purpose of this Notice of Preparation (NOP) is to notify agencies, organizations, and individuals that the Authority plans to prepare the EIR and to request input on the scope of the environmental analysis to be performed. From public agencies, we are inviting comments on the scope and context of the environmental information that is germane to

The full NOP provides a more detailed description of the project and can be viewed onlir at <u>www.vallevlinkrail.com.</u>

at work/value/unik/alaccom. Potential Environmental Effects: The lead agency has initially determined that the following topics will be included for evaluation in the EIR Assthetics, Agricultural Resources, Arr Quality, Biological Resources, Cultural Resources, Energy, Geology and Solis, Greenhouse Gas Emissions, Hazardoux Materials, Hydrology and Water Quality, Land Use and Planning, Noise and Vibration, Population and Housing, Public Services, Recreation, Safety and Security, Transportation and Traffic, and Utilities and Service Systems. The

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

Scoping Meetings: The Authority will hold public scoping meetings to provide an opportunity for the lead agency to explain the project and to give interested agencies,

Tuesday October 2nd from 6:00-8:00 p.m. Open House Robert Livermore Community Center - 4444 East Livermon Wednesday, October 3rd from 6:00-8:00 p.m. Open House Tracy City Hall Lobby - 333 Civic Center Plaza, Tracy, CA

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togster.com the tri-valley's free classifieds web site

Fogster.com offers FREE postings online and the opportunity for your ad to appear in print to more than 80,000 readers. You can log on to fogster.com 24/7, and your online ad starts immediately. Some ads require payment.

to respond to ads without phone numbers go to **fogster.com**



115 Announcements

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140 Lost & Found

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Lost diamond ring with engraving "Forever" Lost on Bernal Ave, North Side, between Mirador

and Independence Drives Please contact if found, for return and reward.

145 Non-Profits Needs DONATE YOUR CAR, TRUCK OR BOAT TO HERITAGE FOR THE BLIND. FREE 3 Day Vacation Tax Deductible, Free Towing, All Paperwork Taken Care of, Call 1-844-491-2884 (Cal-SCAN)

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serve as the lead agency under CEQA for the EIR.

the environmental document and alternatives.

Grant Line Road and Ellis.





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Legal Notice

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

The Project improvements will be analyzed at a project level of detail based on preliminary engineering and the Program improve-ments will be analyzed at a programmatic, conceptual level of detail because only conceptual engineering has been completed at this time. Project improvements would provide rail service from the existing Dublin/Pleasanton BART Station to the planned ACE

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in the EIR: Aesthetics, Agricultural Resources, Air Quality, Biological Resources, Cultural Resources, Energy, Geology and Soils, Recently dealed by the second second

impact analysis of the impacts of the project in combination with other planned railway projects, transportation improvements, and

and use plans and projects in the various cities along the project corridor. As required by CEOA, the EIR will consider a reasonable range of alternatives in addition to the proposed project.

The Authority is seeking comments from agencies, stakeholders, and the public regarding the environmental effects and potential alternatives to be analyzed in the EIR. Scoping Meetings: The Authority will hold public scoping meetings to provide an opportunity for the lead agency to explain the project and to give interested agencies, organizations, and individuals an additional opportunity for the lead agency to explain the content of the EIR. Public scoping meetings will be held on the following: Tuesday October 2nd from 6:00-8:00 p.m. Open House Robert Livermore Community Center - 4444 East Livermore Avenue, Livermore, CA

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

The full NOP provides a more detailed description of the project and can be viewed online at www.vallevlinkrail.com. Potential Environmental Effects: The lead agency has initially determined that the following topics will be included for evaluation

Jobs

500 Help Wanted

BIOINFORMATICS SCIENTIST Bioinformatics Scientist for Roche Sequencing Solutions, Inc., Pleasanton, CA. Req: PhD in Computational Bio, Bioinformatics, Comp Sci, Electronics or Electrical Engr, or rltd + 2 yrs exp Apply: http://applyroche.com/201808-119504 (Job ID: 201808-119504)

Dental Assistant Willing to train Hellol Wa era family private practice near Downtown Pleasanton looking for additional awesome people to join our dental family We have wonderful patients and take great care of them – with excellent attitude and quality dentistry.

We are always striving to grow, and love what we do! We want someone who is a team player, fun, and hard working.

Dental Assistant - Looking for temporary coverage while one of our current assistants is on leave. Monday-Thursday. Willing to train the right personality. Retail experience is a plus.

If interested, please send your CV and availability.

No phone number in the ad? GO TO FOGSTER.COM for contact information



604 Adult Care Offered

A PLACE FOR MOM The nation's largest senior living referral service. Contact our trusted,local experts today! Our service is FREE/no obligation. CALL 1-855-467-6487. (Cal-SCAN)

624 Financial

ARE YOU BEHIND \$10k OR MORE ON YOUR TAXES? Stop wage & bank levies, liens & audits, unfiled tax returns, payroll issues, & resolve tax deb FAST. Call 855-970-2032. (Cal-SCAN)

CarsCoviv) Unable to work due to injury or illness? Call Bill Gordon & Assoc, Social Security Disability Attorneys IREE Evaluation. Local Attorneys Nationwide 1-844-879-3267. Mail: 2420 N S tNW, Washington DC. Office: Broward Co. FL (TX/NM Bar.) (Cal-SCAN)

645 Office/Home **Business Services**

BRIAN WARD PAINTING INTERIOR/EXTERIOR.Kitchen Cabinets,S/rock & Texture repair,Deck Restoration, Small jobs OK, LIC 731462.925 323 7833.

Home **Services**

707 Cable/Satellite

DIRECTV SELECT PACKAGE! Over 150 Channels, ONLY \$35/month (for 12 mos.) Order Now! Get a \$100 AT&T Visa Rewa . ards trictions apply) CALL 1-866-49-0619 (Cal-SCAN)

757 Handyman/Repairs

Water Damage to Your Home? Call for a quote for professional cleanup & Set an appt.

maintain the value of your home! Set a today! Call 1-855-401-7069 (Cal-SCAN)

783 Plumbing

DCC Plumbing Drain & sewer experts, emergancy plumbing repair, drain and sewer cleaning, hydro-jets repair, orain and sewer cleaning, hydro-yets cleaning, sewer camera inspection, sewer repair & replacement, water leaks repair, water, gas & sewer repair, water heater, garbage disposer, faucet, toilet installation. Tel: 510-379-8889. 925-888-9678. E-mail: dcc828@yahoo.com.



805 Homes for Rent

Pleasanton, 3 BR/1 BA Downtown Pleasanton. Right across street from AVHS. Cute home. Rare opportunity to live within walking distance of downtown. Non smoking. No pets plz. Call 408 499 5203. Available early



995 Fictitious Name Statement

HORIZON DAY PROGRAM BEACON DAY PROGRAM

FICTITIOUS BUSINESS NAME STATEMENT FICTITIOUS BUSINESS NAME STATEMENT File No.: 548781-548782 The following person(s) doing business as: 1.) Horizon Day Program, 2.) Beacon Day Program, located at 1106 West Lagoon Rd., Pleasanton, CA



94566, Alameda County , is hereby registered by the following owner(s): EDEA CARE INTEGRITY CORPORATION, 1106 West Lagoon Rd., Pleasanton, CA 94566, California. This business is conducted by a Corporation Registrant has not yet begun to transact business under the fictitious business name(s) listed herein. Signature of the registrant: Elinore Ramas, Chief Financial Officer. This statement was filed with the County Clerk of Alameda on August 27. 2018

(Pleasanton Weekly, Sept. 7, 14, 21, 28, 2018) BRUSH & BLOW FICTITIOUS BUSINESS NAME STATEMENT File No.: 548802

The No.: 548802. The following person(s) doing business as Bruch Blow, located at 55 W. Angela St., Pleasanton, CA 94566, Alameda County, is hereby registered by the following owner(s): BNUSH & BLOW LLC., S5 W. Angela St., Pleasanton, CA 94566, CA. This business is conducted by a Limited Liability Company, Registrant has not yet begun to transact business under the ficilitous business nam(e) listed herein. Signature of the registrant: banieliB ButkiewiZ, memberz. This statement was filed with the County Clerk of Alameda on August 27, 2018. (Pleasanton Weekly, Sept. 7, 14, 21, 28, 2018). METRO TOWING

(Pleasanton Weekly, sept. 7, 14, 21, 28, 2018) METRO TOWING FICTTIOUS BUSINESS NAME STATEMENT File No.548831 The following person(s) doing business as: Metro Towing, located at 7063 Commerce Circle, Pleasanton, CA 94588, Alameda County is hereby registered by the following owner(s): QAIS FAIZI, 609 S. Tradition St., Tracy, CA 95304. This business is conducted by an Individual Registrant began transacting business under the fictitious SIGNATURE OF REGISTRANT: QAIS FAIZI, OWNER. his statement was filed with the County Clerk This statement was filed with the County Clerk of Alameda on August 27, 2018. (Pleasanton Weekly, Sept. 14, 21, 28, & Oct. 5 2018).

PARK PROPERTIES FICTITIOUS BUSINESS NAME STATEMENT

FICTITIOUS BUSINESS NAME STATEMENT FIL No: 548568 The following person(s) doing business as: Park Properties, 648 Division Street, Pleasanton, CA 94566, Alameda County, is hereby registered by the following owner(s): Yvette S. Helmers, 648 Division St., Pleasanton, CA 94566; George E. Helmers, 648 Division Street, Pleasanton, CA 94566, This business is conducted by Park Properties, a Married Couple. Registrant has not yet begun to transact business under the fictitious business name(s) listed herein. Signature of registrant Yvette S. Helmers, Manager. This statement was filed with the County Clerk of Alameda an August 21, 2018 County Clerk of Alameda on August 21, 2018 (Pleasanton Weekly, September 14, 21, 28,

997 All Other Legals

ORDER TO SHOW CAUSE FOR CHANGE OF NAME SUPERIOR COURT OF THE STATE OF CALIFORNIA FOR THE COUNTY OF ALAMEDA Case No.: RG18919084 TO ALL INTERESTED PERSONS:

Case No: Ro18919084 TO ALL INTERSTEIP PERSONS: Petitioner: ALEXANDER RAHMAT USHER filed a petition with this court for a decree changing names as follows: ALEXANDER RAHMAT USHER to ALEXANDER RAHMAT ZANDIAN. THE COURT ONDERS' that all persons interested in this matter appear before this court at the hearing indicated below to show cause, if any, why the petition for change of name should not be granted. Any person objecting to the name changes described above must file a written objection that includes the reasons for the objection at least two court days before the name changes described above must file a written objection that includes the reasons for the objection at least two court days before the natter is scheduled to be heard and must appear at the hearing to show cause why the petition is timely filed, the court may grant the petition is timely filed, do the Superior Court of California, am, Dept: 24 of the Superior Court of california,

NOTICE OF HEARING: October 12, 2018, 11:30 am, Dept: 24 of the Superior Court of California, County of Alameda, located at 1221 Dak Street, 3rd, FL, Oakland, CA 94612. A copy of this ORDER TO SHOW CAUSE shall be published at least once each week for four successive weeks prior to the date set for hearing on the petition in the following newspaper of general circulation, printed in this county: PLEASANTON WEEKLY Date: August 31, 2018 /s/

JUDGE OF THE SUPERIOR COURT (PLW Sept. 7, 14, 21, 28, 2018

For assistance with your legal advertising needs Call (925) 600-0840 Or e-mail: gchannell@ pleasantonweekly.com

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Email: info@vallevlinkrail.com

1362 Butan Ct #100

Livermore, CA 94551

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

Tri-Valley – San Joaquin Valley Regional Rail Authority Attn: Valley Link Project

Mail:



Mon-Thurs 9-5

D6 Friday, September 21, 2018	The Record				
Legal Notices 9310	Legal Notices 9310	Legal Notices 9310	Legal Notices 9310	Legal Notices 9310	Legal Notices 9310
Lien Sale Notice 17157. J And B Body And Paint Inc 2200 Country Club Bind Stockton, Ca. 95204 Will sell at public sale on 10/4/2018 at 10:00 AM the following proper- ty; 2009 TOYOTA HIGHLANDER Vin# JTEEW44A592031126 Lic# 5JCA170	NOTICE INVITING BIDS The City of Stockton, California, will re- ceive sealed bids until Thursday. October	STATEMENT OF ABANDONMENT OF USE OF FICTITIOUS BUSINESS NAME Doc. No. 2018-091352	FICTITIOUS BUSINESS NAME STATEMENT DOC. NO. 2018-101027	FICTITIOUS BUSINESS NAME STATEMENT DOC. NO. 2018-086433	FICTITIOUS BUSINESS NAME STATEMENT DOC. NO. 2018-100934
10/4/2018 at 10:00 AM the following proper- ty; 2009 TOYOTA HIGHLANDER Vin# JTEEW44A592031126 Lic# 6JCA170 9/21/18	 2018, 2:00 p.m., for the Della St. Sanita- ry Sever Rehabilitation in accordance with the plans and specifications for Project No. M17025 Each bid submitted for this project 	The person(s) listed below have abandoned the use of the following fictitious business name(s): Ripon Cafe', 150 N. Wilma Ave. #10. Ripon. CA 95366	The following person(s) is/are doing busi- ness as: So Exposed Records, 2323 Pacif- is Ava Shortker CA 05201	The following person(s) is/are doing busi- ness as: Zonic Nation Entertainment, 4717 White Forge Drive, Stockton, CA	The following person(s) Is/are doing busi- ness as: Fork It, 2535 Pacific Ave. Suite A, Stockton, CA 95204 IV Self Made LLC 7555 Pacific Ave. Building 155 Stockton, CA 95207 California
0/21/18 CNS-3174769# THE RECORD #1128008 FICTITIOUS BUSINESS	shall be on the official bid form obtained from the City of Stockton web site at www.stocktonca.gov/pwbid, and must con- form to the requirements of the official bid	The person(s) listed below have abandoned the user of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the de in San Joseph County on 01/28/2014 and the solution County on 01/28/2014 and the solution of the	Teddy Rene Southern Meryl Beth Southern Brianna Danielle Southern 2323 Pacific Ave	Walters Enterprises, Incorporated 668 Queensland Circle	7555 Pacific Ave. Building 155 Stockton, CA 95207 California This business is conducted by: a limited lia-
The Income Tricous Business NAME STATEMENT DOC. NO. 2018-086431 The following person(s) is/are doing busi-	No line arms also also a many and a second a second and a second a second and a second and a second and a second a seco	This Business is conducted by an individual	The diversity is a second seco	Stockton, CA 95206 California This business is conducted by: a corpora- tion. The registrant(s) commenced to trans- act business under the fictilious business name or names listed above on: NA TANNEH KOAYEN, Secretary Filed: August 3, 2018	billy company. The registrant(s) com- menced to transact business under the ticti- tious business name or names listed above
The following person(s) is/are doing busi- ness as: Tanneh, Tarloh & Chris Interna- tional Market, 668 Queensland Circle, Stockton, CA 95206 Walters Enterprises, Incorporated 668 Queensland Circle Stockton, CA 95206	The Balance of Contraction of the Second Sec	STEVE J. BESTOLARIDES San Joaquin Recorder-County Clerk	or names listed above on: N/A TEDDY RENE SOUTHERN Filed: September 10, 2018		on: N/A ISAAC VICTORIA, CEO Filed: September 10, 2018 Steve J. Bestolarides Countly of San Joaquin Recorder-Countly Clark
668 Queensland Circle Stockton, CA 95206 California This business is conducted by: a corpora-	The City of Stockton encourages local Stockton firms to bid this project and the City encourages bidders to use local Stock-	#1127048 Legal Notices 9310	Ecounty of San Joaquin Recorder-County Clerk	County of San Joaquin Recorder-County Clerk	
California This business is conducted by: a corpora- tion. The registrant(s) commenced to trans- act business under the fictitious business name or names ilsted above or: N/A TANNEH KOAYEN, Secretary Filed: August 3, 2018 Steve J. Bestolarides	the Local Business Preference Ordinance applies to this project. This project is sub- ject to the requirements of the City's Local		FICTITIOUS BUSINESS NAME STATEMENT DOC. NO. 2018-088965	NOTICE OF PETITION TO	FICTITIOUS BUSINESS NAME STATEMENT DOC. NO. 2018-086435
Filed: August 3, 2018 Steve J. Bestolarides County of San Joaquin Recorder-County Clerk	Employment Ordinance. Please see the website noted above for further information. Pursuant to the implementation of the Community Workforce and Training Agree-	163-570-11 Property Address: 2261 HOUS- TON AVENUE STOCKTON , CA 95206 NOTICE OF TRUSTEE'S SALE YOU ARE	DOC: NO. 2014/063969 The following person(s) Islane doing busi- ness as: FryGuy Entertainment, 10739 Do- ver Dr., Stockton, CA 95209 William Socit Fry William Jacob Fry Elilot Thomas Fry 10739 Dover Dr.	ADMINISTER ESTATE OF Thomas Walter Linn Decedent	The following person(s) is/are doing busi- ness as: Walters Residential Home Care 2, 4717 White Forge Drive, Stockton, CA
#1127050	ment (CWTA) adopted by the City Council on July 26, 2016, the successful bidder shall be required to comply with the provisions of CWTA. All bidders shall be licensed under	DATED 08/19/2002. UNLESS YOU TAKE ACTION TO PROTECT YOUR PROPER- TY, IT MAY BE SOLD AT A PUBLIC SALE.	William Scott Fry William Jacob Fry Elitot Thomas Fry 10739 Dover Dr. Stockton, CA 95209 This business is conducted by: a general partnership The registrant(s) commenced to transact	Case No. STK-PR-EST-2018-991 To all heirs, beneficiaries, creditors, contingent creditors and persons who may otherwise be interested in the will or estate, or both, of Thomas	95212 Walters Enterprises, Incorporated 658 Queensland Circle Stockton, CA 95206 California
Legal Notices 9310	the provisions of Chapter 9, Division 3 of the Business and Professions Code of the State of California. The Contractor shall pos- sess a valid Class "A" license at the time	ATURE OF THE PROCEEDING AGAINST YOU, YOU SHOULD CONTACT A LAWYER. On 10/05/2018 at 09:00 A.M.,	Stockton, CA 95209 This business is conducted by: a general partnership The registrant(s) commenced to transact	may otherwise be interested in the will or estate, or both, of Thomas Walter Linn A Petition for Probate has been filed	California This business is conducted by: a corpora- tion. The registrant(s) commerced to trans- act business under the fictitious business name or names listed above on: 08/30/2017 TANNEH KOAYEN, Secretary
NOTICE OF INITIATION OF FORFEITURE PROCEEDINGS Pursuant to Health & Safety Code § 11470 et seq. To: YAN QUN NANCY ZHENG	the bid is submitted and retain the license through the duration of the project. Failure to possess the specified license shall ren- der the bid as non-concention. The success-	duly appointed Trustee under and pursuant to Deed of Trust recorded 08/29/2002, as Instrument No. 2002-148446, in book	The registrant(s) commenced to transact business under the fictitious business name or names listed above on: N/A WILLIAM SCOTT FRY Filed: August 10, 2018	by Vernonne Sloan in the Superior Court of California, County of San Joaquin.	Filed: August 3, 2018 Steve J. Bestolarides
8091 BUCKS HARBOR WAY SACRAMENTO, CA 95828	ful Contractor shall obtain a City of Stockton business license prior to contract execution and retain the license through the duration	page, , of Official Records in the office of the County Recorder of SAN JOAQUIN County, State of California. Executed by: JANICE L BELMESSIERI. AN UNMAR-	WILLIAM SCOTT FRY Filed: August 10, 2018 County of San Joaquin Recorder-County Clerk	The Petition for Probate requests that Vernonne Sloan be appointed as personal representative to administer	County of San Joaquin Recorder-County Clerk #1127054
And To: HUI LING ZHU 1679 77th STREET BROOKLYN, NY 11214	Each sealed bid shall be marked "BID" and shall indicate the project name, num- ber, and bid opening date, and shall be	RIED WOMAN, WILL SELL AT PUBLIC AUCTION TO HIGHEST BIDDER FOR CASH, CASHIER'S CHECK/CASH EQUIV- ALENT or other form of payment author-	Legal Notices 9315	The Petition for Probate requests that Vernome Skan be appointed as that vernome Skan be appointed as the estate of the decedent. The Petition requests authority to ad- the estate of the decedent. Act. (This authority will allow the per- sonal representative to take many ac- val. Before taking certain very impor- tant actions, however, the personal noise to interested persons unless	Legal Notices 9310
And	Clerk, City Hall, 425 N. El Dorado St., Stock- ton, CA 95202, so that the bid is received by the City at or before the hour stated.	ized by 2924h(b), (Payable at time of sale in lawful money of the United States). At the East Weber Avenue entrance to the San Joanuin County Courthouse. 222 East Web-	NOTICE OF PETITION TO ADMINISTER ESTATE OF LLOYD VIRGIL MCKAY	Act. (This authority will allow the per- sonal representative to take many ac- tions without obtaining court appro-	NOTICE OF INITIATION OF FORFEITURE PROCEEDINGS Pursuant to Health & Safety Code § 11470 et seq.
ALL INTERESTED PARTIES Notice is hereby given that a petition for the forfeiture of certain specified property in the	examined and declared by the City Clerk. Bidders and the public are invited to be present at the declaration of said bids. A bid	er Avenue, Stockton, CA 95202 All right, ti- tie and interest conveyed to and now held by it under said Deed of Trust in the proper- ty situated in said County and State descri-	LLOYD VIHGIL MCKAY Case No. STK-PR-EST-2018-645 To all heirs, beneficiaries, creditors, contingent creditors, and persons who may otherwise be interested in the dil McKay A DETITION FOR PROBATE has been filled by Pamela June Valker in	val. Before taking certain very impor- tant actions, however, the personal representative will be required to give	To: BARRY ALBERT 7016 Short Oak Way Shingle Springs, CA 95682
amount of ONE HUNDRED THIRTEEN THOUSAND EIGHT HUNDRED FIFTEEN DOLLARS AND TWO CENTS IN U.S. CUR- BENCY (\$113,815,02), seizeri on Anril 28	received after the specified time shall not be accepted and will be returned to the bidder. Bidders are hereby notified that the suc- cessful bidder and any subcontractor under	bed as: AS MORE FULLY DESCRIBED IN THE ABOVE MENTIONED DEED OF TRUST APN# 163-570-11 The street ad-	who may otherwise be interested in the will or estate, or both, of LLOYD VIRGIL MCKAY	notice to interested persons unless they have waived notice or consented to the proposed action.) The inde- pendent administration authority will be granted unless an interested per- son files an objection to the petition	And ALL INTERESTED PARTIES
Notice is hereby given that a petition for the forfeiture of certain specified property in the amount of ONE HUNDRED FIFTEEN DOLLARS AND TWO CENTS IN U.S. CLIB- DOLLARS AND TWO CENTS IN U.S. CLIB- DOLLARS AND TWO CENTS AND A CONTROL AND	them shall pay prevailing wage rates in ac- cordance with the State of California Depart- ment of Industrial Relations. A contract will be awarded to the lowest responsible bid-	any, of the real property described above is purported to bi: 2261 HOUSTON AVENUE STOCKTON, CA 95206 The undersigned	been filed by Pamela June Valker in the Superior Court of California, Coun- ty of SAN JOAQUIN. THE PETITION FOR PROBATE re -	pendent administration authority will be granted unless an interested per- son files an objection to the petition and objection to the petition	Notice is hereby given that a petition for the forfeiture of certain specified property in the amount of TWENTY EIGHT THOUSEND
Any interested party may file a claim with the Superior Court stating the nature and ex- tent of his or court stating the nature and ex- erty. The claim must be verified and filed date of receipt of this notice or within 30 days from the last publication of this notice.	der as defined in the Stockton Municipal Code; provided, however, that the City Council reserves the right to reject any and all bide and to re-achieve for bide or to pro-	rectness of the street address and other common designation, if any, shown herein. Said sale will be made, but without cove-	quests that Pameia June valker be ap-	and shows good cause why the court should not grant the authority. A hearing on the petition will be held in this court as follows: October 17, 2018, at 8:30 a.m. in Su- perior Court, Dept. 11A, 180 E. Weber	Notice is hereby given that a petition for the torfeiture of contain specified property in the torfeiture of contain specified property in the NNE HUNDED ONE DOLLARS IN U.S. CURRENCY (\$28,901.00), pursuant to Cali- tomia Health & Satety Code § 11470 et seq. has been like in the Superior Court of San Joaquen Courty.
erty. The Claim must be ventiled and tiled with the Court Clerk within 30 days from the date of receipt of this notice or within 30 days from the last publication of this notice.	vide for the work to be done by the City of Stockton. The successful bidder shall be required	nant or warranty, expressed or implied, re- garding title, possession, or encumbran- ces, to pay the remaining principal sum of the note(s) secured by said Deed of Trust,	administer the estate of the decedent. THE PETITION requests the dece- dent's lost will and codicils, if any, be	October 17, 2018, at 8:30 a.m. in Su- perior Court, Dept. 11A, 180 E. Weber Ave., Stockton, CA. 95202	San Joaquin County. Any interested party may file a claim with
Address of the Court: Superior Court, San Joaquin County 180 E. Weber Avenue Room 200 Stockton, California 95202	Stockton. The successful bidder shall be required to furnish a Labor and Material Bond and a Faithful Performance Bond, each in the sum of one hundred percent (100%) of the con- tract price. Said bonds shall be furnished by a company authorized to issue sureful bonds in the State of California. On official	with interest thereon, as provided in said note(s), advances, under the terms of said Deed of Trust, fees, charges and expenses of the Trustee and of the trusts created by	pointed as personal representative to administer the estate of the decedent. THE PETITION requests the dece- dent's lost will and codicils, if any, be admitted to probate. Copies of the lost will and any codicils are available for examination in the file kept by the court	If you object to the granting of the pe- tition, you should appear at the hear- ing and state your objections or file written objections with the source to	Any interested party may file a claim with the Supprior Court stating the nature and ex- tent of his or her claimed interest in the prop- erty. The claim must be verified and filed eth. The claim must be verified and filed date of neopil of this notice of within 30 days from the last publication of this notice.
Stockton, California 95202 An endorsed copy of the claim must also be served on the District Attorney's Office at 222 E. Weber Avenue, Room 101, Stockton, California 95202.	bonds in the State of California. On official forms furnished by City, said bonds shall be executed by the surety and contractor be-	said Deed of Trust. The total amount of the unpaid balance of the obligation secured by the property to be sold and reasonable esti- mated costs, expenses and advances at	THE PETITION requests authority to administer the estate under the In- dependent Administration of Estates	may be in person or by your attorney. If you are a creditor or a contra	days from the last publication of this notice. Address of the Court:
222 E. Weber Avenue, Room 101, Stockton, California 95202. Where a contested bearing is held a claim	bonds in the State of California. On official forms furnished by City, said bonds shall be executed by the surely and contractor be- fore or concurrently with the signing of the please contact Arbid Mohammad, (209) 337-7903, or email ahbid.mohammad@ stocktonca.gov.	the time of the initial publication of the No- tice of Sale is \$154,218.86. The beneficiary under said Deed of Trust has deposited all documents evidencing the advantage.	Act. (This authority will allow the per- sonal representative to take many ac- tions without obtaining court appro-	gent creditor of the decedent, you must file your claim with the court and mail a copy to the personal represen-	Address of the Court: Superior Court, San Joaquin County 180 E. Weber Avenue Room 200 Stockton, California 95202
Califorms BSDD: Where a contextuct hearing is held, a claim- ant with standard that its highlight to physics of the subposes powers of the court and to over helds. Subpose of the court and to over helds, submit evidence to the physics of the subposes and subst. and the right short the sub-the substantiant of the sub- over helds, submit evidence to the right so held and the substantiant of the sub- stantiant of the substantiant of the sub- stantiant of the substantiant of the sub- stantiant of the substantiant of the sub- reger held is being the substantiant of the substantiant of the substantiant of the sub- stantiant of the substantiant of the sub- tion of the substantiant of the substantiant of the substantiant of the substantiant of the sub- tion of the substantiant of the	CHRISTIAN CLEGG DEPUTY CITY MANAGER/INTERIM CITY CLERK, CITY OF STOCKTON	TGG No. TOOTTOT TE NO. TO THE TO	examination in the file kept by the control of the state of the state of the state to administer the estate under the in- dependent Administration of Estates sonal representative to take many ac- tions without obtaining court appro- via Badron Jaking court, met period to a strate will be required to give notice to interested periodes unless to the periodes aution. The inde-	perior Court, Dept. 11A, 180 E. Weber Ave. Stocktor, CA 59502 If you objectio the granting of the pe- ming and state your objections or file written objections with the court be- may be in person of the decelent, you get or cetifor of the decelent, you mail a copy to the personal represen- table appoint of the decelent, you mail a copy to the personal represen- table appointed by the court within the later of either (1) flour months thes to a general personal representa-	An endorsed copy of the claim must also be served on the District Attorney's Office at 222 E. Weber Avenue, Room 101, Stockton, California 95202.
own behalf, submit evidence showing the le- gitimacy of the selzed assets, and the right to cross examine the petitioner's witnesses.	#1128077 9/21, 10/1, 2018	ten Notice of Default and Election to Sell to be executed. The undersigned caused said Notice of Default and Election to Sell to be recorded in the County where the real prop-	notice to interested persons unless they have waived notice or consented to the proposed action.) The inde- pendent administration authority will be granted unless an interested per-	tive, as defined in section 58(b) of the California Probate Code, or (2) 60	Where a contested hearing is held, a claim- ant with standing has the following rights, which include but are not limited to it he use of the subpoena powers of the court and to order witnesses to attend, testity on one's
Since this is a civil action, a claimant with standing has also the right to represent him- self or herself or hire his or her own attor- ney. There is no right to an appointed coun-	NOTICE OF TRUSTEE'S SALE TS No. CA-17-766853-JP Order No.: 17-0002725- 01 YOU ARE IN DEFAULT UNDER A	erty is located. NOTICE TO POTENTIAL BIDDERS: If you are considering bidding on this property lien, you should understand that there are risks involved in bidding at a	son files an objection to the petition	days from the date of mailing or per- sonal delivery to you of a notice un- der section 9052 of the California Pro- bate Code Other Celifornia stat-	of the subpoena powers of the court and to order witnesses to attend, testify on one's own behalf, submit evidence showing the le-
sel in this case. If no claim is properly filed within the time allowed, the petitioner will move to have the property ordered forfeited to the State, to be disposed of according to	DEED OF TRUST DATED 12/26/2006. UN- LESS YOU TAKE ACTION TO PROTECT YOUR PROPERTY, IT MAY BE SOLD AT A PUBLIC SALE. IF YOU NEED AN EX-	Pand have also "received in closedys of a time, not on the property listed. Facility to the second	All should not grant the authority. A HEARING on the petition will be held on Nov. 7, 2018 at 8:30 AM in Dept. No. 11A located at 180 E WEB- ER AVE 4TH FLOOR, Stockton CA	cays from the date of maining or per- sonal delivery to you of a notice un- der section 9052 of the California Pro- bate Code. Other California stat- utes and legal authority may affect your rights as a creditor. You may want to consult with an attorney	order subhosize Dowlined, tuský on obně om behál, subhosize I ovéhovat (1, stořy on obně glimacy of the satzad assette, and the right Since The is a ovid action, a clasmar with standing has alko the right for represent him- teries and the right or any potential con- nection of the satzad assette and the right standing has alko the right for represent him- teries and the right to any potential con- nection of the tangent of the right of the potential content of the righ
	PLANATION OF THE NATURE OF THE PROCEEDING AGAINST YOU, YOU SHOULD CONTACT A LAWYER. A public auction sale to the highest bidder for cash.	ership of the property. You should also be aware that the lien being auctioned off may be a junior lien. If you are the highest bidder at the auction, you are or may be responsi-		want to consult with an attorney knowledgeable in California law, by the court, if you are a person inferes- ted in the estable, you may life with the court a <i>Reguest for Special Notice</i> toy and appresial of estate assets or of any petition or account as provided in Probate Code section 1250. A <i>Re- quest for Special Notice</i> form is avail- Attorney for petitioner - sudy A. Lovett,	self or herself or hire his or her own attor- ney. There is no right to an appointed coun- sel in this case. If no claim is properly filed within the time allowed, the petitioner will
Namé, Maling Addréss and Leisphone Num- ber of Petitione's Attorney. TORI VERBER SALAZAR DISTRIECT ATTORNEY Kevin A. Holks, Deputy District Attorney P.O. Box 990 Stockton, Calfornia 95201 (209) 468-2400	cashier's check drawn on a state or national bank, check drawn by state or federal credit union, or a check drawn by a state or feder- al savinos and loan association or savinns	ble for paying off all liens senior to the lien being auctioned off, before you can receive clear title to the property. You are encour- need to investigate the avistence priority.	the petition, you should appear at the hearing and state your objections or file written objections with the court	ted in the estate, you may hie with the court a Reguest for Special Notice (form DE-154) of the filing of an inven-	move to have the property ordered forfelted to the State, to be disposed of according to law.
Stockton, California 95201 (209) 468-2400 #1127253 9/7, 14, 21, 2018	association, or savings bank specified in Section 5102 to the Financial Code and au- thorized to do business in this state, will be	and size of outstanding liens that may exist on this property by contacting the county re- corder's office or a title insurance compa-	before the hearing. Your appearance may be in person or by your attorney. IF YOU ARE A CREDITOR or a	of any petition or account as provided in Probate Code section 1250. A Re- quest for Special Notice form is avail-	Name, Mailing Address and Telephone Num- ber of Petitoner's Attomey: TORI VERBER SALAZAR DISTRICT ATTORNEY Kovin A, Hicks, Deputy District Attorney PCO, Box 990 (2011)
	be made, but without covenant or warranty, expressed or implied, regarding title, pos- session, or encumbrances, to pay the re-	ny, either of which may charge you a tee for this information. If you consult either of these resources, you should be aware that the same lender may hold more than one	contingent creditor of the decedent, you must file your claim with the court and mail a copy to the personal repre-	able from the court clerk. Attorney for petitioner: Judy A. Lovett, 5250 Claremont Ave. #226, Stockton,	Kevin A. Hicks, Deputy District Attorney P.O. Box 990 Stockton, California 95201 (209) 468-2400
APN: 090-390-26 TS No: CA05000035-18- 1 TO No: 8726929 NOTICE OF TRUST- EE'S SALE (The above statement is made	cured by the Deed of Trust, with interest and late charges thereon, as provided in the note(s), advances, under the terms of	norticage or deed of trust on the property. NOTICE TO PROPERTY OWNER: The sale date shown on this notice of sale may be postponed one or more times by the	IF YOU OBJECT to the graning of the petition, you should appear at the other petition, you should appear at the other the heating. Your appearance the written objections with the court before the heating. Your appearance or NUL ARE A OREDITOR or a contingent creditor of the decedent, you must like your claim with the court sentative appointed by the court within in the later of ether (1) four months sentative appointed by the court within in the later of ether (1) four months ters to a general personal representa	#1127193 9/7, 14, 21, 2018	#1127452 9/7, 14, 21, 2018
Logal Notices 9310 PAF: Go. 3005 15 No. CA4000005 10 11 Disk crypters by Chick or Hards 12 Disk crypters by Chick or Hards 13 Disk crypters by Chick or Hards 14 Disk cry	HOTCE OF THUSTEES ALL IS NOT THE ALL	The optimizer particular bary hard more lifetime of the second se	ters to a general personal representa- tive, as defined in section 58(b) of the California Probate Code, or (2) 60 days from the date of mailing or per-	NOTICE OF IM FORFEITURE P Pursuant to Health & Saf To: MINH HOANG LE To: LC	ROCEEDINGS ety Code § 11470 et seq.
DER A DEED OF TRUST DATED Septem- ber 14, 2009. UNLESS YOU TAKE AC- TION TO PROTECT YOUR PROPERTY.	bly estimated to be set forth below. The amount may be greater on the day of sale. BENEFICIARY MAY ELECT TO BID LESS THAN THE TOTAL AMOUNT DUE.	made available to you and to the public, as a courtesy to those not present at the sale. If you wish to learn whether your sale date has been postponed, and if apolicable, the	sonal delivery to you of a notice un- der section 9052 of the California Pro- bate Code. Other California statutes and legal	AND ALL INTERESTED PARTIES	IS HUI 33 HONEYBROOK ST. OCKTON, CA 95209
YOU NEED AN EXPLANATION OF THE NATURE OF THE PROCEEDINGS AGAINST YOU, YOU SHOULD CONTACT	Trustor(s): Simeon C Alfaro and Rosema- ry P. Alfaro, husband and wife, as joint tenants Recorded: 3/1/2007 as Instrument No. 2007-044324 of Official Records in the	rescheduled time and date for the sale of this property, you may call (916)939-0772 or visit this Internet Web http://search.pationwideposting.com/propert	Other California statutes and legal authority may affect your rights as a creditor. You may want to consult with an attorney knowledgeable in Califor- nic low	AND ALL INTERESTED PARTIES Notice is hereby given that a petition for the amount of THIRTY FIVE THOUSAND FOUR (\$35,400.00), seized on May 3, 2018, pursuan seq., has been filed in the Superior Court of Sa	forfeiture of certain specified property in the HUNDRED DOLLARS IN U.S. CURRENCY
A LAWYER. On October 4, 2018 at 09:00 AM, East Weber Avenue Entrance, San Joa- quin County Courthouse, 222 E. Weber Ave- nue, Stockton, CA 95202, MTC Financial	office of the Recorder of SAN JOAQUIN County, California; Date of Sale: 10/1/2018 at 9:00 AM Place of Sale: At the East Web- er Avenue entrance to the San Joaquin	ySearchTerms.aspx, using the file number assigned to this case CA1700280906 Infor- mation about postponements that are very		(\$35,400.00), seized on May 3, 2018, pursuan seq., has been filed in the Superior Court of Sa Any interested party may file a claim with the 3	t to California Health & Safety Code § 11470 et n Joaquin County. Superior Court stating the nature and extent of
Inc. dba Trustee Corps, as the duly Appoint- ed Trustee, under and pursuant to the pow- er of sale contained in that certain Deed of Trust recorded on December 31, 2009 as In-	County Courthouse, located at 222 East Weber Avenue, Stockton, CA 95202 Amount of unpaid balance and other charg-	to the scheduled sale may not immediately be reflected in the telephone information or on the Internet Web site. The best way to	YOU MAY EXAMINE the file kept by the court. If you are a person inter- tible out in the provide the person inter- tible court a Request for Special Notice (form DE-154) of the filing of an inventory and appraisal of estate as- sets or of any pelition or account as a sets or of any pelition or account as table from the count of the person in available from the court clerk. Attorney for petitioner: SBM S15001	Any interested party may file a claim with the 3 his or her claimed interest in the property. The Clerk within 30 days from the date of receipt publication of this notice.	claim must be verified and filed with the Court of this notice or within 30 days from the last
