

3.14 Public Services

3.14.1 Introduction

This section describes the regulatory setting and environmental setting for public services, including fire protection, police protection, emergency medical services, schools, libraries, and other public facilities, in the vicinity of the Proposed Project [including all track variants, technology variants, and the Greenville and Mountain House initial operating segments (IOS)] and the alternatives analyzed at an equal level of analysis (Southfront Road Station Alternative, Stone Cut Alignment Alternative, West Tracy OMF Alternative, Mountain House Station Alternative, and Downtown Tracy Station Parking Alternatives 1 and 2). It also describes the impacts on public services that would result and mitigation measures that would reduce significant impacts, where feasible.

There would be no differences in the physical impacts on utilities and service systems due to the diesel multiple unit (DMU), hybrid battery multiple unit (HBMU), battery-electric multiple unit (BEMU), or diesel locomotive haul (DLH) technology variants, so the discussion in this section does not discuss those variants. Potential impacts associated with implementation of the Proposed Project and the alternatives analyzed at an equal level of detail assume the larger environmental footprint at proposed and alternative stations associated with a potential IOS (i.e., Greenville IOS, Mountain House IOS, Southfront Road Station Alternative IOS, and Mountain House Alternative IOS) and/or the expanded parking in 2040. As such, the analysis of the Proposed Project and the alternatives analyzed at an equal level of detail below considers the potential impacts associated with a potential IOS and/or the expanded parking in 2040.

Additional considerations of impacts on public services are presented in Section 3.16, *Safety and Security*, which addresses the potential for hazards associated with wildland fires, impediments to emergency response or emergency evacuation plans, public airports/private airstrips, and potential hazards due to geometric design features. Parks and other recreational facilities are discussed in Section 3.15 *Recreation*, and therefore are not discussed in this section. Cumulative impacts from identified projects on public services, in combination with planned, approved, and reasonably foreseeable projects, are discussed in Chapter 4, *Other CEQA-Required Analysis*.

3.14.2 Regulatory Setting

This section summarizes federal, state, regional, and local regulations related to public services and applicable to the Proposed Project and alternatives analyzed at an equal level of detail.

3.14.2.1 Federal

There are no federal regulations related to public services that are relevant to this analysis.

3.14.2.2 State

California Division of Occupational Safety and Health

The California Division of Occupational Safety and Health (Cal/OSHA) protects the health and safety of workers throughout California. California Code of Regulations (Cal. Code Regs.), Title 8,

establishes industrial safety standards for construction (California Division of Occupational Safety and Health 2018). Employers are required to have an effective injury and illness prevention plan, which includes training and instruction on safe work practices. Cal/OSHA conducts onsite inspections of construction sites and has the authority to fine or cite unsafe practices or incomplete Health and Safety Plans to ensure the practice of safe work environments (California Division of Occupational Safety and Health 2005).

California Building Standards Code

The California Building Code (Cal. Code Regs., Title 24) contains general building design and construction requirements relating to fire and life safety, structural safety, and access compliance. Part 9 of the California Building Code is the California Fire Code, which contains regulations consistent with nationally recognized accepted practices for safeguarding, to a reasonable degree, life and property from the following hazards:

- Fire and explosion;
- Hazardous conditions in the use or occupancy of buildings or premises; and
- Dangerous conditions arising from the storage, handling and use of hazardous materials and devices.

The California Fire Code also contains provisions to assist emergency response personnel. These fire-safety-related building standards are referenced in other parts of Title 24. This code is pre-assembled with the International Fire Code with necessary California amendments (Division of the State Architect 2020).

3.14.2.3 Regional and Local

Appendix I, *Regional Plans and Local General Plans*, provides a list of applicable goals, policies, and objectives from regional and local plans of the jurisdictions in which the Proposed Project segments are proposed. Section 15125(d) of the State California Environmental Quality Act (CEQA) Guidelines requires an environmental impact report to discuss “any inconsistencies between the Proposed Project and applicable general plans, specific plans, and regional plans.” These plans were considered during the preparation of this analysis and were reviewed to assess whether the Proposed Project and the alternatives analyzed at an equal level of detail would be consistent with the plans of relevant jurisdictions.¹ The Proposed Project would be generally consistent with the applicable goals, policies, and objectives related to public services identified in Appendix I.

3.14.3 Environmental Setting

This section discusses the environmental setting related to public services by Proposed Project segment and municipality along the Proposed Project corridor. Public services located in the study area include law enforcement, fire, medical, education, and other public facilities like libraries. For the purposes of this analysis, the study area for public services is defined as follows.

- For fire, hospitals, and other public facilities: 0.5-mile radius from the environmental footprint.
- For schools: 0.25-mile radius from the environmental footprint.

¹ An inconsistency with regional or local plans is not necessarily considered a significant impact under CEQA, unless it is related to a physical impact on the environment that is significant in its own right.

Figure 3.14-1A and Figure 3.14-1B illustrate the study area for law enforcement, fire, medical, school, and other public facilities that would serve the Proposed Project.

3.14.3.1 Fire Protection

Fire departments provide a range of services and programs aimed at protecting lives and property from fire hazards, medical emergencies, exposure to hazardous materials, and other dangerous conditions. Table 3.14-1 identifies the fire departments and stations within the study area and describes the available equipment and average response times, if available. A few cities have mutual aid agreements with county fire protection services (and in some cases with one another) to provide concurrent, cooperative response and assistance during emergencies. These agreements are described in Table 3.14-1.

Table 3.14-1. Fire Departments within the Proposed Project Study Area

Segment	Jurisdiction	Fire Department
Tri-Valley	City of Dublin	<p>Services: Fire protection services are provided under contract with the Alameda County Fire Department. See Alameda County under the Altamont segment below in the table for more information.</p> <p>Stations within the study area: None</p> <p>Current staffing level: 36 line personnel</p> <p>Average response time: 7 minutes, 53 seconds</p>
	City of Pleasanton	<p>Services: Joint fire department with the City of Livermore provides fire suppression, EMS, rescue, Haz-Mat response. The department includes ten stations (five within Pleasanton), eight engine companies, and two truck companies. Approximately 5,814 total calls for service in 2016.</p> <p>Stations within the study area: None</p> <p>Average response time: 6 minutes, 10 seconds</p>
	City of Livermore	<p>Services: Joint fire department with the City of Pleasanton. There are five stations within Livermore. Approximately 7,705 total calls for service in 2016.</p> <p>Stations within the study area:</p> <ul style="list-style-type: none"> Station 7: 951 Rincon Avenue Station 8: 5750 Scenic Avenue Station 10: 330 Airway Boulevard <p>Average response time: 6 minutes and 9 seconds</p>
Altamont	Alameda County	<p>Services: The Alameda County Fire Department provides ALS, fire suppression, Haz-Mat response, urban search and rescue, water rescue, fire prevention and code compliance, and community outreach to unincorporated areas of Alameda County and the cities of San Leandro, Dublin, Newark, Union City, and Emeryville; the Lawrence Berkeley National Laboratory; and the Lawrence Livermore National Laboratory. The department includes 4 battalions, 30 fire stations, 26 engines, 7 ladder trucks, 1 heavy rescue vehicle, 1 air/light support unit, 3 zodiac boats, 2,500-gallon water tender, dozer, and Haz-Mat response vehicle. Approximately 41,683 calls per year.</p>

Segment	Jurisdiction	Fire Department
		<p>Stations within the study area: None (Alameda County Fire Station 20 is nearest at 7000 East Avenue in Livermore).</p> <p>Current staffing level: 509 authorized positions, 50 reserve firefighters</p> <p>Average response time: 7 minutes, 53 seconds</p>
Tracy to Lathrop	City of Tracy	<p>Services: The City of Tracy provides fire suppression, Haz-Mat response, rescue, EMS, community outreach, and fire prevention to the City of Tracy. The department includes six stations, seven engines, one ladder truck, one water tender, and a Haz-Mat unit. Approximately 6,443 calls per year.</p> <p>Stations within the study area: None</p> <p>Current staffing level: 60 professional and 12 reserve firefighters.</p>
	San Joaquin County	<p>Services: San Joaquin County has 16 fire districts. Fire and rescue services are provided through local fire departments and the County EMS agency. The County Fire Prevention Bureau implements the Fire Code and other fire prevention services through unincorporated areas of the County.</p> <p>Stations within the study area: Station 31: 800 East J Street, Lathrop</p>
	City of Lathrop	<p>Services: Lathrop-Manteca Fire District provides service to the City of Lathrop, rural Lathrop, and rural Manteca, and consists of two engines, one water tender, one boat, and one water rescue truck. The district covers almost 100 square miles with over 30,000 residents. There are four stations; services provided include fire suppression, medical emergency response, traffic accident response, river rescues, Haz-Mat response and other industrial emergencies, dive team, and urban search and rescue.</p> <p>Stations within the study area: Station 31: 800 East J Street, Lathrop</p> <p>Current staffing level: 33 uniformed employees and 25 volunteers.</p> <p>Average response time: 4 minutes, 31 seconds (Engine 31 in 2017)</p>

Sources: Alameda County Fire Department 2020; Livermore-Pleasanton Fire Department n.d.; San Joaquin County Fire Department 2020; South San Joaquin County Fire Department 2020; Lathrop-Manteca Fire District 2017; Citygate Associates 2017.