strument No. 2009-185522, of official re- cords in the Office of the Recorder of San Joaquin County, California, executed by KRISTINE I RAKER SURVIVING JOINT	dross is: 441 S AIRPORT WAY, STOCK- TON, CA 95205 Assessor's Parcel No.: 151-272-09 NOTICE TO POTENTIAL BID-	tend the scheduled sale. If the sale is set aside for any reason, the Purchaser at the sale shall be entitled only to a return of the	inventory and appraisal of estate as- sets or of any petition or account as provided in Probate Code section	Address of the Court: Superior Court, San Jo 180 E. Weber Avenue Stockton, California 95	
TENANT OF DONALD D BAKER, SR. WHO DIED ON 02/04/02, as Trustor(s), in favor of BANK OF AMERICA, N.A. as Bene- ficiary, WILL SELL AT PUBLIC AUCTION	this property lien, you should understand that there are risks involved in bidding at a trustee auction. You will be bidding on a	beposit paid. The Purchaser shall have no further recourse against the Mortgagor, the Mortgagee or the Mortgagee's attorney. Date: First American Title Insurance Compa-	1250. A Request for Special Notice form is available from the court clerk. Attorney for petitioner:	An endorsed copy of the claim must also be si Weber Avenue, Room 101, Stockton, California Where a contented bearing is held a claimant i	arved on the District Attorney's Office at 222 E. 195202.
TO THE HIGHEST BIDDER, in lawful mon- ey of the United States, all payable at the time of sale, that certain property situated in mind devices the state of the sale of the sale of the sale.	highest bid at a trustee auction does not au- tomatically entitle you to free and clear own- ership of the property. You should also be	ny 4795 Regent Bivd, Mail Code 1011-F Irv- ing, TX 75063 First American Title Insur- ance Company MAY BE ACTING AS A DEBT COLLECTOR ATTEMPTING TO	SBN 315001 JT LEGAL GROUP APC 801 N BRAND BLVD	clude but are not limited to: the use of the su nesses to attend, testify on one's own behalf, seized assets, and the right to cross examine	bpoena powers of the court and to order wit- submit evidence showing the legitimacy of the the petitioner's witnesses. Since this is a civil
TERANT OF DONALD D BAREN, SR. WHO DEED OF DONALD D BAREN, SR. WHO DEED OF DONALD S. H. TURNER, SR. BERN, WILL SELL AT PUBLIC AUCTION TO THE HOREST BIDDER, in subwill more or of an United States, all payable at the static state of the state of the state of the state of the states of the state of the Net of the States, all payable at the state of the states of the state of the Net of the States, all payable at the Net of the States, all payable at the Net of the States, all payable at the Net of the States, and the state of the Net of the States, and the state of the States of the States of the States of the States of the Net States of the	aware that the lien being auctioned off may be a junior lien. If you are the highest bidder at the auction, you are or may be responsi- ble for paying off all liens senior to the lien	COLLECT A DEBT. ANY INFORMATION OBTAINED MAY BE USED FOR THAT PURPOSE FOR TRUSTEES SALE INFOR- MATION PLEASE CALL (916)939-	STE 1130 GLENDALE CA 91203 CN953425 MCKAY Sep 20,21,27, 2018	Where a contested hearing is held, a claimant clude but are not limited for the use of the sr second second second second second second second second second second second second second second action, a claimant with standing has also the or her own attorney. There is no right to an app erly filed within the time allowed, the pelitioner eff to the State, to be disposed of according to allow the second secon	ight to represent nimself or nerself or nire his iointed counsel in this case. If no claim is prop- will move to have the property ordered forfeit- aw.
Ine street address and other common des- ignation, if any, of the real property descri- bed above is purported to be: 1818 PYRE- NEES AVENUE, STOCKTON, CA 95210	being auctioned off, before you can receive clear title to the property. You are encour- aged to investigate the existence, priority, and size of outstanding liens that may exist	0772NPP0339833 To: STOCKTON RE- CORD 09/14/2018, 09/21/2018, 09/28/2018 #1127477	2018 #1128194	Name, Mailing Address and Telephone Numbe TORI VERBER SALAZ DISTRICT ATTORNET	r of Petitioner's Attorney: CAR
dress and other common designation, if any, shown herein. Said sale will be made	on this property by contacting the county re- corder's office or a title insurance company, either of which may charge you a fee for this information. If you consult either of			Name, Mailing Address and Telephone Numbe TORI VERBER SALAZ DISTRICT ATTORNE' Kevin A. Hicks, Depuy P.O. Box 90 SC 2009 468-2400 (2009) 468-2400	201
without covenant or warranty, express or im- plied, regarding tile, possession, or encum- bences, by pay the transitions prior Dals and Trust, with interest thereore, as provided in said Note(s), advances if any, under the terms of the Deed of Trust, eliminated foes, of the trusts created by said Deed of Trust, The total amount of the unpaid balance of the tobligations secured by the property to penses and advances at the time of the inter senses of advances of the time of the inter	these resources, you should be aware that the same lender may hold more than one mortgage or deed of trust on the property.	NOTICE INVITIN Notice is hereby given by San Joaquin Delta C of Three Hundred Eleven Fire-Rated Doors		NOTICE OF IN FORFEITURE F Pursuant to Health & Saf	
Trust, with interest thereon, as provided in said Note(s), advances if any, under the terms of the Deed of Trust, estimated fees, charges and expenses of the Trustee and	MOTICE TO PROPERTY OWNER: This be postported one or most times by the mortgages, benefacary, fusies, or a court be controlled to ease of the sales of the sales of the sales of the order of the sales of the sales accurately to have not generated at the sales has been postported, and, if applicable, the instences of the sales of the sales have been postported. The sales of the the theorem, man dual by the Sales - 6772 tor information regarding the instate's sales of the postport. The sale of the sales of the the postport. The sales of the the theorem is the th	Notice is hereby given by San Joaquin Delta C of Three Hundred Eleven Fire-Rated Doors the Bidder's name and the Project name p ervelope. Proposals must be received in the San Joaquin Delta Community College Distri- 20000 p.m., on the clock designated by the	rominently identified on the cover of such Purchasing Office, Danner Hall, Lower Level, zt, 5151 Pacific Avenue, Stockton, CA before District or its representative as the bid clock	Pursuant to Health & Saf To: BINJIE LIAO To 605 1/2 JACKSON ST., APT. #3 SAN FRANCISCO, CA 94133	ety Code § 11470 et seq. : SHIKANG CHEN 937 CLAY ST., APT. #320 STOCKTON, CA 94108
of the trusts created by said Deed of Trust. The total amount of the unpaid balance of the obligations secured by the property to	Civil Code. The law requires that informa- tion about trustee sale postponements be made available to you and to the public, as			SAN FRANCISCO, CA 94133 To: YONGMING CHEN 9142 BEARINT WY. ELK GROVE, CA 95758	STOCKTON, CA 94108
penses and advances at the time of the ini- tial publication of this Notice of Trustee's Sale is estimated to be \$63,178.00 (Estimat-	a courtesy to those not present at the sale. If you wish to learn whether your sale date has been postponed, and, if applicable, the rescheduled time and date for the sale of	Request for Proposals (RFP) specifications an Purchasing Department's Web Page, http://w trative-services/purchasing/business-opportuniti eral and Professional Services Opportuniti as a plan holder for the RFP, in order to view as	les, under the "Current Procurement, Gen- es" section. Prospective bidders must register ad/or download the electronic documents.	ELK GROVE, CA 95758 AND ALL INTERESTED PARTIES	
ed). However, prepayment premiums, ac- crued interest and advances will increase this figure prior to sale. Beneficiary's bid at said sale may include all or part of said	this property, you may call 916-939-0772 for information regarding the trustee's sale or visit this Internet Web site http://www.qualityloan.com, using the file	All questions must be submitted in writing by r to Paul Acosta the Director of Facilities via I Patty Samford the Acting Purchasing Superviso	o later than 2:00:00 p.m. September 25, 2018 Email at pacosta@deltacollege.edu & CC to r, via Email at psamford@deltacollege.edu	Notice is hereby given that a petition for the amount of FIFTY NINE THOUSAND FOUR FIFTY CENTS IN U.S. CURRENCY (\$59,447, and June 25, 2018, pursuant to California Hea filed in the Superior Court of San Joaquin Court	forfeiture of certain specified property in the HUNDRED FORTY SEVEN DOLLARS AND 50), seized on June 13, 2018, June 19, 2018,
be exid and reasonable estimated costs, so- perses and advances at the time of the init- supersest and advances at the time of the init- sult is estimated to be \$83,175.00 (Estimat- ed). However, prepayment premium, ac- chied interest and advances will related and advances in the source of the initial amount. In addition to cash, the Trustee said sale may include all or pain of a add amount. In addition to cash, the Trustee said sale may include all or pain of a state or national bank, a check drawn by a state or indicate or reduction of a ar- ticle of leaster or oth union or a check and assessments, paiving association of sav-	or visit this Internet Web site http://www.quality/oan.com, using the file number assigned to this foreclosure by the Trustee: C-A-7-76663-J. B. Information duration or that occur close in time to the scheduled sale may not immediately be re- flected in the telephone information or on the telephone information is to altend the	The District also encourages the participation or not limited to minority, women and disabled San Joaquin Delta Community College Distr District Administrative Procedure (AP) 6330 o Disabled Veteran Business Enterprise, per A 2065 12	of local and/or small businesses including but	Any interacted party may file a claim with the t	Superior Court station the nature and extent of
	scheduled sale may not immediately be re- flected in the telephone information or on the Internet Web site. The best way to veri- fy postponement information is to attend the	20001.2.		Clerk within 30 days from the date of receipt of lication of this notice.	this notice or within 30 days from the last pub-
oo business in California, or other such funds as may be acceptable to the Trustee. In the event tender other than cash is ac- cepted, the Trustee may withhold the least	The Internet Web site. The best way to ven- ty postponement information is to attend the scheduled sale. The undersigned Trustee disclaims any liability for any incorrectness of the property address or other common designation, if any, shown herein, if no street address or other common designa- tion is shown, directions to the location of then is shown, directions to the location of the size of the street street set of the size	The Board of Trustees reserves the right to wa posals and to reject any or all proposals. Dated: September 21, 2018	we any informalities or irregularities in the pro-	Address of the Court: Superior Court, San Jo 180 E. Weber Avenue Stockton, California 95	
California Financial Code and authorized to do business in California, or other such funds as may be acceptable to the Trustee. In the dt Minder other man, cat he assi- ance of the Trustee's Deed Upon Sale until funds baccome available to the payee or en- dorse as a matter of right. The property of fored for sale excludes all kinds held on ac-	street address or other common designa- tion is shown, directions to the location of the property may be obtained by sending a written request to the beating of the sending a	SAN JOAQUIN DELTA COMMUNITY COLLEG Patty Samford Acting Purchasing Supervisor	E DISTRICT	An endorsed copy of the claim must also be so Weber Avenue, Room 101, Stockton, California Where a contested hearing is held, a claimant	arved on the District Attorney's Office at 222 E. 195202.
count by the property receiver, if applicable. If the Trustee is unable to convey title for any reason, the successful bidder's sole and exclusion mends shall be the return of	days of the date of first publication of this Notice of Sale. If the sale is set aside for any reason, including if the Trustee is un-	Acting Purchasing Supervisor NOTICE OF PREPARATION OF AN ENT SCOPING MEETING FOR TH	#1128136 9/21, 9/28, 2018 /IRONMENTAL IMPACT REPORT AND	Where a contested hearing is held, a claimant include but are not limited to: the use of the se seized assets, and the right to cross excarrine action, a claimant with standing has also the or her own attorney. There is ho right to an properly filed within the time allowed, the pel lorielaid to the Glaie, to be disposed of accord	ubpoena powers of the court and to order wit- submit evidence showing the legitimacy of the the petitioner's witnesses. Since this is a civil
monies paid to the Trustee and the success- ful bidder shall have no further recourse. No- tice to Potential Bidders II you are consider-	able to convey the, the Purchaser at the sale shall be entitled only to a return of the monies paid to the Trustee. This shall be the Purchaser's sole and exclusive remedy.	SCOPING MEETING FOR TH What: The Tri-Valley - San Joaquin Valley Reg pare an Environmental Impact Report (EIR) of	IE VALLEY LINK PROJECT gional Rail Authority (Authority) intends to pre- ionsistent with requirements of the California	or her own attorney. There is ho right to an properly filed within the time allowed, the peti forfeited to the State, to be disposed of accordi	appointed course! In this case. If no claim is tioner will move to have the property ordered ng to law.
does as a matter of right. This property of concerning by the property acceleration of the property of the property acceleration of the property of the matter of the property of the property of the property of the property of the property of the the property of the property of the property of the property of the property of the property of the property of the property of the property of the prop	alon is above, drivers to the calculate international drivers and the calculate the property may be calculated by standing a major of the date of test publication of the rays of the date of test publication of the along and the standing and the along and the standing and the along and the standing and the test publication of the standing and the functional calculate and the test publication of the standing and the functional standing and the test publication of the standing and the functional standing and the standing and the functional standing and the standing and the functional standing and the standing and the test publication of the standing and the standing and the standing and the standing and the standing and the test standing and the standing and the standing and the test standing and the standing and the standing and the test standing and the standing and the standing and the test standing and the standing and the standing and the test standing and the standing and the standing and the test standing and the standing and the standing and the test standing and the standing and the standing and the standing and the test standing and the standing and the standing and the standing and the standing and the test standing and the standing and the standing and the standing and the standing and the test standing and the standing and the standing and the standing and the standing and the test standing and the standing and th	What: The Tri-Valley - San Joaquin Valley Re pare an Environmental Impact Report (EIR) of Environmental Quality Act (CEQA). The purpo issues associated with the proposed improv (Project). The Authority will serve as the lead as	se of the EIR is to evaluate the environmental ements included in the Valley Link Project gency under CEQA for the EIR.		
reacting the highest out at a Trustee auction does not automatically entitle you to free and clear ownership of the property. You should also be aware that the lien being	ly been discharged through bankruptcy, you may have been released of personal liability for this loan in which case this letter is in- tended to exercise the nucle below sight	The purpose of this Notice of Preparation (NOF viduals that the Authority plans to prepare the environmental analysis to be performed. From the scope and context of the environmental statutory responsibilities with regard to the proj ed individuals' or organizations' views on the sc orthoge	Is to notify agencies, organizations, and indi- EIR and to request input on the scope of the public agencies, we are inviting comments on domation that is	Teame, waining Address and Telephone realities TORI VERBER SALAZ DISTRICT ATTORNE' Kevin A. Hicks, Deputy P.O. Box 990 Stockton, California 95 (209) 468-2400	201
auctioned off may be a junior lien. If you are the highest bidder at the auction, you are or may be responsible for paying off all liens senior to the lien being auctioned off	against the real property only. Date: Quali- ty Loan Service Corporation 2763 Cami- no Del Rio South San Diego, CA 92108 619-645-7711 For NON SALE Information	statutory responsibilities with regard to the proj ed individuals' or organizations' views on the so natives.	obsed project. We are also requesting interest- sope of the environmental document and alter-	NOTICE OF PUBLIC HEARING	STOCKTON CITY COUNCIL
before you can receive clear title to the prop- erty. You are encouraged to investigate the existence, priority, and size of outstanding liens that may exist on this property by com-	The first ban in which case piles letter is in- bended to exercise the note holders rights against the real property only. Date: Qualit- ty on the second second second second second to be like second second second second second only Sale Line: \$196398-072 or Login ment Line: (866) 645-7711 et \$318 Cuali- ty Loan Service Corp. Ts No: CA-17- 766853-JP IDSPbb 2014/782 972/018 914-2019 82012 912/51	Tauros: The Project improvements will be analyzed as the of offail because only conceptual explored the offail because only conceptual explore the planet of the planet of the planet of the planet of the planet of the planet of the planet of the planet brough Tracy to Latrop, Improvements at rear and house the planet of the planet of the planet house the planet of the planet of the planet brough Tracy to Latrop, Improvements at rear and house the planet of the planet of the planet house the planet of the planet of the planet of the planet house the planet of the planet of the planet of the planet of the planet house the planet of	a project level of detail based on preliminary ill be analyzed at a programmatic, conceptual aring has been completed at this time. Project	REGARDING ANNEXATION TO STOCKTO NANCE ASSESSMENT DISTRICT NO. 96-2, 0 The formation of the Stockton Consolidated	N CONSOLIDATED LANDSCAPE MAINTE- CALAVERAS ESTATES IV - ZONE D-4
tacting the county recorder's office or a title insurance company, either of which may charge you a fee for this information. If you consult either of these excessions		improvements would provide rail service from to the planned ACE North Lathrop Station. Th Pleasanton, and Livermore, then follow the Ala Southern Pacific line) over the Altamont Hills	use existing Dubin/Pleasanton BART Station e alignment would be within I-580 in Dublin, meda County Transportation Corridor (former then along or adjacent to existing rail lines	No. 95-2 (City of Stockton, County of San, formed by the City Council and the Calaveras formed on January 21, 2003, by Resolution Ni and Highways Code Santian 25000 ale	Joaquin, California), (the 'District') has been Estates Unit No. 2, Zone D-4, (Zone D-4) was 0.03-0029 under the provisions of the Streets win and the Landscapion and Liteblica Act of
should be aware that the same Lender may hold more than one mortgage or Deed of Trust on the property. Notice to Property Owner The sale date shows on the heri-	STATEMENT OF ABANDONMENT OF USE OF FICTITIOUS BUSINESS NAME Doc. No. 2018-098354	platform at the existing Dublin/Pleasanton BAF facilities, and other improvements at new st House/West Tracy, Downtown Tracy. River	nu muluoe construction of a new connecting IT Station; new platforms, parking, pedestrian ations at Isabel, Greenville Road, Mountain Islands, and North Lathrop; and uporades to	1972 (the "LLA") to provide a mechanism to scaping, graffiti abatement, and proportionate any parks within the service area of the sub Council now proposes to had a public	o fund maintenance of masonry walls, land- share proportionate share of costs to maintain division of serving the subdivision. The City ing of protests respection anexation of the
of Sale may be postponed one or more times by the Mortgagee, Beneficiary, Trust- ee, or a court, pursuant to Section 2924g of the California Cubi Code.	The person(s) listed below have abandoned the use of the following fictitious business name(s): A1 Cut, 2705 E. Hammer Lane	existing track. Program improvements would facilities, and other improvements at new inf Road and Ellis.	provide new platforms, parking, pedestrian ill stations at South Front Street, Grant Line	Calaveras Estates IV subdivision into Zone D- installed and required to be maintained with C to the existing improvements currently maintain The maximum fixed ways (CO)	4 since the type and amount of improvements alaveras Estates IV are generally proportional ed through Zone D-4.
consistent and the sense of the table of the sense of the table of the sense of the	ded in San Joaquin County on 02/16/2018	The full NOP provides a more detailed descrip www.vallevlipkrail.com	tion of the project and can be viewed online at	mum annual assessment for maintenance incl mum annual assessment for maintenance incl the larger of three percent (3.00%), or the yea costs of maintenance. The actual FY 2018-19	udes a yearly increase, which is not to exceed by increase of the CPI if required by increased Zone D-4 assessment is \$114.80. The maxi-
present at the sale. If you wish to learn whether your sale date has been post- poned, and, if applicable, the rescheduled time and date for the sale of this property.	as Document No. 2018-018346 Sophie Pheng 1820 Korbel Ct. Stockton, CA 95210 This business is conducted by: an individual SOPHIE PHENG Filed: September 4, 2018	Potential Environmental Effects: The lead a ng topics will be included for evaluation in the Gas Emission, Hazardous Materials, Hydr Planning, Noise and Vlaration, Population and and Saccithy, Transportation and Traffic, and a cumulative impact analysis of the impacts of alway projects, transportation improvements, our cities along the project corridor. As require be range of attematives in addition to the proper	a EIR: Aesthetics, Agricultural Resources, Air ces, Energy, Geology and Solls, Greenhouse rology and Water Quality, Land Use and Housing, Public Sectors	No. 2018-06-05-1505. The developer will fund improvements until June 30, 2019. Improve eligible to be funded by Zone D-4. The estima	re approved on June 5, 2018, by Resolution maintenance of any completed and accepted tents completed after June 30, 2019, will be ted maintenance costs of those improvements
you may call Auction.com at 800.2802832 for information regarding the Trustee's Sale or visit the Internet Web site address www.Auction.com for information regarding	This business is conducted by: an individual SOPHIE PHENG Filed: September 4, 2018 San Joaquin Recorder-County Clerk	and Security, Transportation and Traffic, and U sider both temporary construction-period and u a cumulative impact analysis of the impacts of rabinary projectic	Itilities and Service Systems. The EIR will con- permanent impacts. The EIR will also include the project in combination with other planned and land use planned and the service of the se	wingowe so we remove by Longer by Longer interesting and the second seco	
or with the Inhibited Web site address the sale of the property using the the forum- ber asigned to this case. CA8000005: He results of the address of the total cour- cides in time to the scheduled sale may not result of the total court of the total cour- tion of the total court of the total cour- ter way plot in during the total court for the total court of the total cour- ter and the total court of the total court of the total court of the total total court of the total court of the total court of the total court of the total court of the total court of the total court of the total court of the total court of the total court of the total court of the total court of total court of the total court of total court of the total court of total	#1127271	sider both temporary construction-period and a cumulative impact analysis of the impacts of railway projects, transportation improvements, ous cities along the project corridor. As requin ble range of alternatives in addition to the proportion the transport of the second secon	by CEQA, the EIR will consider a reasona- sed project.	<text><text><text><text><text></text></text></text></text></text>	
close in time to the scheduled sale may not immediately be reflected in the telephone in- formation or on the Internet Web site. The best way to yeth postnormation	STATEMENT OF ABANDONMENT OF USE OF FICTITIOUS BUSINESS NAME Doc. No. 2018-091351	The Authority is seeking comments from age the environmental effects and potential alternat	ncies, stakeholders, and the public regarding wes to be analyzed in the EIR.	the parcel(s) affected by the assessment eligit due by submission to the City Clerk by mail, time of the hearing, and the ballot(s) will be to assessment shall not be imported if the ball	ble to cast a ballot. Each ballot shall be finally email or in person no later than the date and bulated by the City Clerk at the meeting. The s submitted in opposition to the account
tion is to attend the scheduled sale. Date: August 23, 2018 MTC Financial Inc. dba Trustee Corps TS No. CA05000035-18-1 17100 Gillette Aug Inc. dba	The person(a) listed below have abandoned the use of the following fictilious business name(s): Ripon Cafe, 150 N. Wima Ave. #10, Ripon, CA 95366 The business name statement was recor- ded in San Joaquin County on 66/19/2014 as Document No. 2014-664957	Scoping Meetings: The Authority will hold put by for the lead agency to explain the project as Public scoping meetings will be held on the role - Tuesday October 2nd from 5:00-8:00 p.m. - Robert Livermore Community Center - 44 - Wednesday, October 3rd from 5:00-8:00 - Tracy Caby Hall Lobby - 33G Cwic Center f	nd to give interested agencies, organizations, mment on the scope and content of the EIR. wing: Open House	exceed the ballots submitted in favor of the a the proportional financial obligation of the affect All proceedings before the City Council at does not furnish	seessment, with ballots weighted according to ted property. re conducted in English. The City of Stockton one is needed it spills be the conducted in
Phone:949-252-8300 TDD: 866-660-4288 Myron Ravelo, Authorized Signatory SALE INFORMATION CAN BE OBTAINED ON-	The business name statement was recor- ded in San Joaquin County on 06/19/2014 as Document No. 2014-060497 Marin L. Kriot	Robert Livermore Community Center - 44 Wednesday, October 3rd from 6:00-8:00 p Tracy City Hall Lobby - 333 Civic Center F	44 East Livermore Avenue, Livermore, CA a.m. Open House Naza, Tracy, CA	the person needing one. In accordance with the nia Law, it is the policy of the City of Stockton to ings in a manner that is readily accessible to you are disabled.	examples and the second
MATED SALES INFORMATION PUEASE CALL: Auction.com at 800.280.2832 Trust- ee Corps may be acting as a debt collector attempting to collector	614 Meadowland Dr. Ripon, CA 95366 This Business is conducted by an individual	Scoping Comments: Written responses and review of the Valley Link Project will be acception 5:00 PM on Monday, October 15, 2018. Please Email: info@vallevlinkrall.com	comments on the scope of the environmental pted from Thursday, September 13, 2018 until send written comments to:	packet in an appropriate alternative format; o contact the Office of the City Clerk located at 4 ing normal business hours or by calling (209)	r if you require other accommodation, please 25 N EI Dorado St., Stockton, CA 95202 dur- 937-8459, at least 5 days in advance of the the guideline will perform the stock of the
INFORMATION CAN BE OBTAINED ON- LINE AT www.Austoncom FOR AUTO EAL: Auston com FOR AUTO CAL: Auston com at 800.280.2825 Tras- ee Corps may be acting as debt collector attempting to collect a debt. Any informa- tion obtained may be used for that purpose- tion obtained in the purpose- tion obtained for	MARIA KNIGHT Filed: August 17, 2018 STEVE J. BESTOLARIDES San Joaquin Recorder-County Clerk	Mail: Tri-Valley - San Joaquin Valley Reg Attn: Valley Link Project 1352 Rutan Ct #100 Livermag: CA 94551	comments on the scope of the environmental sted from Thursday, September 13, 2018 until send written comments to: ional Rail Authority #112enon aD1/18	make reasonable arrangements to ensure acce	this guideline will enable the City/Agency to issbility. CHRISTIAN CLEGG, INTERIM STOCKTON CITY CLERK
#1127163	#1127047	Livelmore, CA 94551	#1128020 9/21/18	#1128154 9/21/18	INTERIM STUCK FON CITY CLERK