EMS = emergency medical services; USAR = urban search and rescue; ALS = advanced life support; EMT = emergency medical technician; Haz-Mat = Hazardous Materials

3.14.3.2 Law Enforcement

Law enforcement departments have the primary responsibility for protecting life and property from criminal activities. Law enforcement departments and staffing are provided in Table 3.14-2. A few cities have mutual aid agreements with county sheriff services. These agreements are identified in Table 3.14-2.

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Data Sources: United States Geological Survey, Earthquake Hazards Program, Earthquake Catalog, <https://earthquake.usgs.gov/earthquakes/>; AECOM, 2020.

FIGURE 3.14-1A
Public Services in the Study Area of the Valley Link Corridor
Tri-Valley Segment

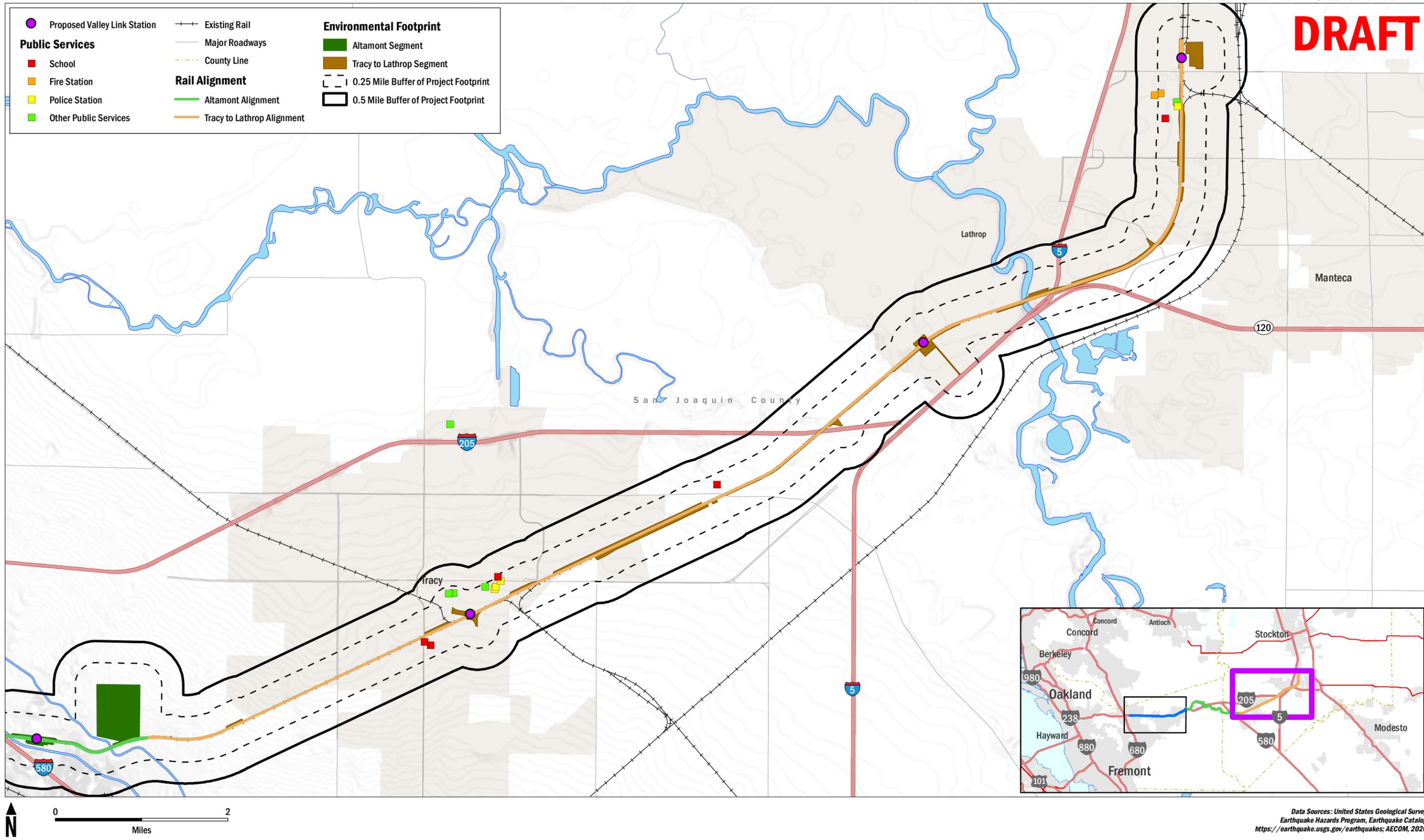


FIGURE 3.14-1B
*Public Services in the Study Area of the Valley Link Corridor
Tracy to Lathrop Segment*

Table 3.14-2. Police Departments within the Proposed Project Study Area

Segment	Jurisdiction	Police Department and Sheriff's Office
Tri-Valley	City of Dublin	Police services for the City of Dublin are performed under contract with the Alameda County Sheriff's Office. See Alameda County in this table below.
	City of Pleasanton	Staffing: 58 sworn officers in Patrol Operations Division Services: Patrol, traffic, SWAT, special enforcement, K-9 unit, animal services, bicycle patrol, and special events units Stations within the study area: None
	City of Livermore	Staffing: Over 50 sworn officers Services: K-9 unit, investigation, traffic, and animal control units Stations within the study area: None
Altamont	Alameda County	Staffing: Over 1,500 employees, both sworn and professional staff Services: Provide all-risk emergency services to the unincorporated areas of Alameda County (excluding Fairview); the cities of San Leandro, Dublin, Newark, Union City and Emeryville; the Lawrence Berkeley National Laboratory; and the Lawrence Livermore National Laboratory Stations within the study area: 100 Civic Plaza, Dublin
Tracy to Lathrop	City of Tracy	Staffing: 86 sworn officers (54 in field operations division) Services: Field patrol, traffic safety, K-9 units, and SWAT Stations within the study area: 1000 Civic Center Drive, Tracy 432 E Eleventh Street, Tracy
	San Joaquin County	Staffing: 124 uniformed deputies in Patrol Division Services: K-9 unit, investigation, traffic, and animal control units Stations within the study area: None
	City of Lathrop	Staffing: 16 patrol officers. A division of the San Joaquin County Sheriff's Office Services: Patrol, K-9 unit, mounted patrol, bomb disposal, SWAT, and crisis negotiation units Stations within the study area: 15597 7th Street, Lathrop

Sources: Alameda County Sheriff's Office 2020; Pleasanton Police Department n.d.; Livermore Police Department n.d.; San Joaquin County Sheriff's Office 2020; Tracy Police Department 2020.; Lathrop Police Department 2020

3.14.3.3 Emergency Medical Services

First responders to emergency and medical incidents are typically fire and police departments. Local fire departments, emergency medical service agencies, and independent ambulance services provide emergency medical services in the study area. There is only one hospital located within the study area: the Sutter Solano Medical Center is within the study area for the Tri-Valley segment at 5000 Hopyard Road #100, Pleasanton, California.

3.14.3.4 Schools

Table 3.14-3 identifies the public and private schools (grades kindergarten through high school) and secondary-level private schools and colleges within the study area.

Table 3.14-3. Schools within the Proposed Project Study Area

Segment	Jurisdiction	School
Tri-Valley	City of Livermore	University of Phoenix 2481 Constitution Drive, Livermore
		Valley Montessori School, Livermore 1273 N Livermore Avenue, Livermore
Altamont	None	N/A
Tracy to Lathrop	City of Tracy	South/West Park Elementary School 501 Mt Oso Avenue, Tracy
		Montessori School of Tracy 100 S. Tracy Boulevard, Tracy
		Tracy High School 315 E. 11th Street, Tracy
	San Joaquin County	Banta Elementary School 22345 El Rancho Road, Tracy
	City of Lathrop	Lathrop Elementary School 15851 5 th Street, Lathrop

3.14.3.5 Other Public Facilities

Other public facilities include libraries, civic centers, chambers of commerce, government offices, school district offices, U.S. postal services, and other public offices. Table 3.14-4 identifies the public facilities within the Proposed Project study area.

Table 3.14-4. Other Public Facilities within the Proposed Project Study Area

Segment	Jurisdiction	Other Public Facility
Tri-Valley	City of Dublin	Dublin Public Library 200 Civic Plaza
		Dublin Civic Center 100 Civic Plaza
	City of Pleasanton	United States Postal Service 4682 Chabot Drive
	City of Livermore	US Post Office Distribution Center 2090 Las Positas Court Livermore Public Library – Springtown 998 Bluebell Drive
Altamont	None	N/A
Tracy to Lathrop	City of Tracy	United States Postal Service 125 W 9th Street
		San Joaquin County Public Health 205 W 9th Street

Segment	Jurisdiction	Other Public Facility
		Tracy City Hall 333 Civic Center Drive
		Tracy Chamber of Commerce 223 10th Street
	City of Lathrop	United States Postal Service 15529 7th Street

3.14.4 Impact Analysis

This section describes the Proposed Project's environmental impacts as related to public services, including the alternatives analyzed at an equal level of detail. This section also describes the methods used to evaluate the impacts and the thresholds used to determine whether an impact would be significant.