30 | CLASSIFIEDS. FRIDAY, SEPT. 21, 2018

Legals County of Place of Business: SAN JOAOUIN KAREN MARIE LORD-EYEWE 300 Cordes Ave. Mountain House CA 95391 This business is conducted by AN INDIVIDUAL The registrant commenced to transact business under the fictitious business name or names listed above on 1/2015 aned: KAREN M LORD-EYEWE **ORIGINAL Fictitious Business Name State** ment This statement was filed with STEVE J. BESTOLARIDES CLERK OF SAN JOAQUIN COUNTY: 9/11/2018

This Fictitious Business Name Statement Expires On: 9/11/2023

Publish : Sept 14, 21, 28, Oct 5

PUBLIC NOTICE #0617

FICTITIOUS BUSINESS NAME STATEMENT File No. 2018-101275

The following person(s) is(are) doing busi-ness as GG'S SWEET TREATS, 1553 Blackbird Ct., Tracy, CA 95377. County of Place of Business: SAN JOAQUIN SHON COLEEN ELSON 1553 Blackbird Ct. Tracy, CA 95377 This business is conducted by: AN INDIVIDUAL The registrant commenced to transact business under the fictitious business name or names listed above on Signed: SHON COLENE ELSON ORIGINAL Fictitious Business Name State ment. This statement was filed with STEVE J. RESTOL ARIDES OF SAN JOAQUIN COUNTY: CLERK 9/11/2018 This Fictitious Business Name Statement

Expires On: 9/11/2023 Publish : Sept 14, 21, 28, Oct 5

PUBLIC NOTICE

#0616 FICTITIOUS BUSINESS NAME STATEMENT File No. 2018-100456 The following person(s) is(are) doing business as H S JHEETA TRUCKING, 2551 Re treat Wy, Manteca, CA 95337. County of Place of Business: SAN JÓAOUIN HARKANWALDEEP SINGH 2551 Retreat Wv Manteca, CA 95337 This business is conducted by : AN INDIVIDUAL The registrant commenced to transact business under the fictitious business name or names listed above on N/A Signed: HARKANWALDEEP SINGH ORIGINAL Fictitious Business Name State ment. This statement was filed with STEVE J.

BESTOLARIDES CLERK OF SAN JOAOUIN COUNTY: 9/07/2018 This Fictitious Business Name Statement Expires On: 9/07/2023 Publish : Sept 14, 21, 28, Oct 5

PUBLIC NOTICE

#0615 FICTITIOUS BUSINESS NAME STATEMENT File No. 2018-098478

The following person(s) is(are) doing business as **BLOSSOMING INTERIORS**, 443 W. Moraga St., Mountain House, CA 95391. County of Place of Business: SAN JÓAOUIN MARIE DICKER LUCIANO 443 W. Moraga St. Mountain House, CA 95391 This business is conducted by : AN INDIVIDUAL The registrant commenced to transact business under the fictitious business name or names listed above on 8/24/18 Signed: MARIE DICKER LUCIANO ORIGINAL Fictitious Business Name State ment. This statement was filed with STEVE J. BESTOLARIDES

Legals CLERK OF SAN JOAQUIN COUNTY 9/04/2018 This Fictitious Business Name Statement Expires On: 9/04/2023 Publish : Sept 14, 21, 28, Oct 5

PUBLIC NOTICE No.0624 Notice of Preparation of an

Environmental Impact Report and Scoping Meeting for the Valley Link Project

What: The Tri-Valley - San Joaquin Valley Regional Rail Authority (Authority) intends to prepare an Environmental Impact Report (EIR) consistent with requirements of the California Environmental Quality Act (CEQA). The purpose of the EIR is to eval uate the environmental issues associated with the proposed improvements included in the Valley Link Project (Project). The Authority will serve as the lead agency under CÉQA for the EIR.

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

The Project improvements will be analyzed at a project level of detail based on preliminary engineering and the Program improvements will be analyzed at a programmatic, conceptual level of detail because only conceptual engineering has been completed at this time. Project improvements would provide rail service from the existing Dublin/Pleasanton BART Station to the planned ACE North Lathrop Station. The alignment would be within I-580 in Dublin, Pleasanton, and Liver-more, then follow the Alameda County Transportation Corridor (former Southern Pacific line) over the Altamont Hills, then along or adjacent to existing rail lines through Tracy to Lathrop, Improvements would include construction of a new con-necting platform at the existing Dublin/ Pleasanton BART Station; new platforms, parking, pedestrian facilities, and other improvements at new stations at Isabel, Greenville Road, Mountain House\West Tracy, Downtown Tracy, River Islands, and North Lathrop; and upgrades to existing track. Program improvements would provide new platforms, parking, pedestrian facilities, and other improvements at new

infill stations at South Front Street, Grant Line Road and Ellis. The full NOP provides a more detailed de-scription of the project and can be viewed

online at www.vallevlinkrail.com Potential Environmental Effects: The lead agency has initially determined that the

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

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

Scoping Meetings: The Authority will hold public scoping meetings to provide an opportunity for the lead agency to explain the project and to give interested agencies, organizations, and individuals an additional opportunity to comment on the scope and content of the EIR. Public scoping meetings will be held on the following: esday October 2nd from 6:00-8:00 p.m

Legals

Open House Robert Livermore Community Center -4444 East Livermore Avenue, Livermore

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

Scoping Comments: Written responses and comments on the scope of the environmental review of the Valley Link Project will be accepted from Thursday, Septem-ber 13, 2018 until 5:00 PM on Monday,

October 15, 2018, Please send written comments to: Email: info@valleylinkrail.com Email: Tri-Valley - San Joaquin Valley Regional Rail Authority Attn: Valley Link Project

1362 Rutan Ct #100 Livermore, CA 94551

Tracy Press: Sept. 21, 2018

PUBLIC NOTICE No. 0632 NOTICE TO CREDITOR'S OF BULK SALE

AND OF INTENTION TO TRANSFER ALCOHOLIC **BEVERAGE LICENSE** (UCC SEC. 6101 ET SEO, AND B & P 24073 ET SEQ.) ESCROW # 0126012231

PUBLIC NOTICE

INVITATION TO BID - NOTICE TO SUPPLIERS

Legals

NOTICE IS HEREBY GIVEN that a bulk sale

of assets and a transfer of alcoholic bey

erage license is about to be made. The

name(s) and business address(es) of the

Doing Business as: Chicagos Pizza with a

All other business name(s) and address(es)

used by the seller(s) within the past three

years, as stated by the seller(s), is/are; (if

The location in California of the chief exec-

The name(s) and business address of the

The assets being sold are generally de-scribed as: furniture, fixtures, equipment,

And are located at: 2511 N. Tracy Blvd., Tra-

The kind of license to be transferred is: 41

issued for the premises located at: 2511 N. Tracy Blvd., Tracy, CA 95376

The anticipated date of the bulk sale/

transfer is October 11, 2018 and upon approval by Department of Alcoholic Bever-

age Control at the office of OLD REPUBLIC

TITI F COMPANY located at 1000 Burnett

The amount of the purchase price or con-

sideration in connection with the transfer

of the license and business, including esti-

PUBLIC NOTICE

No 0611

mated inventory is \$250,000.00

Avenue, Suite 400, Concord, CA 94520.

seller(s) is/are: BR Chicago Pizza Inc.

2511 N. Tracy Blvd., Tracy, CA 95376

ne, so state) NONE

utive office of the seller is: SAME

buyer(s) is/are: Dilbag Singh Sandhu

2511 N. Tracy Blvd., Tracy, CA 95376

inventory, and liquor license

cy, CA 95376

5

5

Your firm is invited to submit a sealed bid proposal to Reclamation District No. 2119, Wright Elmwood Tract, District's Engineer for a

District Maintenance Project Pump Station Retaining Wall Pipe Supply San Joaquin County, California Job No. 0945-0450

Bids are to be received at the office of Kieldsen, Sinnock & Neudeck, Inc., 711 North Pershing Avenue, Stockton, California until 2:00 p.m. on Tuesday, Sep-tember 25, 2018, at which time the bids will be publicly opened and read to perform the work as follows:

Supply, Furnish, and Deliver an estimated 80 feet of 20" pipe and 80 feet of 24" pipe as needed during pump station retaining wall construction project.

No bid will be accepted unless it is made on the Bid Forms furnished by the District's Engineer. Fax bids will not be considered or accepted and will be grounds for rejection. The Bid Forms submitted shall contain all the informa tion requested therein, signed, dated and affidavit notarize

Closing Time and Withdrawal of Bids – Bids submitted after the fixed time deadline will not be accepted. Submitted bids may not be withdrawn after the fixed time, whether or not bids are opened exactly at the time fixed for opening bids.

All bids are to be compared on the basis of the District Engineer's estimate of the quantities of work to be done. Reclamation District No. 2119, reserves the right to reject any and all bids. Bid award will be made on the basis of a single schedule. The award, if made, will be to the lowest single responsive and responsible Bidder.

Bid proposals in which the unit prices, lump sum price, or the total prices of the item are grossly "front-end" loaded or unbalanced with respect to costs, may be rejected.

Bids submitted to the District by Supplier shall process a valid business license in accordance with the laws of this state, county and/or the city. Prospective Bidders shall be skilled, regularly engaged in the material supply business spec-

The Bidder shall carefully examine the delivery route and specifications, the proposal, and contract forms. Therefore, the submission of a bid shall be conclusive evidence that the Bidder has investigated and is satisfied as to the conditions to be encountered, as to the character, quantity, and scope of the quantities of materials to be furnished, and supplied as to the requirements of the proposal, specifications, and the contract.

Bidders must comply with all applicable Federal, State, County and local agency requirements

Specifications and Bid Forms may be obtained at the office of the District's Engineer, Kjeldsen, Sinnock & Neudeck, Inc., 711 North Pershing Avenue, Stock ton, California, or by mail: P. O. Box 844, Stockton, California, 95201-0844,

Technical and project inquiries and questions should be directed to Erik Almaas or Joseph Prescott at (209) 946-0268

CHRISTOPHER H. NEUDECK, P.E. KIELDSEN, SINNOCK & NEUDECK, INC. ENGINEERING CONSULTANTS TO RECLAMATION DISTRICT NO. 2119 TELEPHONE NUMBER: (209) 946-0268 (209) 946-0296 FAX NUMBER

Dated: September 10, 2018

Tracy Press: Sept. 14 & 21, 2018

Tracy Press

Legals Legals It has been agreed between the Seller/ licly opened and read to perform the work Licensee and the intended Buyer/Trans feree, as required by Sec 24703 of the Business and Professions Code, that the Furnish and Deliver an estimated 1.753 consideration for the transfer of the business and license is to be paid only after the transfer has been approved by the Department of Alcoholic Beverage Control. Dated: September 17, 2018 /S/ Dilbag Singh Sandhu furnished within 20 days of actual com-9/21/18 pletion of the toe berm construction proj CNS-3175604# ect. The supplier shall be notified of the actual completion date of the toe berm TRACY PRESS

PUBLIC NOTICE No. 0626 INVITATION TO BID

AND NOTICE TO SUPPLIERS Your firm is invited to submit a sealed bid

proposal to Reclamation District No. 2027, Mandeville Island, District's Engineer for a:

Levee Maintenance Project Phase 5 Toe Berm Construction AB Road Supply San Joaquin County, California Job No. 0528-0880

Bids are to be received at the office of Kjeldsen, Sinnock & Neudeck, Inc., 711 North Pershing Avenue, Stockton, Califor nia until 2:00 p.m. on Tuesday, October 2 2018, at which time the bids will be pub-

PUBLIC NOTICE

2119, Wright Elmwood Tract, District's Engineer for a

INVITATION TO BID AND NOTICE TO SUPPLIERS Your firm is invited to submit a sealed bid proposal to Reclamation District No.

Levee Maintenance Project Pump Station Retaining Wall Sheet Pile Supply San Joaquin County, California Job No. 0945-0450

Bids are to be received at the office of Kieldsen, Sinnock & Neudeck, Inc., 711 North Pershing Avenue, Stockton, California until 2:00 p.m. on Tuesday, Sep-tember 25, 2018, at which time the bids will be publicly opened and read to perform the work as follows

Furnish, Deliver and offload an estimated 2,700 square feet of PZ-27 sheet pile material as needed for a pump station retaining wall repair project.

No bid will be accepted unless it is made on the Bid Forms furnished by the District's Engineer. Fax bids will not be considered or accepted and will be grounds for rejection. The Bid Forms submitted shall contain all the informa tion requested therein, signed, dated and affidavit notarized.

Closing Time and Withdrawal of Bids – Bids submitted after the fixed time deadline will not be accepted. Submitted bids may not be withdrawn after the fixed time, whether or not bids are opened exactly at the time fixed for opening bids.

All bids are to be compared on the basis of the District Engine of the quantities of work to be done. Reclamation District No. 2119, reserves the right to reject any and all bids. Bid award will be made on the basis of a single schedule. The award, if made, will be to the lowest single responsive and responsible Bidder.

Bid proposals in which the unit prices, lump sum price, or the total prices of the item are grossly "front-end" loaded or unbalanced with respect to costs, may be rejected.

Bids submitted to the District by Supplier shall process a valid business license in accordance with the laws of this state, county and/or the city. Prospective Bidders shall be skilled, regularly engaged in the material supply business spec-

The Bidder shall carefully examine the delivery route and specifications, the proposal, and contract forms. Therefore, the submission of a bid shall be conclusive evidence that the Bidder has investigated and is satisfied as to the conditions to be encountered, as to the character, quantity, and scope of the quantities of materials to be furnished, and supplied as to the requirements of the proposal, specifications, and the contract.

Bidders must comply with all applicable Federal, State, County and local agency requirements

Specifications and Bid Forms may be obtained at the office of the District's Engineer, Kjeldsen, Sinnock & Neudeck, Inc., 711 North Pershing Avenue, Stockton, California, or by mail: P. O. Box 844, Stockton, California, 95201-0844.

Technical and project inquiries and questions should be directed to Erik Almaas or Joseph Prescott at (209) 946-0268

CHRISTOPHER H. NEUDECK, P.E. KIELDSEN, SINNOCK & NEUDECK, INC. ENGINEERING CONSULTANTS TO RECLAMATION DISTRICT NO. 2119 TELEPHONE NUMBER: (209) 946-0268 FAX NUMBER (209) 946-0296

Dated: September 11, 2018

Tracy Press: Sept. 14 & 21, 2018

construction project which shall govern the 20 day final delivery window.

made on the Bid Forms furnished by the District's Engineer. Fax bids will not

be considered or accepted and will be

grounds for rejection. The Bid Forms sub-mitted shall contain all the information

requested therein, signed, dated and affi-

Closing Time and Withdrawal of Bids -

Bids submitted after the fixed time dead-line will not be accepted. Submitted bids

may not be withdrawn after the fixed

exactly at the time fixed for opening bids.

basis of the District Engineer's estimate of the quantities of work to be done. Recla-

PUBLIC NOTICE

whether or not hids are opened

All bids are to be compared on the

No 0612

davit notarized

No bid will be accepted unless it is

Tri-Valley Herald

2020397

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

PROOF OF PUBLICATION

FILE NO. Valley Link Project

In the matter of

Tri-Valley Herald

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

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

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

09/21/2018

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

Dated: September 24, 2018

Public Notice Advertising Clerk

Legal No.

<text><text><text><text><text><text>

Ine at www.valleylinkrail.com Potential Environmental Effects: The lead agency has initially determined that the fol-lowing topics will be included for evaluation in the EiR: Aesthetics. Agricultural Resources, Air Quality, Biological Resources, Cultural Resour-ces, Energy, Geology and Soils, Greenhouse Gas Emissions, Hazardous Materials, Hydrolo-gy and Water Quality, Land Use and Planning, Public Services, Recreation, Safety and Securi-ty, Transportation and Traffic, and Utilities and Service Systems. The EIR will consider both temporary construction-period and permanent impact analysis of the impacts of the project in combination with other planned railway proj-ects, transportation improvements, and land use plans and projects in the various cities along the project corridor. As required by CEQA, the EIR will consider a reasonable range of alternatives in addition to the proposed project.

of alternatives in addition to the proposeu project. The Authority is seeking comments from agen-cies, stakeholders, and the public regarding the environmental effects and potential alter-natives to be analyzed in the EIR. **Scoping Meetings:** The Authority will hold public scoping meetings to provide an oppor-tunity for the lead agency to explain the proj-ect and to give interested agencies, organiza-tions, and individuals an additional opportuni-ty to comment on the scope and content of the EIR. Public scoping meetings will be held on the following:

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

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

Scoping Comments: Written responses and comments on the scope of the environmental review of the Valley Link Project will be ac-cepted from Thursday, September 13, 2018 un-til 5:00 PM on Monday, October 15, 2018. Please send written comments to:

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

1

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Attachment C – Scoping Meeting Display Board Exhibits



WELCOME to the Scoping Meeting for the Valley Link Project!



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

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

Email: info@valleylinkrail.com

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

Thank you for coming!



Scoping Comment Station

Alternatives Raised in Scoping

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

How to Provide Comments

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

Comments can also be submitted via email and mail.

Email: info@valleylinkrail.com

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

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



Valley Link Project Background

Need for a Megaregional Connection

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

Daily Commute: % Change 2013-2016





Project Goals

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

Valley Link Project Background

AB 758 Creates Regional Rail Authority

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

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

Governing Board

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

- Bay Area Rapid Transit District
- · City of Danville
- · City of Dublin
- · City of Lathrop
- City of Livermore
- City of Manteca
- · City of Pleasanton
- · City of San Ramon

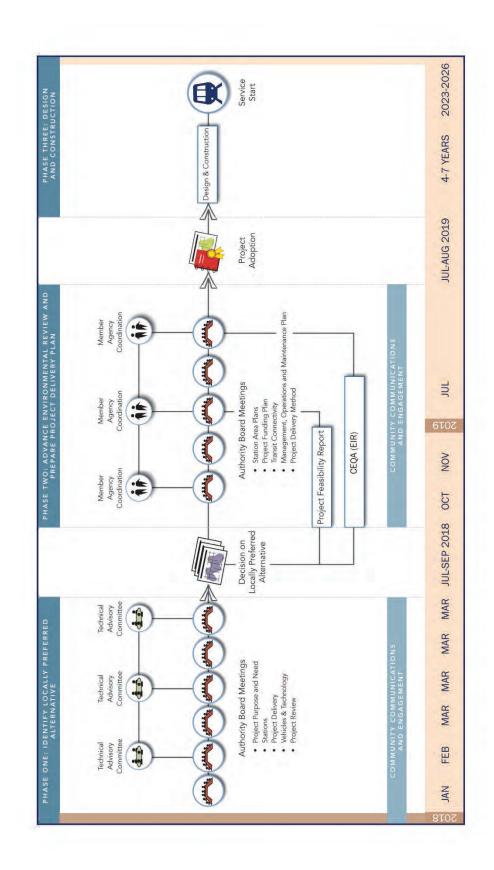
- City of Stockton
- City of Tracy
- · County of Alameda
- · County of San Joaquin
- Livermore Amador Valley Transit Authority
- Mountain House Community Services District
- San Joaquin Regional Rail Commission

AB 758 Feasibility Report Requirements

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

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

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



Tri-Valley A San Joaquin Valley REGIONAL RAIL AUTHORITY

Valley Link Environmental Review Process

Environmental Review Process

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

Environmental Topics

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

- Aesthetics
- Agriculture and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous
 Materials

- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation and Traffic
- Tribal Cultural Resources
- Utilities and Service Systems

Valley Link Project Alternatives

No Build Alternative

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

Build Alternatives

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

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

Phase I Improvements

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

Phase II Improvements

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

Technology Alternatives

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

Multiple Unit

- Every car is powered ("self-propelled") there is no separate locomotive.
- . Diesel Multiple Unit: Runs on diesel
- Electric Multiple Unit: Uses electricity from an overhead wire, third rail, or battery
- Diesel/Electric Hybrid Multiple Unit: Uses a combination of diesel and battery

Locomotive Haul

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





Tri-Valley + San Joaquin Valley REGIONAL RAIL AUTHORITY

Previously Studied Alternatives & Options

Valley Link Feasibility Options Considered but Not Moved Forward

Rideshare Option

The Rideshare option included shuttles, vanpools and traditional carpools, casual carpools, and ridehailing. Pick-up and drop-off points located at park-and-rides at Isabel Avenue, Laughlin Road, Grant Line Road, Tracy Transit Center, and North Lathrop ACE station

- For carpools and vanpools, guaranteed parking spaces and free parking provided at Dublin/Pleasanton BART Station
- For ridehailing services, dedicated curb space provided at Dublin/
 Pleasanton BART station



Bus Option

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

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

at Laughlin Road. Every other bus travels between Dublin/Pleasanton BART and North Lathrop.



		R COMPARISON/ EASON FOR DISMISSAL	
Conventional BART	Extend conventional BART to Isabel Avenue	Highest cost, does not connect BART and ACE.	
DMU/EMU	Introduce new DMU or EMU rail service to Isabel Avenue.	Carried forward to Valley Link Feasibility Study.	
Express Bus/ BRT	Construct new bus ramps from the I-580 express lanes to a new transfer platform at BART Dublin/Pleasanton	Perform well in cost-effectiveness and financial capacity measures, but generally worse for all other measures bass not meet the purpose and need orderia of connecting ACE to BART rail-to-rail	
Enhanced Bus	Implement new and enhanced bus services to ACE Vasco Road and ACE Livermore	Low scores in providing alternative to 1-580 congestion, and in improving air quality, does not score well in linking existing BART, interregional rail, Priority Development Areas. Does not meet the purpose and need criteria of connecting ACE to BART rail-brail	

Previously Studied: ACE EIR & BART EIR Alternatives

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

ACE ACE Alternatives

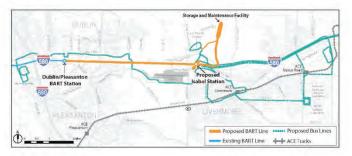
- ACEforward was a phased improvement plan proposed by the San Joaquin Regional Rail Commission to implement a near-term and longer-term vision of intercity and commuter passenger rail services.
- The ACE forward DEIR (May 2017) identified longer-term improvements in the Tri-Valley that would ultimately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



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

BART Alternatives

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





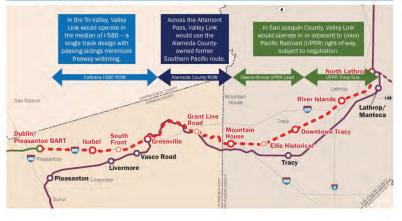
Valley Link Project Alignment & Stations Overview

Alignment

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

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

Proposed Rights-of-Way



Stations & Connectivity

The following stations are included in the proposed project:

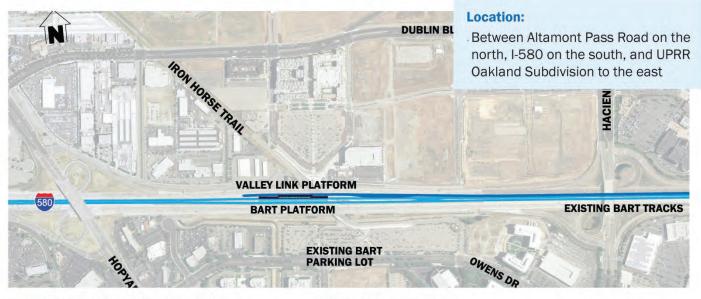
- Dublin/Pleasanton BART Intermodal Station
- Isabel Station
- Greenville Road ACE Intermodal Station
- Mountain House Station

- Downtown Tracy Station
- . River Islands Station
- North Lathrop ACE Intermodal Station



- The following stations will be considered as infill stations in the EIR: South Front Station Grant Line Road Station
- Ellis Historical Station

Dublin/Pleasanton BART Intermodal Station



Transfer Platform Rendering

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

BART Connection



Isabel Station



Location:

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

Greenville Road ACE Intermodal Station

North Alternative

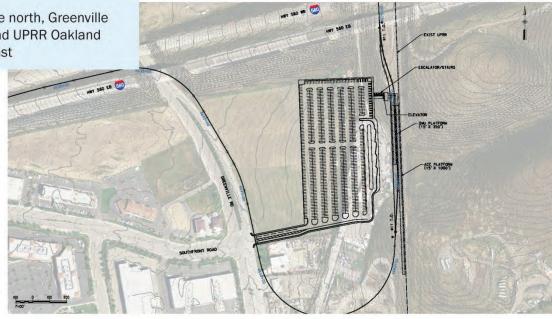
Location:



South Alternative

Location:

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



Mountain House Station

West of I-580 Alternative



East of I-580 Alternative





Downtown Tracy Station



River Islands Station

Location:

UPRR (FRESNO SUB

NO. PAST

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



RIVER ISLANDS

EMPLOYMENT CENTER

North Lathrop ACE Intermodal Station

VALLEY LINK PLATFOR

EXPANDED PARKING LOT

Location:

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





Valley Link Scoping Report December 7, 2018





Index of Scoping Comments Received

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

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

STATE OF CALIFORNIA

NATIVE AMERICAN HERITAGE COMMISSION Cultural and Environmental Department 1550 Harbor Blvd., Suite 100 West Sacramento, CA 95691 Phone (916) 373-3710 Email: nahc@nahc.ca.gov Website: http://www.nahc.ca.gov Twitter: @CA_NAHC

September 25, 2018

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

Edmund G. Brown Jr., Governor



RECEIVED

SEP 2 7 2018

Livermore Amador Valley Transit Authority

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

Dear Mr. Tree:

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

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

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

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

AB 52

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

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

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

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: <u>http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf</u>

<u>SB 18</u>

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

Some of SB 18's provisions include:

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

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

NAHC Recommendations for Cultural Resources Assessments

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

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

3. Contact the NAHC for:

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

If you have any questions or need additional information, please contact me at my email address: <u>Sharaya.Souza@nahc.ca.gov</u>.

Sincerely,

Niney Same

Sharaya Souza Staff Services Analyst

cc: State Clearinghouse

STATE OF CALIFORNIA - CALIFORNIA NATURAL RESOURCES AGENCY

EDMUND G. BROWN JR., GOVERNOR

CENTRAL VALLEY FLOOD PROTECTION BOARD 3310 El Camino Ave., Ste. 170 SACRAMENTO CA 05921

SACRAMENTO, CA 95821 (916) 574-0609 FAX: (916) 574-0682

September 21, 2018

RECEIVED



SEP **2 6** 2018 Livermore Amador Valley Transit Authority

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

Subject: Valley Link Rail Project, Notice of Preparation, SCH Number: 201809
--

Location: San Joaquin County

Dear Mr. Tree,

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

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

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

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

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

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

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

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

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

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

Sincerely,

chler

Andrea Buckley Environmental Services and Land Management Branch Chief

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



Melissa Gjerde <info@valleylinkrail.com>

Valley Link Project

1 message

Tracy Kronzak <tracykronzak@gmail.com> Reply-To: tracykronzak@gmail.com To: info@valleylinkrail.com Sat, Sep 29, 2018 at 12:29 PM

To Whom it May Concern:

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

1) Please ensure that the link from Dublin/Pleasanton BART station runs hours that will accommodate early morning and late night commuting. I work in San Francisco, and without matching BART hours, would still need to drive to the BART station, rather than bike to the the proposed Isabel station.

2) Single track connection to Dublin/Pleasanton BART would not allow for future growth in this region - don't limit the growth of this rail line by limiting future concurrent trains operating in East/West directions along 580. Also, a single track means that should there be a problem along the rail line, there will be no recourse for stalled trains, and the entire service will be shut down.

3) Please consider a future expansion to downtown Livermore via the existing right of way and rail lines.

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



Melissa Gjerde <info@valleylinkrail.com>

Valley Link Scoping Comments

1 message

Vinn, Bob

bgvinn@cityoflivermore.net>

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

Tue, Oct 2, 2018 at 2:29 PM

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

Bob Vinn

Assistant City Engineer

Engineering / Community Development

City of Livermore

(925) 960-4516

(925) 580-8287 cell

(925) 960-4505 fax

www.cityoflivermore.net

Tri-Valley & San Joaquin Valley REGIONAL RAIL AUTHORITY

SCOPING COMMENT SHEET

Name: Robert S.Allm
Organization (if any):
Address (optional): 223 Douver Avenue
City, State, Zip: Livermore CA 94551-92.00
E-mail address: <u>mbertsee allen(a) gmail.com</u>
Comments
Denth of a dream, four decides alt. When AB-2923 become law, I had to remake?
Livermore door not need a BART station. Velley Link can do the job well.
ASAP: Expand BART'S Ahrung (Isabel) Park and Ride to 500 or 1000 spaces (per Of CTC "TVI-Valley
Integrated - + musit and Park-and Ride Study" DKS estimated cast on vacand BART-owned land at
13, 256,000. (how site specific, 500 space), Run freenny shuttle bus to station, wistoppet
Lingunan Airport connecting with every train (Parking fore rould be pold at station, as they are were
for BARt parking at station.
In dealing with collowing, work with BART to allow 3 BART tall tracks in median
Richmand (Purple line - Blue and Bel) increased frequency and a hospital to storage for
cars to or from shop dow male tonance and repair)
E BORT - ALS BRANCH

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Tri-Valley 🔺 San Joaquin Valley REGIONAL RAIL AUTHORITY

Klue

Fare collection cross- Blotham trancfers? for

Strongly support South Front and Grant Line Real Stations, (Suggest Grant Line Roy by renamed Haggerty Drive from Alternant Pass Read thru. 580,) Growt Line Road interchanges six hilles apart is unrelated station well be nowed Haggerty in honoring of dedicated supervisor who has save falthely for mony terress. Build a major park-use facility there, and change parting feas translt- north Velley Link nod opens,

Alalo malutename let 3 have that tracks suillice

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

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

Email:

info@valleylinkrail.com Please include "Valley Link Rail Project" in the email subject line

Mail:

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



SCOPING COMMENT SHEET

Name: <u>Marsha Nene</u>
Organization (if any):
Address (optional):
City, State, Zip: <u>pleasanton</u>
E-mail address:
Comments
T cont fair and
I support this project & looking torward to seeing the end result.
boking Torward To Jeeing the
end result.