3.14.4.1 Methods for Analysis

Impacts on public services in the study area, due to construction and operation of the Proposed Project, were evaluated based on review of available literature and information from each municipality in the Proposed Project corridor. Construction impacts are those resulting from building and installing infrastructure required for the Proposed Project. Operational impacts would result from ongoing, routine, and occasional activities associated with service related to the Proposed Project.

For both construction and operation-related impacts, significant impacts related to fire protection, law enforcement, other emergency services, schools, and other public facilities may occur if acceptable service ratios and performance objectives are not met and the resultant increase in staffing and/or equipment requires the construction of new or altered facilities that could cause a significant physical impact on the environment. Not meeting service ratios is considered a social and/or economic impact; CEQA is concerned with physical impacts on the environment. Thus, a project may result in an increased demand for public services, but a significant impact under CEQA only occurs if that demand results in the need for new facilities, which then results in an indirect physical impact on the environment that is significant.

If the Proposed Project significantly increases the population in the surrounding area, it is expected that demand on public services would increase. If demand significantly increases beyond existing public services capacity, response times, service ratios, and performance objectives may not be met. Additionally, interference or impedance of emergency response or access could occur due to delays at existing and new at-grade crossings or due to temporary or permanent road closures. This interference could also negatively affect response times, service ratios, and performance objectives and result in the demand for new infrastructure or facilities.

To determine impacts associated with construction and operation, a qualitative assessment is provided of whether implementation of the Proposed Project would result in a demand for public services that would be similar or substantially different from existing conditions.

3.14.4.2 Thresholds of Significance

State CEQA Guidelines Appendix G (14 Cal. Code Regs. § 15000 et seq.) has identified significance criteria to be considered for determining whether a project could have significant impacts on public services.

An impact would be considered significant if construction or operation of the Proposed Project would have any of the following consequences:

- Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or a need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:
 - Fire protection
 - Police protection
 - Schools
 - Other public facilities

Section 3.15, *Recreation*, addresses impacts on parks and other recreational facilities. Therefore, the following analysis does not include impacts on parks or other recreational facilities.

3.14.4.3 Impacts and Mitigation Measures

Impact PS-1: Construction and operation of the Proposed Project could increase service ratios and response times for fire protection, emergency response, and law enforcement, resulting in unmet performance objectives and the need for new or physically altered fire protection or law enforcement facilities.

Level of Impact	Less than significant
	<u>Proposed Project</u>
	Tri-Valley Alignment
	Dublin/Pleasanton Station
	Isabel Station
	Greenville Station
	Altamont Alignment
	Interim OMF
	Owens-Illinois Industrial Lead Variant 1, Single Track
	Owens-Illinois Industrial Lead Variant 2, Double Track
	Mountain House Station
	Tracy OMF
	Tracy to Lathrop Alignment Variant 1, Single Track
	Tracy to Lathrop Alignment Variant 2, Double Track
	Downtown Tracy Station
	River Islands Station
	North Lathrop Station

Alternatives Analyzed at an Equal Level of Detail

- Southfront Road Station Alternative
- Stone Cut Alignment Alternative
- West Tracy OMF Alternative
- Mountain House Station Alternative
- Downtown Tracy Station Parking Alternative 1
- Downtown Tracy Station Parking Alternative 2

Mitigation Measures **None required**

Impact Characterization

Construction

Construction of the Proposed Project could potentially increase fire protection, emergency response times, and law enforcement service ratios in two ways:

- Construction activities occurring in roadways could disrupt traffic and interfere with the response times for fire, police, and other emergency responders; or
- Construction workers and areas where construction would occur could require additional fire, police, and other emergency responder’s services.

Construction activities and staging areas would occur primarily within the existing railroad and California Department of Transportation right-of-way (ROW). However, the Proposed Project would require construction activities in local roadways. Table 3.14-5 identifies the local roadways that would be affected by construction, including the construction of new or modified at-grade crossings, frontage road realignments, intersection reconfigurations, and other roadway improvements. In addition, construction along Interstate (I-) 580 would result in temporary lane reconfigurations. These activities could potentially disrupt traffic during construction and interfere with police and fire protection service response times.

Accidents involving construction personnel and equipment could also impose a temporary demand for local emergency responders. Construction staging areas and construction areas that store construction equipment and/or materials could be susceptible to crime and vandalism. As a result, demand for law enforcement services could increase. In addition, relocated construction workers could increase the local population and the associated demand for public services. These potential disruptions could temporarily increase demand for police and fire protection services during the construction period.