RECEIVED OCT 1 1 2018 Livermore Amador Valley Transit Authority

October 8, 2018

BOARD MEMBERS

Dan Richard CHAIR

Thomas Richards VICE CHAIR

Ernest M. Camacho

Daniel Curtin

Bonnie Lowenthal

Nancy Miller

Michael Rossi

Lynn Schenk

EX-OFFICIO BOARD MEMBERS

Honorable Dr. Joaquin Arambula

Honorable Jim Beall

Brian P. Kelly CHIEF EXECUTIVE OFFICER

EDMUND G. BROWN JR. GOVERNOR



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

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

To Whom It May Concern:

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

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

Sincerely,

cc:

Mark A. McLoughlin Director of Environmental Services

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





Central Valley Regional Water Quality Control Board

5 October 2018

OCT 09 2018

Livermore Amador Valley Transit Authority

Michael Tree Tri-Valley San Joaquin Valley Regional Rail Authority 1362 Rutan Court, Suite 100 Livermore, CA 94551 CERTIFIED MAIL 7014 3490 0001 3008 4408

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

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

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

I. Regulatory Setting

Basin Plan

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

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

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

Valley Link Rail Project Alameda and San Joaquin Counties

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

For more information on the Water Quality Control Plan for the Sacramento and San Joaquin River Basins, please visit our website: http://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/.

Antidegradation Considerations

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

In part it states:

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

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

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

II. Permitting Requirements

Construction Storm Water General Permit

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

(SWPPP).

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

http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml.

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Phase I and II Municipal Separate Storm Sewer System (MS4) Permits¹

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

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

http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/municipal_permits/.

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

http://www.waterboards.ca.gov/water_issues/programs/stormwater/phase_ii_municipal.sht ml

Industrial Storm Water General Permit

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

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

http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/industrial_general_permits/index.shtml.

Clean Water Act Section 404 Permit

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

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

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

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

Clean Water Act Section 401 Permit - Water Quality Certification

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

Waste Discharge Requirements – Discharges to Waters of the State

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

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

http://www.waterboards.ca.gov/centralvalley/help/business_help/permit2.shtml.

Dewatering Permit

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

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

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

http://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2003/wqo/w qo2003-0003.pdf

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

http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/waivers/r5-2013-0145_res.pdf

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Regulatory Compliance for Commercially Irrigated Agriculture

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

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

Low or Limited Threat General NPDES Permit

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

- 6 -

http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_ord ers/r5-2013-0074.pdf

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

http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_ord ers/r5-2013-0073.pdf

NPDES Permit

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

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

http://www.waterboards.ca.gov/centralvalley/help/business_help/permit3.shtml

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

foodattinsley for

Stephanie Tadlock Senior Environmental Scientist

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





RECEIVED

October 4, 2018

OCT 09 2018

Livermore Amador Valley

Transit Authority

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

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

District CEQA Reference No: 20181017

To Whom It May Concern:

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

Emissions Analysis

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

Northern Region 4800 Enterprise Way Modesto, CA 95356-8718 Tel: (209) 557-6400 FAX: (209) 557-6475 Samir Sheikh Executive Director/Air Pollution Control Officer

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

 34946 Flyover Court

 Bakersfield, CA 93308-9725

 67

 Tel: 661-392-5500 FAX: 661-392-5585

www.valleyair.org www.healthyairliving.com

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

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

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

i) The District recommends conducting a screening analysis that includes all sources of emissions. A screening analysis is used to identify projects which may have a significant health impact. A prioritization, using CAPCOA's updated methodology, is the recommended screening method. A prioritization score of 10 or greater is considered to be significant and a refined Health Risk Assessment (HRA) should be performed. The prioritization calculator can be found at:

http://www.valleyair.org/busind/pto/emission_factors/Criteria/Toxics/Utilities/PR IORITIZATION%20RMR%202016.XLS.

ii) The District recommends a refined HRA for projects that result in a prioritization score of 10 or greater. It is recommended that the Project proponent contact the District to review the proposed modeling protocol. The Project would be considered to have a significant health risk if the HRA demonstrates that the Project related health impacts would exceed the Districts significance threshold of 20 in a million for carcinogenic risk and 1.0 for the Acute and Chronic Hazard Indices.

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

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

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

- E-Mailing inquiries to: <u>hramodeler@valleyair.org;</u> or
- The District can be contacted at (559) 230-6000 for assistance; or
- Visiting the District's website (Modeling Guidance) at <u>http://www.valleyair.org/busind/pto/Tox Resources/AirQualityMonitoring.ht</u> <u>m</u>
- d) Ambient Air Quality Analysis: An ambient air quality analysis (AAQA) uses air dispersion modeling to determine if emissions increases from a project will cause or contribute to a violation of the ambient air quality standards. The District recommends that an AAQA be performed for the Project if emissions exceed 100 pounds per day of any pollutant.

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

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

District Rules and Regulations

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

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

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

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

Sincerely,

Arnaud Marjollet Director of Permit Services

Brian Clements Program Manager

AM: sp



Valley Link Project

1 message

Thu, Oct 11, 2018 at 9:02 PM

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

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

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

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

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

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

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

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

PUBLIC UTILITIES COMMISSION 505 VAN NESS AVENUE SAN FRANCISCO, CA 94102-3298



October 11, 2018

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

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

Dear Mr. Tree:

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

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

Commission Rules and Regulations

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

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

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

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

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

Michael Tree SCH # 2018092027 Page 2 of 3 October 11, 2018

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

Federal Rules and Regulations

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

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

Crossing Authorizations

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

1. Formal Application

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

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

2. GO 88-B Requests

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

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

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

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

Sincerely,

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

CC: State Clearinghouse, state.clearinghouse@opr.ca.gov



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

RECEIVE

October 11, 2018

Chair Randy Fiorini

Livermore Amador Valley Transit Authority

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

Executive Officer Jessica R. Pearson

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

Via email: info@valleylinkrail.com

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

Dear Mr. Tree:

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

Based on the project description in the NOP, the Council understands that the proposed project will be located within the Delta Secondary Zone¹ and therefore is required to comply with the Sacramento-San Joaquin Delta Reform Act of 2009 (SBX7 1; Delta Reform Act). As explained in this letter, through the Delta Reform Act, the Council has specific regulatory and appellate authority over certain actions that take place in whole or in part in the Delta and Suisun Marsh, which are referred to as "covered actions". State and local agencies are required to demonstrate consistency with 14 regulatory policies identified in the Delta Plan (23 Cal. Code Reg. sections 5001-5012) when carrying out, approving, or funding a covered action.

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

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

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

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

Comments on the Notice of Preparation

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

Regulatory Setting

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

Mitigation Measures

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

http://deltacouncil.ca.gov/sites/default/files/documents/files/Agenda%20Item%206a_atta ch%202.pdf

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

- Aesthetics
- Agriculture Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Energy

- Geology and Soils
- Greenhouse Gas Emissions
- Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise and Vibration

- Population and Housing
- **Public Services**
- Recreation
- Transportation/Traffic
- Safety and Security
- Utilities and Service Systems

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

Impacts to Stewart Tract and Paradise Cut

Delta Plan Policy ER P3 (23 Cal. Code Reg. section 5007) states that within priority habitat restoration areas depicted in Appendix 5 (http://deltacouncil.ca.gov/docs/appendix-5), significant adverse impacts to the

opportunity to restore habitat at appropriate locations must be avoided or mitigated.

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

Impacts to the Delta as an Evolving Place

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

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

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

Comments regarding Delta Plan Policies and Potential Consistency Certification

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

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

Best Available Science and Adaptive Management

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

Delta Plan Policy **G P1** (23 Cal. Code Reg. section 5002(b)(4)) also requires that ecosystem restoration and water management covered actions include adequate provisions for continued implementation of adaptive management, appropriate to the scope of the action. This requirement is satisfied through a) the development of an adaptive management plan that is consistent with the framework described in Appendix 1 B of the Delta Plan

(<u>http://deltacouncil.ca.gov/sites/default/files/2015/09/Appendix%201B.pdf</u>), and b) documentation of adequate resources to implement the proposed adaptive management plan.

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

Protect Opportunities to Restore Habitat

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

Locate New Urban Development Wisely

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

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

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

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

Protect Floodways

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

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

Closing Comments

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

Sincerely,

Jeff Henderson, AICP Deputy Executive Officer Delta Stewardship Council



Feedback on stations from Mountain House

1 message

Robi Thomas <robithomas@live.com> To: "info@valleylinkrail.com" <info@valleylinkrail.com> Thu, Oct 11, 2018 at 10:43 PM

Hello

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

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

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

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

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

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

My recommendations

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

I am happy to share more details if needed

Regards

Robi Thomas

1112 S Shields Ave

Mountain House CA 95391

209 603 1010

Senter mail for Windows 10



I need multimodal station for Mountain House

1 message

John Antony <johnantony@gmail.com> To: info@valleylinkrail.com Fri, Oct 12, 2018 at 12:51 PM

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

I commute to Livermore/Pleasanton.

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

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

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

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

I would sincerely request you to consider the following

1. Fasttrack the Grant Line Multimodal station (supporting Valley Link and ACE Trains).

2. Make the Mountain House / West Tracy station a Multimodal station with stops for ACE as well.

Regards, Name: John Antony Address: 199 W Aventino Ave, Mountain House , CA 95391

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



I need a multimodal station for Mountain House

1 message

Ramesh Ayyapuraju <arameshs@icloud.com> To: info@valleylinkrail.com Fri, Oct 12, 2018 at 8:12 AM

Hi all,

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

I commute to MILPITAS.

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

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

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

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

I would sincerely request you to consider the following

1. Fasttrack the Grant Line Multimodal station (supporting Valley Link and ACE Trains).

2. Make the Mountain House / West Tracy station a Multimodal station with stops for ACE as well.

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

Sent from my iPhone, please excuse typos

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

OCT 1 7 2018

October 12, 2018

Livermore Amador Valley Transit Authority

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

Valley Link Rail Project-Notice of Preparation

Dear Michael Tree:

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

Project Understanding

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

System Planning Efficiencies

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

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



Making Conservation a California Way of Life

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

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Rail?

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

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

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

2018 California State Rail Plan

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

Feasibility Study

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

Landscape and Visual Impacts

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

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

planning.

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

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

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

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

http://www.dot.ca.gov/hq/LandArch/mainstreet/main_street_3rd_edition.pdf

Design

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

Project Coordination

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

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

project.

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

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

Encroachment Permit

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

Lead Agency

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

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

Sincerely,

PATRICIA MAURICE District Branch Chief Local Development - Intergovernmental Review

c: State Clearinghouse

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



I need a multimodal station for Mountain House

1 message

Sreedhar Dulla (sdulla) <sdulla@cisco.com> To: "info@valleylinkrail.com" <info@valleylinkrail.com> Fri, Oct 12, 2018 at 11:02 AM

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

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

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

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

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

I would sincerely request you to consider the following

1. Fasttrack the Grant Line Multimodal station (supporting Valley Link and ACE Trains).

2. Make the Mountain House / West Tracy station a Multimodal station with stops for ACE as well.

Regards,

Sreedhar Dulla



Tri-Valley - San Joaquin - mountain house station

1 message

Vijay John <v.john@procept-biorobotics.com> To: "info@valleylinkrail.com" <info@valleylinkrail.com> Fri, Oct 12, 2018 at 8:23 AM

Hi,

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

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

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

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

Thanks Vijay

Vijay John Director, Design Quality Assurance PROCEPT BioRobotics



I need a multimodal station for Mountain House

1 message

gopaljorapur <gopaljorapur@gmail.com> To: info@valleylinkrail.com Fri, Oct 12, 2018 at 8:50 AM

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

I commute to San Jose

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

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

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

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

I would sincerely request you to consider the following

1. Fasttrack the Grant Line Multimodal station (supporting Valley Link and ACE Trains).

2. Make the Mountain House / West Tracy station a Multimodal station with stops for ACE as well.

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

Thanks, Gopal



I need a multimodal station for Mountain House

1 message

VENKATARAMANA KALVA <venkataramana.kalva@gmail.com> To: info@valleylinkrail.com Fri, Oct 12, 2018 at 7:21 AM

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

I commute to

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

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

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

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

I would sincerely request you to consider the following

1. Fasttrack the Grant Line Multimodal station (supporting Valley Link and ACE Trains).

2. Make the Mountain House / West Tracy station a Multimodal station with stops for ACE as well.

Regards, Name: venkataramana Kalva Address: 451 E Bernadette terrace mountain house CA 95391

Sent from my iPhone



Need a multimodal station for Mountain House

1 message

Ramu Katamaneni <rkatamaneni@vmware.com> To: "info@valleylinkrail.com" <info@valleylinkrail.com> Fri, Oct 12, 2018 at 9:16 AM

Hi,

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

I commute to

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

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

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

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

I would sincerely request you to consider the following

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

Regards,

Ramu Katamaneni

522 E Bernadette Ter

Mountain House CA



Regarding connectivity for Mountain house

1 message

Sudhir Kohalli <sudhir.kohalli@broadcom.com> To: info@valleylinkrail.com Fri, Oct 12, 2018 at 11:29 AM

Hi

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

Thanks

Sudhir



I need a multimodal station for Mountain House

1 message

onlnusr@yahoo.com <onlnusr@yahoo.com> Reply-To: "onlnusr@yahoo.com" <onlnusr@yahoo.com> To: "info@valleylinkrail.com" <info@valleylinkrail.com> Fri, Oct 12, 2018 at 12:57 AM

Hi,

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

I commute to Santa Clara, CA.

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

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

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

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

I would sincerely request you to consider the following

1. Fasttrack the Grant Line Multimodal station (supporting Valley Link and ACE Trains).

2. Make the Mountain House / West Tracy station a Multimodal station with stops for ACE as well.

Regards, Name: Jagan Muppidi Address: 1230 S Vecindad St, Mountain House, CA 95391



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

1 message

ഉണ്ണികൃഷ്ണൻ രാമൻ <unnikrishnan@gmail.com> To: info@valleylinkrail.com Fri, Oct 12, 2018 at 12:00 PM

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

I commute to Bay Area.

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

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

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

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

I would sincerely request you to consider the following

1. Fasttrack the Grant Line Multimodal station (supporting Valley Link and ACE Trains).

2. Make the Mountain House / West Tracy station a Multimodal station with stops for ACE as well.

Thanks and regards, Name: Unnikrishnan Nampoothiri Address: 225 N Rockridge St Mountain House, CA, 95391



Mountain House station

1 message

Ghorzang Nuranshah <ghorzangn@gmail.com> To: info@valleylinkrail.com Fri, Oct 12, 2018 at 1:02 AM

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



Ace train station request (Closer to) Mountain House

1 message

Praveen Pratury <praveen.pratury@samsung.com> To: "info@valleylinkrail.com" <info@valleylinkrail.com> Fri, Oct 12, 2018 at 11:19 AM

Hello,

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

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

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

I would sincerely request you to consider the following

1. Fasttrack the Grant Line Multimodal station (supporting Valley Link and ACE Trains).

2. Make the Mountain House / West Tracy station a Multimodal station with stops for ACE as well.

Regards, Name: Praveen Pratury Address: 581 N Santa Inez Dr, Mountain House, CA 95391.



CHIEF EXECUTIVE OFFICE

Jody L. Hayes Chief Executive Officer

Patricia Hill Thomas Chief Operations Officer/ Assistant Executive Officer

Keith D. Boggs Assistant Executive Officer

Patrice M. Dietrich Assistant Executive Officer

STANISLAUS COUNTY ENVIRONMENTAL REVIEW COMMITTEE

RECEIVED

OCT 1 5 2018

Livermore Amador Valley

Transit Authority

October 12, 2018

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

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

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

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

The ERC appreciates the opportunity to comment on this project.

Sincerely,

Patrick Cavanah Sr. Management Consultant Environmental Review Committee

PC:ss

cc: ERC Members

99



Valley Link Project

1 message

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

Fri, Oct 12, 2018 at 8:32 AM

Melissa Gjerde <info@valleylinkrail.com>

Hi,

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

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

Those going to South Bay will prefer ACE, while those going to Dublin or SF will prefer BART. Given that there is no BART today and it will take a lot more time and money to get BART over, the simplest, cheapest solution is to have an ACE station close to the freeway intersection (205/580/grant line) and incentivize a lot of cars to get off the road. The proposed location (see map attached) is not that useful as it will take us 12 minutes to get there from Mountain House, going backwards and probably another 10 minutes going forward to reach the Grant line intersection.

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

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

Thanks Sunil

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



image1.png 352K

100



Request for multi modal station near Grant Line Road

1 message

Subin Thampi <thampisubin@gmail.com> To: info@valleylinkrail.com Fri, Oct 12, 2018 at 9:44 PM

Hello Valley Link Rail Project team,

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

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

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

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

Regards Subin Thampi 651 W Hargrove Ave Mountain House CA 95391



Request for Ace grant line road station

1 message

Rajesh Kumar TV <rajeshkumartv@gmail.com> To: info@valleylinkrail.com Fri, Oct 12, 2018 at 12:20 PM

Hi,

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

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

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

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

Thanks Rajesh Kumar Thathapuram Venkata



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

1 message

Rajesh Kumar Thathapuram Venkata <rvenkata@juniper.net> To: "info@valleylinkrail.com" <info@valleylinkrail.com> Fri, Oct 12, 2018 at 12:23 PM

Hi,

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

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

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

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

Thanks

Rajesh Kumar TV



Train station for Mountain House

2 messages

Seby <sthokkadam@gmail.com> To: info@valleylinkrail.com Fri, Oct 12, 2018 at 9:39 AM

Hello,

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

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

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

I would sincerely request you to consider the following

1. Fasttrack the Grant Line Multimodal station (supporting Valley Link and ACE Trains).

2. Make the Mountain House / West Tracy station a Multimodal station with stops for ACE as well.

Regards, Name: Address:

Thanks

Seby

Seby <sthokkadam@gmail.com> To: info@valleylinkrail.com Fri, Oct 12, 2018 at 9:50 AM

Hello,

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

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

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

I would sincerely request you to consider the following

1. Fasttrack the Grant Line Multimodal station (supporting Valley Link and ACE Trains).

2. Make the Mountain House / West Tracy station a Multimodal station with stops for ACE as well.

Regards,

104

10/19/2018

Name: Seby Thokkadam Address: 744 S Escuela Dr, Mountain House, CA, 95391



Train Station considering Mountain House

1 message

Bibin Varghese <bibinv@gmail.com> To: info@valleylinkrail.com Fri, Oct 12, 2018 at 11:01 AM

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

--

Bibin Varghese



Request for a dedicated ACE Station for Mountain House

1 message

Kishore Kumar Reddy R <reddy.rkk@gmail.com> To: info@valleylinkrail.com Sun, Oct 14, 2018 at 11:59 PM

Attn : Valley Link Rail Project

Greetings from Kishore Reddy

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

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

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

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

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

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

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

Sincerely, Kishore



Attn: Valley Link Project - Public comments on scoping

1 message

Karthikeyan.Arumugam@dell.com <Karthikeyan.Arumugam@dell.com> To: info@valleylinkrail.com Mon, Oct 15, 2018 at 9:56 PM

Dell - Internal Use - Confidential

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

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

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

I see this project as,

* important step in right direction to improve the road infrastructure for residents of Mountain house, Tracy and many more cities around this area

* helps to cut down the commute time to considerable extent for long commutes towards east bay & south bay.

* during peak hours it takes almost 20 minutes to go from Great Valley Parkway to I-580 (which is hardly 2 miles).

* this is almost 1/5 of the total commute time out of 45-50 miles to South bay (Milpitas/Santa Clara).

* implementing this project would also give much needed relief & courage for people who are planning to move to central valley.

Thanks

Karthikeyan Arumugam

Resident of Mountain House



SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

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

October 15, 2018

2018

Robert Raburn, Ph.D. PRESIDENT

Nicholas Josefowitz VICE PRESIDENT

Grace Crunican GENERAL MANAGER

DIRECTORS

Debora Allen IST DISTRICT

Joel Keller 2ND DISTRICT

Rebecca Saltzman 3RD DISTRICT

Robert Raburn, Ph.D. 4TH DISTRICT

John McPartland 5TH DISTRICT

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

Lateefah Simon 7TH DISTRICT

Nicholas Josefowitz BTH DISTRICT

Bevan Dufty 9TH DISTRICT Tri-Valley – San Joaquin Valley Regional Rail Authority Attn: Valley Link Rail Project 1362 Rutan Court, Suite 100 Livermore, CA 94551

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

Dear Valley Link Rail Project Official:

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

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

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

Tri-Valley – San Joaquin Valley Regional Rail Authority October 15, 2018 Page 2

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

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

Sincerely,

Ment

Val Menotti Chief Planning and Development Officer

CC: M Wilke P Medved D Dean DEPARTMENT OF WATER RESOURCES

1416 NINTH STREET, P.O. BOX 942836 SACRAMENTO, CA 94236-0001

October 15, 2018

(916) 653-5791

EDMUND G. BROWN JR., Governor

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Livermore Amador Valley Transit Authority

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

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

Dear Mr. Tree:

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

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

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

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

Leroy Ellinghouse, Chief State Water Project Right-of-Way Management Section Division of Operations and Maintenance California Department of Water Resources 1416 Ninth Street, Room 641-1 Sacramento, California 95814 Mr. Michael Tree October 15, 2018 Page 2

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

Sincerely,

ake

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

cc: State Clearinghouse Office of Planning and Research 1400 Tenth Street, Room 121 Sacramento, California 95814 CALIFORNIA STATE LANDS COMMISSION 100 Howe Avenue, Suite 100-South Sacramento, CA 95825-8202



October 15, 2018

California Relay Service TDD Phone **1-800-735-2929** from Voice Phone **1-800-735-2922**

JENNIFER LUCCHESI, Executive Officer

(916) 574-1800 Fax (916) 574-1810

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

File Ref: SCH # 2018092027

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

VIA REGULAR & ELECTRONIC MAIL (info@valleylinkrail.com)

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

To Whom It May Concern:

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

Commission Jurisdiction and Public Trust Lands

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

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

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

Project Description

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

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

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

Environmental Review

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

Tri-Valley – San Joaquin Valley Regional Rail Authority

General Comments

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

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

Biological Resources

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

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

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

Climate Change

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

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

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

Cultural Resources

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

Mitigation and Alternatives

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

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

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

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

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

Sincerely,

Eric Gillies, Assistant Chief Division of Environmental Planning and Management

cc: Office of Planning and Research

- D. Tutov, Commission
- J. Garrett, Commission
- A. Borack, Commission



October 15, 2018

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

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

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

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

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

Station Areas

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

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

Notice of Preparation of an Environmental Impact Report – Valley Link Rail Project October 15, 2018 Page 2 of 3

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

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

Land Use Projections

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

EIR Analysis

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

City-Specific Comments

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

If you have any other questions, please feel free to contact me at <u>bgvinn@cityoflivermore.net</u>.

Sincerely,

Bob Vinn Assistant City Engineer Community Development Department

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

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



Letter 1

United States Department of the Interior

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



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

JAN 1.2 2010

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

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

Dear Mr. Quint:

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

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



Mr. Malcolm Quint

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

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

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

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Mr. Malcolm Quint

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- 4. Alternatives 1, 1a, and 1b have the most significant adverse affects for listed species. The Greenville East Station and Yard will essentially destroy one of the last remaining movement corridors for the endangered San Joaquin kit fox, as well as, remove denning and foraging habitat. Additionally it will result in a loss of 8% of vernal pool fairy shrimp critical habitat, aquatic and upland habitat for California tiger salamanders and California red-legged frogs. The affects to San Joaquin kit foxes were not analyzed in the DEIR. The DEIR fails to provide detailed measures to compensate for affects to the listed species that were analyzed.
- 5. The proposed Greenville Yard maintenance facility north of I-580 and east of Laughlin Road is within proposed critical habitat Unit CCS-2 for the California red-legged frog and designated critical habitat Unit 19C for the vernal pool fairy shrimp. The Greenville Yard proposal will affect 113 acres representing 8% of critical habitat unit 19C; however, the DEIR states that loss will be mitigated to less than significant. That mitigation is not specified and it is unclear how it can be concluded as mitigated to less than significant.
- The Mitigation Measures presented do not minimize or mitigate for the specific proposed 6. impacts to less than significant. Applying for and obtaining permits represents compliance with the appropriate State and federal laws, and does not constitute a mitigation measure. Additionally consulting with the resources agencies and surveying for special status species should not be considered a mitigation measure that will reduce the project impacts to less than significant. The DEIR should provide specific feasible measures that will mitigate the project to the less than significant determination. It is understood that the DEIR is a program level document; however, mitigation measures should be specific enough to explain how BART can affect specific amounts of habitat or individuals and reach a less than significant determination. The document its current form is unclear how the Mitigation Measures will reach this determination as the majority of the Measures consist of complying with environmental regulations which do not necessarily reduce or compensate for the specific effects. The Mitigation Measure for vernal pool fairy shrimp critical habitat is an excellent example. There are no specifics on how the impacts to 8% of the critical habitat unit will mitigated to less than significant (e.g. how much habitat will be preserved, will habitat be preserved within the same unit that is impacted, protections, enhancements, monitoring?).

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

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Mr. Malcolm Quint

1.5 cont.

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

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

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

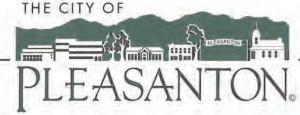
This concludes our comments on the BART to Livermore Extension Project DEIR. Please address any questions or concerns regarding these comments and recommendations to Kim Squires, Senior Endangered Species Biologist or Ryan Olah, Coast Bay Branch Chief, at (916) 414-6600.

Sincerely,

Chris Nagano () Division Chief, Endangered Species Program

CC.

Marcia Grefsrud, California Department of Fish and Game, Yountville, California Brian Wines, San Francisco Regional Water Quality Control Board, Oakland, California 4



RECEIVED

October 15, 2018

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

Livermore Amador Valley Transit Authority

RE: Notice of Preparation for the Valley Link Rail Project

Dear Mr. Tree:

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

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

Ridership

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

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

COMMUNITY DEVELOPMENT ww26cityofpleasantonca.gov P. O. BOX 520 - 200 Old Bernal Avenue Pleasanton, CA 94566-0802

Plan	ning	
	931-5600	
Fax:	931-5483	

Valley Link Rail Project	Page 2
October 15, 2018	

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

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

Alternatives

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

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

Visual impact

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

Operation

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

Level of Service

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

Non-EIR issues

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

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

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

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

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

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

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

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

Sincerely,

Gerry Beaudin, AICP \ Community Development Director

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



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

1 message

Ali Jan <jan72ali@gmail.com> To: info@valleylinkrail.com Mon, Oct 15, 2018 at 3:44 PM

Hi There,

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

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

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

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

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

1. Fasttrack the Grant Line Multimodal station (supporting Valley Link and ACE Trains).

2. Make the Mountain House / West Tracy station a Multimodal station with stops for ACE as well.

Regards, Name: Jamshed Hyder Address: Mountain House



Valley Link Project - need a multimodal station for Mountain House

1 message

Ali Jan <alijan@google.com> To: info@valleylinkrail.com Mon, Oct 15, 2018 at 3:29 PM

Hi There,

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

I commute to Mountain View from Mountain House daily.

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

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

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

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

I would sincerely request you to consider the following

1. Fasttrack the Grant Line Multimodal station (supporting Valley Link and ACE Trains).

2. Make the Mountain House / West Tracy station a Multimodal station with stops for ACE as well.

Regards, Name: Ali Jan Address: 667 W Royce DR Mountain House



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

1 message

AliJaved Jan <alijavedjan@gmail.com> To: info@valleylinkrail.com Mon, Oct 15, 2018 at 3:22 PM

Hi There,

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

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

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

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

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

1. Fasttrack the Grant Line Multimodal station (supporting Valley Link and ACE Trains).

2. Make the Mountain House / West Tracy station a Multimodal station with stops for ACE as well.

Regards, Name: Ali Javed Address: 1088 S Langford Dr Mountain House



Request to add multimodal station in Mountainhouse

1 message

aliyan naq <aliyannaq@yahoo.com> To: info@valleylinkrail.com Mon, Oct 15, 2018 at 3:02 PM

ні There,

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

I commute to Downtown San Jose from Mountain House daily.

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

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

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

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

I would sincerely request you to consider the following

1. Fasttrack the Grant Line Multimodal station (supporting Valley Link and ACE Trains).

2. Make the Mountain House / West Tracy station a Multimodal station with stops for ACE as well.

Regards, Name: Andleeb Naqvi Address: 667 W Royce DR Mountain House



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

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

VIA EMAIL

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

October 15, 2018

Valley Link Project Comment on Notice of Preparation

Dear Mr. Tree,

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

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

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

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

Mr. Michael Tree October 15, 2018 Page 2

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

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

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

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

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

UC Berkeley Global Campus at Richmond Bay 1301 S46TH St. Bldg 112 Richmond CA 94804 510.472.4145 Dvizinau@CyberTran.com

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

Sincerely.

David A. Jakopin

Attachments:

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



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

1 message

Kishore Kumar Reddy R <reddy.rkk@gmail.com> To: info@valleylinkrail.com Mon, Oct 15, 2018 at 12:08 AM

Attn : Valley Link Rail Project

Greetings from Kishore Reddy

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

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

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

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

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

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

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

Sincerely, Kishore



October 15, 2018

via email to: info@valleylinkrail.com

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

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

To Whom It May Concern:

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

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

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

General Comments and Questions

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

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

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

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

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

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

"132661(a)(1) Recommendations for expediting the development of cost-effective and responsive transit connectivity between BART's rapid transit system and the Altamont Corridor Express commuter rail service in the Tri-Valley region."

Alternatives

In order to provide a comprehensive evaluation of cost-effective and reasonably-timed alternatives, the Scoping of the EIR must include a <u>Bus</u> option, analyzed at the same level of detail as the proposed rail project. The California Environmental Quality Act requires that reasonable and feasible alternatives to the proposed project must be considered and cannot be dismissed before the EIR is even prepared.

Nothing in AB 758 requires rail or rail only; it speaks only to general "transit connectivity," despite the Authority's name. The cursory dismissal of a <u>Bus</u> alternative at the Authority's July meeting does not pass any credible test for objective evaluation or consideration. If the Authority proceeds to prepare an EIR without a realistic bus alternative included, the CEQA document may be subject to legal challenge.

The EIR Must Fully Discuss Conflicting Policies and Plans Regarding Inter-Regional Commutes

The California Environmental Quality Act requires that an EIR must discuss, analyze, and, if needed, recommend mitigation measures to resolve policy conflicts between proposed development projects and adopted land use, transportation, or other plans (CEQA Guidelines Sec. 15125(d)).

AB 758 makes several references to "transit connectivity" between the ACE and BART rail systems. The Legislative findings mention State- and MTC-based "rail plans," and cite the importance of "highway capacity for expanded goods movement" which would questionably be addressed by the proposed passenger service. However, nowhere does AB 758 overrule SB 375 (Chapter 728, Statutes of 2008) which has as an essential element of a Sustainable Communities Strategy that it shall:

"identify areas within the region sufficient to house all the population of the region, including all economic segments of the population, over the course of the planning period of the regional transportation plan taking into account net migration into the region, population growth, household formation and employment growth;" (Section 66080(b)(1)(B)(ii).

Further, in the Settlement Agreement dated February 27, 2014 between MTC/ABAG and the Building Industry Association Bay Area, the public "Agencies" commit that the subsequent SCS "and thereafter ... major updates"

"shall set forth a forecasted development pattern for the region that includes the Regional Housing Control Total, **which shall have no increase in in-commutes** over the baseline year for the SCS, and shall not be based on historical housing production." (Section 6.a., emphasis added) If a project does not comply with the Regional Transportation Plan(s), it is not eligible for most federal or State funding. To the extent that inter-regional commutes are discouraged by law and/or policy, the Authority should seek to work with other agencies to improve local jobs-housing balances as an alternative to a major infrastructure project. Instead, inter-regional commutes seem to be positioned as a primary justification for the proposed Project. This major policy conflict must be analyzed and appropriate mitigation measures must be discussed to reconcile the policy conflict.

Growth Inducement, Inter-Regional and Cumulative Impacts

Related to the issue above, the EIR must include a very thorough and detailed analysis of potential environmental and cumulative impacts (beyond policy conflicts) associated with regional and inter-regional growth inducement. The EIR must analyze, the potential for the connection of the ACE rail system with the BART system to cause additional regional and interregional growth-inducing impacts, such as creating further demand for more affordable housing in the northern San Joaquin Valley. The public must be given an analysis to understand the potential growth-inducing and sprawl impacts of the proposed project.

Would the planned rail-to-rail connection of ACE with BART induce more Bay Area workers to seek affordable housing in San Joaquin, Stanislaus, or even Merced counties, beyond the amount of housing growth that is already planned by these jurisdictions? If so, such impacts must be documented. If not, a credible explanation must be provided.

The EIR analysis could start by analyzing how much housing growth is identified in the respective General Plans for each County and the cities in the three northern San Joaquin Valley counties, as well as in the regional plans for the three counties, including the Sustainable Communities Strategies (SCSs) for the San Joaquin, Stanislaus, and Merced Councils of Governments (COGs).

Then, a similar analysis of housing and job growth could be repeated for the General Plans of relevant areas of Alameda County, as well as adjoining portions of Santa Clara County and their cities. Finally, then compare the amount of imbalance between planned jobs and housing and see if the amount of planned housing in San Joaquin, Stanislaus, and Merced counties could accommodate the excess amount of job growth beyond planned housing that will occur in the East Bay and South Bay.

If the amount of housing (especially affordable housing) that is required to accommodate new workers is greater than the amount of housing anticipated by the Central Valley local plans, then a potentially significant growth-inducing impact could be caused by the Valley Link improvements. The EIR must address these issues.

Additional Specific Issues to be Included in the EIR

In addition to the issues identified above, the EIR should, at a minimum, comprehensively seek to ensure that negative and/or cumulative impacts are not worsened in the areas of:

<u>Aesthetics</u> – The scenic vistas of the Altamont Pass should not be marred by diesel emissions or overhead electrical wires.

<u>Agricultural Resources</u> – Eastern Alameda County and the San Joaquin Valley are among the prime agricultural venues in the United States, and their products should not be endangered by the potential impacts of development and sprawl. Indeed, preliminary materials for MTC's upcoming RTP indicate an interest in pulling back from commitments to conservation areas. Please explain how this will be avoided.

<u>Air Quality</u> -- Eastern Alameda County and the San Joaquin Valley have a history of episodic extremely poor air quality, especially during certain weather conditions. How will any proposed Project counteract such effects?

<u>Biological Resources</u> – Given the already-selected "preferred alternative" which calls for Diesel-powered trains for at least some interim, their EIR should identify impacts to wildlife and habitat. Further, if an Electrified mode is proposed for any length of trackage, precautions must be taken to protect wildlife, especially bird populations.

<u>Energy</u> – How will the proposed Project and its alternatives reduce energy consumption, not only during construction and materials transport, but also during service implementation and operations?

<u>Greenhouse Gas Emissions</u> – As noted above, the corridor is well-known for its negative air quality conditions. How will the Project reduce greenhouse gases, vehicle miles traveled, and Climate Change implications?

<u>Hydrology and Water Quality</u> – How will construction and operation ensure that impacts to local water quality are minimized or eliminated, especially for possible instances of de-railment?

Land Use and Planning – Given continuing warnings and information about the impacts of Climate Change on our communities, the EIR must identify how the project will improve outcomes for local communities, not merely comply with the minimums of existing laws and policy, to protect current and future generations. How will any alternative be part of the needed solution, rather than of the problem?

<u>Population and Housing</u> – Housing and population concerns are briefly noted above. How will the Project reduce tendencies toward sprawl, and how will it ensure that all income levels of population are equitably housed, employed, schooled, and otherwise accommodated? <u>Public Services</u> – It should go without saying that sprawl increases the burden on public services, but the history of development implementation often yields contrary results. How will the Project, if implemented, contribute its fair share to local and regional costs? With the fire hazards in the I-580 Corridor, how will a project and its passengers be protected from, as well as not increasing, wildfire dangers?

<u>Recreation</u> – The EIR should ensure that no element of, or alternative for, the Project results in any diminution in recreational facilities including but not limited to hiking trails and bike paths. Any project Right-of-Way should maximize safety and access for nearby recreational users.

<u>Safety and Security</u> – With miles of open trackage, such a rail project might well be an inviting target for terrorist activity – how will this be prevented? And given the fragile environmental and habitat aspects of the Corridor, how will precautions ensure safety to human, agricultural, and wildlife areas?

<u>Transportation and Traffic</u> – If successful, the proposed Project may possibly decrease auto traffic in the subject Corridor. But other alternatives, especially to SOV usage (including fee-paid "Express" lanes) are available and should be considered and evaluated for public and decisionmaker review. The EIR must also identify, at a minimum, the proposed parking impacts at any current or proposed station(s), including space usage, air quality from cold starts and stops, and impacts on pedestrians and bicyclists from cars and trains. Each alternative should evaluate the benefits and costs of providing transit access rather than auto parking.

The Sierra Club requests evaluations and documentation regarding all of the issues noted above. If additional matters come to our attention, especially once the Feasibility Study is available, which may well provide new perspectives and information, the Sierra Club will provide them to the Authority.

If you have any questions or desire information regarding these comments and questions, please contact Eric Parfrey or Matt Williams at the e-mail addresses or phone numbers listed below.

Sincerely,

ss/Eric Parfrey, Chair Sierra Club California Executive Committee parfrey@sbcglobal.net (209) 641-3380 ss/Matt Williams, Chair San Francisco Bay Chapter Transportation & Compact Growth Committee <u>mwillia@mac.com</u> (510) 530-5259

att: Letter to MTC re Allocation of AB 1171 Bridge Toll Funds

cc: Mother Lode and San Francisco Bay Chapters Metropolitan Transportation Commission San Joaquin Council of Governments Stanislaus Council of Governments Merced Council of Governments Alameda County Transportation Commission VTA ACE California State Transportation Agency Sierra Club California



September 24, 2018

Chair Jake Mackenzie and Commissioners Metropolitan Transportation Commission Bay Area Metro Center 375 Beale Street San Francisco CA

via email to: <u>rleyva@bayareametro.gov</u>

Re: Agenda item #8a (for September 26, 2018 meeting)

MTC Resolution No. 3914, Revised. Allocation of \$10.1 million in AB 1171 Bridge Toll funds to Tri-Valley - San Joaquin Valley Regional Rail Authority (Authority) for CEQA documentation and preliminary engineering on the Valley Link rail project.