Table 3.14-5. Proposed Project Features Potentially Affecting Roadways

Proposed Project Facility	Proposed Project Feature	Roadway
Tri-Valley Segment		
Tri-Valley Alignment	Temporary freeway lane reconfigurations	I-580 Scarlett Court
	Frontage road realignments	Altamirano Avenue
	Interchange reconstruction	Northside Drive Croak Road Collier Canyon Road

Proposed Project Facility	Proposed Project Feature	Roadway
		Constitution Drive Kitty Hawk Road East Airway Boulevard Cayetano Court Las Colinas Road Southfront Road
Isabel Station	Lane restriping	East Airway Boulevard
Southfront Road ^a Station Alternative	Frontage road realignments	Southfront Road
Greenville Station ^a	Left-turn lanes and other improvements	Altamont Pass Road Greenville Road Los Positas Road
Altamont Segment		
Altamont Alignment	New at-grade crossings	Dyer Road Altamont Pass Road west of the UPRR overpass North Midway Road Patterson Pass Road
	Reconfiguration of intersection	Altamont Pass Road and Dyer Road
	New undercrossing	Altamont Pass Road
	Upgrade to existing at-grade crossings	Via Nicolo Road Hansen Road
Mountain House Station ^a	Improvements to existing at-grade crossing	Via Nicolo Road
Mountain House Station Alternative ^a	Improvements to existing at-grade crossing	Hansen Road
Tracy to Lathrop Segment		
Tracy to Lathrop Alignment Variant 1, Single Track	Upgrades to existing at-grade crossing	Lammers Road
	Modifications to existing at-grade crossing	Central Avenue
Tracy to Lathrop Alignment Variant 2, Double Track	Construction of additional track at existing at-grade crossing	Lammers Road Corral Hollow Road Schulte Road Tracy Boulevard Central Avenue MacArthur Drive Christmas Road Banta Road 6th Street 7th Street Grant Line Road Stewart Road D'Arcy Parkway Louise Avenue

Proposed Project Facility	Proposed Project Feature	Roadway
Downtown Tracy Station	Improvements to existing at-grade crossing	North Central Avenue
River Islands Station	Construction of intersection	Manthey Road

^a The footprint for the Greenville Station, Southfront Road Station Alternative, Mountain House Station, and Mountain House Station Alternative assumes the station footprints associated with phased implementation of the Proposed Project improvements and maximum station parking associated with an IOS potentially ending at one of the four stations.

Construction of Proposed Project features, including new and modified at-grade crossings and other improvements, could affect local roadways and increase emergency response times in all three segments (see Table 3.14-5). In the Altamont segment and Tracy to Lathrop segment, construction of new at-grade crossings entails installing concrete crossing panel where the new main track crosses the roadway; relocating railroad crossing signals, guards/gates, and signal houses; and installing stop bars. Based on other similar rail projects, construction associated with new at-grade crossings would last approximately 7 to 15 days, with an average of 9 days. Construction activities at at-grade crossings could interfere with emergency response by increasing traffic congestion and vehicle wait time. In the Tri-Valley segment, work along I-580 is expected to last approximately 4 years.

Operation and Maintenance

Operation of the Proposed Project has the potential to increase demand for fire protection, emergency response, and law enforcement services in several ways.

- New passenger train service could disrupt traffic due to additional gate downtime at new and existing at-grade crossings, which could interfere with response times for fire, police, and other emergency responders.
- Proposed stations and new passenger train service could induce population growth around station areas, resulting in additional demand for fire, police, and emergency responders.
- Increased operation and expanded or proposed station parking areas could attract more crime at these locations, resulting in additional demand for fire, police, and other emergency responders.
- Accident conditions involving trains could require large-scale, coordinated response from fire, police, and other emergency responders.

The Proposed Project would provide passenger rail service from the Dublin/Pleasanton Station to the North Lathrop Station. This service would result in additional gate downtime at at-grade crossings (see Table 3.14-5), contributing to potential traffic congestion and delay especially during peak hours. Additionally, greater traffic volumes and congestion near existing and proposed stations could also result in increased response times for fire protection, law enforcement, and other emergency responders.

In general, Proposed Project features, such as physical changes to existing track infrastructure, including replacing existing tracks or widening bridges, would not be expected to increase the need for public services. These features would not require an increase or extension of services because such services are already available in the area; or would have no effect on public services because they would not affect the sources of public service demand.

By contrast, new stations and passenger train service could contribute to an increase in population, resulting in an increased demand for public services. Increased train operation could increase crime occurring on and off trains affecting riders. Further, expanded or new parking areas at stations may result in more unattended parked vehicles at station parking lots. An increase in unattended parked vehicles could result in an increase in property crime, which could require additional law enforcement services. In addition, in the event of an accident involving trains, substantial emergency response attention could be required, which the current staffing at local police and fire protection departments may not be able to provide.