Dear Chair Mackenzie and Commissioners:

On behalf of our members in both San Joaquin and Alameda Counties, the Sierra Club opposes the proposed funding of "CEQA documentation and preliminary engineering" for the Valley Link project. The Sierra Club considers the California Environmental Quality Act (CEQA) very seriously, and we are concerned about rushing into an undefined "documentation" before the project is properly vetted by all relevant stakeholders, including the San Joaquin Council of Governments (SJCOG) and involved municipalities, environmental organizations, and residents.

The funding is premature at least until the current Feasibility Study is finalized to identify what are reasonable possibilities for the project, including at a minimum a bus option. Further, preliminary engineering is also premature until both the Feasibility and CEQA studies are completed. How can the Authority legitimately design a proposed system until these prerequisite analyses are completed and approved?

Although the Authority Board has already selected a "preferred alternative" this action does not mean that this is the best option -- environmentally, financially, operationally, or otherwise. For MTC to act unilaterally on the CEQA review, without its partner at SJCOG, calls into question the use of Bay Area Regional Bridge Tolls, under RM 2, AB 1171, and the Streets & Highways Code. The Sierra Club would appreciate an

explanation for how Bridge Tolls can be allocated for purposes beyond the Nine-County Region. We might have some wonderful new ideas for you!

We urge that MTC defer this action until after the Valley Link Feasibility Study is properly competed and available for review. If you unfortunately decide to proceed, we urge that, at a minimum, a bus alternative be required to be included as part of the CEQA analysis. We would also appreciate an explanation of what a "local support resolution," as mentioned in the staff memo, would entail.

Thank you in advance for your consideration of these comments and concerns. If you have any questions, or desire further information, please contact me at parfrey@sbcglobal.net. Please note that I am a retired city planner and have lived in Stockton for the last 28 years.

Sincerely,

ss/Eric Parfrey, Chair Sierra Club California Executive Committee parfrey@sbcglobal.net (209) 641-3380

cc: Mother Lode and San Francisco Bay Chapters San Joaquin Council of Governments ACE Alameda County Transportation Commission California State Transportation Agency Sierra Club California



Valley Link Project

1 message

Sears, Laurel <lsears@sjgov.org> To: "info@valleylinkrail.com" <info@valleylinkrail.com> Cc: "Levers, Jeffrey" <jlevers@sjgov.org>, "Vidad, Dodgie" <dvidad@sjgov.org> Mon, Oct 15, 2018 at 4:32 PM

Hello,

Please see the following comments from the San Joaquin County Department of Public Works:

Public Works, Transportation Engineering: we have no comments on Notice of Preparation for an EIR for the above mentioned project. However, please include Dept. of Public Works in all further future notifications and document review regarding this and similar projects.

Thank you,

Laurel Sears

Laurel Sears, MA/ MUP

Associate Planner, Transportation Engineering Division

San Joaquin County Department of Public Works

lsears@sjgov.org

(209) 468-3085



SAN JOAQUIN COUNCIL OF GOVERNMENTS

555 E. Weber Avenue • *Stockton, California* 95202 • *P* 209.235.0600 • *F* 209.235.0438 • *www.sjcog.org*

October 15, 2018

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

Re: Valley Link Rail Project Notice of Preparation (Deadline: 10/15/18)

Dear Mr. Tree,

This letter provides SJCOG's comments on the Notice of Preparation (NOP) for Valley Link's DEIR in accordance with the provisions of the California Environmental Quality Act (CEQA) and CEQA guidelines. SJCOG has been an active participant in the public process associated with the development of the Valley Link plan.

Consistency with SJCOG's 2018 Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS)

SJCOG's 2018 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) was adopted by the SJCOG Board on June 28, 2018. The RTP is financially constrained and identifies regional transportation projects, ranging from streets/roads to public transit, in the next 20+ years. In addition, most projects in SJCOG's RTP must conform to the Clean Air Act Requirements and cannot receive state or federal funds unless it is identified in the RTP.

Senate Bill 375 (2008) required metropolitan planning organizations to develop a Sustainable Communities Strategy (SCS). An SCS must demonstrate an ambitious, yet achievable, approach to how land use development and transportation can work together to meet greenhouse gas emission reduction targets for cars and light trucks. A key component is to encourage a coordinated pattern of land use growth with transportation investments to reduce single occupant vehicle trips. SJCOG adopted the second SCS for San Joaquin County in 2018, with the policies and supportive strategies found on page 5-3.

The adopted SCS relies on the following policies and supportive strategies:

- Policy: Maximize Mobility and Accessibility
 - o Strategy #4: Improve Regional Transportation System Efficiency
 - o Strategy #5: Optimize Public Transportation System to Provide Efficient and Convenient Access for Users at All Income Levels
 - o Strategy #6: Facilitate Transit-Oriented Development to Maximize Existing Transit Investments
 - o Strategy #7: Provide Transportation Improvements to Facilitate Non-Motorized

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Doug Kuehne VICE CHAIR

Andrew T. Chesley EXECUTIVE DIRECTOR

Member Agencies CITIES OF ESCALON, LATHROP, LODI, MANTECA, RIPON, STOCKTON, TRACY, AND THE COUNTY OF SAN JOAQUIN

Travel

The transportation investments outlined in the Valley Link plan would increase service reliability and frequency, enhance passenger facilities, reduce travel time, and extend transit service from Dublin/Pleasanton to Lathrop and beyond. SJCOG recommends close coordination with the affected land use approving jurisdiction(s) to ensure that supportive TOD policies are implemented in the proposed station areas.

Rail Alignment and Station Projects as it relates to the SJCOG RTP/SCS

Tracy Alignment Options

The Valley Link Binder includes three alternatives for Phase 1 of the San Joaquin Valley segment: 1) Existing/upgraded freight track; 2) New dedicated track; and 3) New viable alternative to railroad corridor None of these alternatives are in SJCOG's 2018 RTP. In order for any of the alignments to secure state and federal funding, it would need to be amended into the existing 2018 RTP, or included in the project list for the next RTP/SCS in 2022.

Any alternative that proposes an alignment using the Union Pacific Railroad (UPRR) Tracy Subdivision should consider cumulative impacts from San Joaquin County's Grant Line Road Corridor Improvements project near the community of Banta. This project is proposing to close two at-grade crossings at Banta Road and 6th Street, and construct a new at-grade four lane crossing on a new alignment of Grant Line Road. UPRR and the California Public Utilities Commission may require the construction of a railroad grade separation instead at this location. The Valley Link project must consider cumulative impacts at this proposed at-grade crossing and whether it would trigger the need for a grade separation. The design of the Valley Link project must ensure that consider the column and abutment locations of the future grade separation are compatible with the operations of the UPRR Tracy Subdivision. More information on the Grant Line Road Corridor Study can be found here: https://www.sigov.org/department/pwk/projects/grant-line-road.

Any alternative that proposes an alignment using the medians of Interstate 580 and Interstate 205 in San Joaquin County must be compatible with the ultimate transportation concepts planned for these corridors. SJCOG and Caltrans are partnering on the widening of I-205 between the Alameda County Line and Interstate 5. This project is anticipated to begin environmental clearance activities in 2019. Any alignment using the median of I-205 must be closely coordinated with SJCOG and Caltrans to ensure that the alignment will meet Caltrans design standards while accommodating the future addition of High Occupancy Vehicle (HOV) or High Occupancy Toll (HOT) lanes. The Project Study Report for the widening of I-205 can be found here: http://www.sjcog.org/DocumentCenter/View/3512.

Regional Congestion Management Program

RCMP Facilities

The Regional Congestion Management Program (RCMP) includes the establishment of a Regional Transportation Network consisting of highways, regional arterial roadways, multimodal corridors and intersections. The goal of the RCMP is to monitor congestion on these facilities, identify targeted solutions, and establish a programming mechanism for projects that reduce single occupant vehicles and increase capacity on congested facilities.

Based on the existing, proposed and potential station alternative locations, additional traffic on RCMP facilities could be generated as the Valley Link improvements and mitigation measures are implemented. SJCOG requests that the Tri-Valley San Joaquin Valley Regional Rail Authority analyze potential additional travel demand on RCMP facilities within a 1-2 mile radius of the proposed improvements. Please refer to Chapter 2 of the 2018 RCMP for the roadway segments and intersections included in the RCMP Regional Transportation

Network, and Chapter 6 for analysis thresholds and mitigation requirements of the RCMP (<u>http://www.sjcog.org/RCMP</u>).

Airport Land Use Commission

Although railroad improvement projects typically do not trigger impacts to airport operations, SJCOG encourages early consultation with the ALUC as specific improvements are designed.

Thank you again for the opportunity to comment. Please contact SJCOG staff Travis Yokoyama at 209-235-0451 or yokoyama@sjcog.org if you have any questions or comments.

Sincerely,

Thanks Yokoyama

Travis Yokoyama



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

Subject: NOP Scoping Comments - Valley Link

To Whom it May Concern:

SPUR is a non-profit, member-supported organization that promotes good planning and good policy in the Bay Area and beyond. We believe strongly in public transportation and a high quality transit network that connect cities across the state which achieve our environmental, social and economic goals. We are supportive of the vision of the 2018 State Rail Plan.

We are currently studying the future of the northern California megaregional rail network. Our comments on the NOP reflect this study.

- It is very important to connect San Joaquin Valley and Central Valley commutates to the Bay Area and to one another, in a sustainable, effective and attractive way, and in a way which helps shape compact, walkable growth for decades to come; We would consider this the purpose of Valley Link. We would like for the EIR for Valley Link to show different alternatives for achieving this goals. Specifically: 1) An alternative which bus technology together with express lanes/bus lanes. 2) A better rail connection on the current ACE alignment. We request that alternatives which are different modes or alignments be studies to provide a basis for comparison.
- Successful transit and rail projects depend on careful land use and urban design and station access planning. We request that this alternatives analysis include an examination of project design options and policy actions which will improve our ability to meet project goals and make transit a convenient option for years to come.

Thank you for your consideration.

Sincerely,

min

Ratna Amin **Transportation Policy Director**

SAN FRANCISCO 654 Mission Street San Francisco, CA 94105 (415) 781-8726

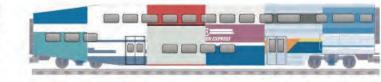
SAN JOSE 76 South First Street San Jose, CA 95113 (408) 638-0083

OAKLAND

1544 Broadway Oakland, CA 94612 (510) 827-1900







1025 Ninth Street Suite 223 Sacramento CA 95814-3516

(916) 557-1667 www.calrailnews.com trainriders2100@gmail.com

October 15, 2018

By Email to: info@valleylinkrail.com

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

Re: Scoping comments in response to Valley Link NOP

Dear Sirs:

These comments are being submitted jointly by the Train Riders Association of California, TRAC, and the Transportation Solutions Defense and Education Fund, TRANSDEF.

Areas to Study--Policy Consistency

Evaluate whether the Proposed Project is consistent with the language of AB 758. This is especially important, because this law was tailormade to support a project in this corridor. We have concerns as to whether a \$1.8 billion project can ever qualify as "cost-effective." For this reason, we propose a Build Alternative that is unquestionably costeffective.

In the absence of even a preliminary agreement or MOU with the SJRRC, it cannot be stated that the Proposed Project will connect to ACE. Because this connection is fundamental to AB 758, environmental review should not commence until an agreement is in place for there to be a BART to ACE connection. This is currently a fatal flaw in the scoping process: the project can't have a stable description until these issues are at least preliminarily resolved.

Areas to Study -- ROW Suitability

The quality of the ROW needs to assessed before environmental review commences. As part of the original Transcontinental Railroad, the ROW was not engineered for modern speeds. Without modern speeds, a rail line will not provide enough of a travel time advantage to draw significant ridership. A determination needs to be made that the ROW

Officers

Ronald Jones President Fresno County

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Derek Casady San Diego County

John Deeter Sacramento County

Susan MacAdams Los Angeles County

William F. McGeehan III Contra Contra County can provide adequate speeds <u>before</u> there is a full-blown EIR of a \$1.8 billion project. If the many curves in the ROW can't be straightened adequately, that huge expenditure would not be worth pursuing, as it would produce only minor benefits. The EIR funds would be wasted.

Areas to Study--Growth Inducement

Providing new transportation infrastructure is the classic trigger for growth inducement. The key measures to be evaluated are growth in households, VMT growth and growth in GHG emissions. We suggest that one threshold of significance should be "Does the Proposed Project impede the State's attainment of SB 32's GHG 2030 targets?" If growth inducement is found to be significant, we propose the following mitigation: to reduce the growth in VMT and GHGs resulting from the induced growth, require cities to adopt enforceable walkable community plans, as a condition for receiving a station. These plans would break with the standard pattern of suburban subdivisions, and instead be shaped for access to the train by walking, cycling, or taking a community shuttle. Because work trips only make up about 25% of all trips, the walkable pattern is needed to reduce the other 75% of trips.

<u>Alternative to Study--Cost-Effective Alternative</u>

The ACE tracks already run within 3 miles of the Dublin-Pleasanton BART station. That station location had historically been connected to what is now the ACE mainline by a rail spur, which had been preserved in public ownership initially for that specific purpose. The spur is now in use as a segment of the Iron Horse Trail. It would be far more costeffective to replace that segment of the trail, and put the tracks back on the spur, than to spend a billion dollars reengineering the freeway to put the tracks there.

It has been said that local residents would oppose this alternative. Objectors to reclaiming the trail for rail use should be offered the opportunity to raise the billion dollars needed for the highway project, to avoid the inconvenience of a train running 3 miles through their community. This opposition is purely a local issue--as long as BART is connected to ACE, there is no benefit to the region of spending an extra \$1.7 billion. In addition, the opportunity costs of spending that money on the Proposed Project result in the inability to fund all kinds of transit projects that offer widespread benefits.

Sincerely,

/s/ DAVID SCHONBRUNN

David Schonbrunn, Vice-President for Policy



mailto:info@valleylinkrail.com

1 message

avinash dongarwar <avinash.dongarwar@gmail.com> To: "info@valleylinkrail.com" <info@valleylinkrail.com> Tue, Oct 16, 2018 at 10:05 PM

Dear Concerned,

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

I commute to San fransisco.

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

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

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

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

I would sincerely request you to consider the following

1. Fasttrack the Grant Line Multimodal station (supporting Valley Link and ACE Trains).

2. Make the Mountain House / West Tracy station a Multimodal station with stops for ACE as well.

Regards, Avinash 524 Liz Terrace, Mountain House

Sent from my iPhone



I need a multimodal station for Mountain House

1 message

Pavan Deshpande <pavan99@gmail.com> To: info@valleylinkrail.com

Tue, Oct 16, 2018 at 5:34 PM

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

I commute to

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

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

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I would sincerely request you to consider the following

1. Fasttrack the Grant Line Multimodal station (supporting Valley Link and ACE Trains).

2. Make the Mountain House / West Tracy station a Multimodal station with stops for ACE as well.

Regards, Name:Pavan Deshpande Address:462 N Ventura st, Mountain House, CA 95391



I need a multimodal station for Mountain House

1 message

Preetam Deshpande <preetamd@gmail.com> To: info@valleylinkrail.com Tue, Oct 16, 2018 at 5:41 PM

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

I commute to San Jose.

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

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

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

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I would sincerely request you to consider the following

1. Fasttrack the Grant Line Multimodal station (supporting Valley Link and ACE Trains).

2. Make the Mountain House / West Tracy station a Multimodal station with stops for ACE as well.

Regards, Name: PREETAM DESHPANDE Address: 1026 S SHIELDS AVE MOUNTAIN HOUSE CA 95391



I need a multimodal station for Mountain House

1 message

Anu <ganushasap@gmail.com> To: info@valleylinkrail.com Tue, Oct 16, 2018 at 5:57 PM

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

I commute to

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

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

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

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I would sincerely request you to consider the following

1. Fasttrack the Grant Line Multimodal station (supporting Valley Link and ACE Trains).

2. Make the Mountain House / West Tracy station a Multimodal station with stops for ACE as well.

Regards, Name: Anusha G Address: 435 Bernadette Terrace Mountain House

Thanks Anusha



I need a multimodal station for Mountain House

1 message

Bruno Giorgini <bgiorgini@me.com> To: info@valleylinkrail.com Tue, Oct 16, 2018 at 9:19 PM

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

I commute to Dublin/Pleasanton BART station to get from there to San Francisco Embarcadero station.

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

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

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

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

I would sincerely request you to consider the following

1. Fasttrack the Grant Line Multimodal station (supporting Valley Link and ACE Trains).

2. Make the Mountain House / West Tracy station a Multimodal station with stops for ACE as well.

Regards, Name: Bruno Giorgini Address: 483 E. Bernadette Terrace, Mountain House, CA 95391



I need a multimodal station for Mountain House

1 message

Ramu Katamaneni <katamanenir@yahoo.com> To: info@valleylinkrail.com Tue, Oct 16, 2018 at 5:36 PM

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

I commute to

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

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

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

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

I would sincerely request you to consider the following

1. Fasttrack the Grant Line Multimodal station (supporting Valley Link and ACE Trains).

2. Make the Mountain House / West Tracy station a Multimodal station with stops for ACE as well.

Regards, Ramu katamaneni 522 Bernadette Terrace Mountain house 95391



I need a multimodal station for Mountain House

1 message

Naresh Gmail <kondapallinaresh@gmail.com> To: info@valleylinkrail.com Tue, Oct 16, 2018 at 5:56 PM

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

I commute to

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

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

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I would sincerely request you to consider the following

1. Fasttrack the Grant Line Multimodal station (supporting Valley Link and ACE Trains).

2. Make the Mountain House / West Tracy station a Multimodal station with stops for ACE as well.

Regards, Name: Naresh kondapalli Address: 435 E Bernadette terrace Mountain House

Thanks Naresh.K



I need a multimodal station for Mountain House

1 message

Shan Lakki <shannu2k@gmail.com> To: info@valleylinkrail.com Tue, Oct 16, 2018 at 6:37 PM

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

I commute to SF downtown via dublinpleasanton bart. So i need this commute.

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

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

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

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I would sincerely request you to consider the following

1. Fasttrack the Grant Line Multimodal station (supporting Valley Link and ACE Trains).

2. Make the Mountain House / West Tracy station a Multimodal station with stops for ACE as well.

Regards, Name: Shanmukha Lakki Address: 540 Deb Corallo Terrace MH 95391



I need a multimodal station for Mountain House

1 message

Robert Marsel <robert.marsel@gmail.com> To: info@valleylinkrail.com Tue, Oct 16, 2018 at 8:05 PM

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

I commute to Sunnyvale

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

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

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I would sincerely request you to consider the following

1. Fasttrack the Grant Line Multimodal station (supporting Valley Link and ACE Trains).

2. Make the Mountain House / West Tracy station a Multimodal station with stops for ACE as well.

Regards, Name: Robert Marsel Address: 726 west la Canada ave, MH



I need a multimodal station for Mountain House

1 message

BB T <bharath.0777@gmail.com> To: info@valleylinkrail.com Tue, Oct 16, 2018 at 8:50 PM

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

I commute to Sunnyvale E Java Drive

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

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

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I would sincerely request you to consider the following

1. Fasttrack the Grant Line Multimodal station (supporting Valley Link and ACE Trains).

2. Make the Mountain House / West Tracy station a Multimodal station with stops for ACE as well.

Regards, Bharath Bhushan Thulimelli 1023 S Atwood Ln, Mountain House - 95391.