Impact Detail and Conclusion

Proposed Project

Construction

Traffic impacts from on-street work during construction would be short-term and temporary, and in some cases periodic over multiple seasons. As part of the Proposed Project, construction transportation planning would include traffic control plans that would address temporary road closures, detour provisions, allowable routes, and alternative access. Traffic control plans would be implemented to ensure that adequate local emergency access would be maintained throughout the entire construction duration. Coordination with local jurisdictions on emergency vehicle access would be included to lessen these disruptions and to maintain access by firefighters, law enforcement, and emergency medical responders.

Accidents involving construction workers and equipment and increased potential for crime and vandalism at construction staging areas could result in an increased demand for emergency and law enforcement services. In regard to construction safety and preventing construction accidents, Cal/OSHA's Title 8 regulations require an emergency action plan that establishes protocol for any emergency scenario and establishes safety measures to prevent and respond to medical emergencies (California Division of Occupational Safety and Health 2005). In addition, construction areas would include fencing and visual screening to deter trespassers from accessing the construction sites. Increases in construction labor would not result in a permanent increase in public service demand that could require new or altered facilities. Therefore, construction of the Proposed Project would not result in the need for new or physically altered fire protection or law enforcement facilities or a need for new or physically altered fire protection and law enforcement facilities. In summary, construction activities associated with the Proposed Project would have a less-than-significant impact on public services, and no mitigation is required.

Operation and Maintenance

Proposed Project passenger rail service could result in localized traffic congestion at at-grade crossings due to increased gate downtime (primarily in the Tracy to Lathrop segment and to a lesser extent in the Altamont segment), resulting in potential delays to emergency response if trains block crossings. However, as described in Section 3.17, *Transportation and Traffic*, this potential delay would likely be on the order of approximately 1 minute per event for each such instance.

Near proposed stations and OMFs, the Proposed Project would construct new (or modify existing) driveways and intersections to provide vehicle, bicycle, and pedestrian access, and may redistribute and/or increase vehicle, bicycle, and pedestrian activity. These changes may cause some minor effects on emergency vehicle response in some situations, but emergency vehicles would not be

subject to traffic control devices such as stop signs or traffic signals, and would be able to bypass other vehicles, which would be required to yield ROW per California Vehicle Code Section 21806. In addition, emergency vehicles often identify and use multiple routes dependent on time of day and traffic conditions. Peak period traffic congestion generally does not cause obstructions for emergency vehicles, which have the ROW and often utilize multi-lane major arterials for access. Emergency vehicles also are permitted to use transit-only lanes or other vehicle-restricted lanes, if necessary.

In addition, the Proposed Project would substantially reduce overall vehicle miles traveled along the alignment, which would generally reduce congestion and result in a net improvement (compared with the No Project Alternative) in emergency response times. The potential for increased delays at crossings would not be expected to result in the need for substantial staffing increases that would warrant construction of new or altered facilities, because municipalities would likely look first to deploying their staff to have coverage on either side of the tracks or to identify alternate routes for responders to use.

Proposed Project improvements, such as expanded parking areas at stations and new stations, and operation of passenger trains could spur unplanned growth, particularly but not limited to the immediate vicinity of station areas. Any such population increases could in turn result in an increased demand for emergency and law enforcement services. As described in Section 3.13, *Population and Housing*, the Greenville Station and the Mountain House Station could result in unplanned growth. However, such growth would be subject to the approval of local jurisdictions (the City of Livermore and Alameda County). Should such future development be approved, the respective decision-making jurisdictions would be required to evaluate the need for any increased emergency response service that may be needed to serve whatever new development is proposed. In addition, such development would be required to undergo CEQA analysis to identify potential impacts on emergency response service times and ratios. Since the Proposed Project would not directly induce growth, whether any unplanned growth actually results and whether such growth would in turn increase service ratios such that new police, fire, or similar facilities would be required is considered speculative at this point.

Maintenance activities would be periodic and are not expected to have an impact on public services.

In regard to the potential for increased crimes at expanded or new parking areas or new stations, the design of the stations and parking areas would incorporate features to reduce opportunities for crime, such as lighting with security cameras, emergency call boxes, and bicycle storage facilities, and thus minimize any demand for law enforcement. Although increased train operation could increase crime occurring on and off trains affecting riders, security measures such as security cameras and staff presence would be taken to deter crime. As such, crime rates due to the Proposed Project are not expected to be substantially different from background crime levels of the surrounding communities; thus, no substantial increase in law enforcement staffing is anticipated, and no need for new or altered facilities.

Substantial emergency response and coordination could be needed in the event of a train accident. The likelihood of accidents is not expected to increase due to the requirement for the implementation of stringent federal and state protocols, regulations, and requirements intended to reduce the likelihood of accidents/incidents. The probability of an accident occurring is remote, and thus local public service providers would not increase staffing or expand or alter their facilities to deal with such an extreme event; rather local agencies would coordinate with other service

providers and/or rely on existing mutual aid agreements to assist with the response to such an event. Thus, there would not be a need for additional fire, law enforcement, and emergency services facilities.

In summary, operation and maintenance of the Proposed Project would not result in the need for new or physically altered fire protection or law enforcement facilities and would have a less-than-significant impact on public services. No mitigation is required.

Alternatives Analyzed at an Equal Level of Detail

Implementation of the alternatives analyzed at an equal level of detail (Southfront Road Station Alternative, Stone Cut Alignment Alternative, West Tracy OMF Alternative, Mountain House Station Alternative, Downtown Tracy Station Parking Alternative 1, or Downtown Tracy Station Parking Alternative 2) would result in similar safety, growth and access impacts and would require similar safety measures, traffic control plans, and design measures to deter crime as the Proposed Project. Thus, these alternatives would have the same less-than-significant impact as the Proposed Project.

Impact PS-2: Construction and operation of the Proposed Project could change service ratios and performance objectives resulting in the need for new or physically altered schools or other public facilities.

Level of Impact	Less than significant
	<u>Proposed Project</u>
	Tri-Valley Alignment
	Dublin/Pleasanton Station
	Isabel Station
	Greenville Station
	Altamont Alignment
	Interim OMF
	Owens-Illinois Industrial Lead Variant 1, Single Track
	Owens-Illinois Industrial Lead Variant 2, Double Track
	Mountain House Station
	Tracy OMF
	Tracy to Lathrop Alignment Variant 1, Single Track
	Tracy to Lathrop Alignment Variant 2, Double Track
	River Islands Station
	North Lathrop Station
	<u>Alternatives Analyzed at an Equal Level of Detail</u>
	Southfront Road Station Alternative
	Stone Cut Alignment Alternative
	Mountain House Station Alternative
	West Tracy OMF Alternative
	Downtown Tracy Station Parking Alternative 1
	Downtown Tracy Station Parking Alternative 2
Mitigation Measures	None required

Impact Characterization

If implementation of the Proposed Project, through either construction or operation, were to change service ratios through means such as either permanent or temporarily increased population (see Section 3.13, *Population and Housing*) or direct or indirect deterioration of existing schools or other public facilities, such that new facilities would need to be constructed or existing facilities would need to be altered, the impact would be significant.

Impact Detail and Conclusion

Proposed Project

Construction

Construction of the Proposed Project could potentially result in the temporary relocation of construction workers and their families in the Proposed Project vicinity. Construction is expected to last for approximate 4 years and would occur in phases. This population increase, although not expected to be substantial or permanent, could result in an increase in enrollment at schools or demand for other public facilities, such as libraries, post offices, and hospitals. However, the population increase is not expected to require new or physically altered schools or other public resources.

Construction of the Proposed Project would not result in substantial population growth, as described in Impact PS-1. The number of construction workers, if relocated to the vicinity of construction areas, would not be substantial and would be a temporary population. Because construction would be temporary and would not generate a new permanent population that would require new or physically altered schools, libraries, post offices, or other public facilities, there would be no significant impacts on service ratios, or other performance objectives for schools or other public facilities. Thus, construction of the Proposed Project would have a less-than-significant impact on public services, and no mitigation would be required.

Operation and Maintenance

Expanded parking areas at new stations and operation of passenger trains could spur a population increase in the vicinity of station areas. This population increase around station areas could result in increased enrollment at schools and increased demand for other public facilities (defined as libraries, post offices, and hospitals).

Although there is potential for unplanned increases in population in association with the Greenville Station and Mountain House Station, as identified in Section 3.13, *Population and Housing*, such growth would be subject to CEQA analysis regarding its potential for impacts on schools or other public facilities. In addition, these developments would conflict with existing local land use policies and would require decision-making jurisdictions to change their policies for such development to occur. At that point, if development in these areas were to take place, CEQA analysis would determine the level of potential impacts, and whether an increase in demand would require the construction of additional facilities.

As a result, the Proposed Project would not directly or indirectly increase demand for schools or other public facilities or substantially alter service ratios and performance objectives for these public facilities. With no substantially increased demand for these services and facilities, new or

physically altered schools, libraries, post offices, or other public facilities would not be expected, and impacts on these public services would be less than significant. No mitigation would be required.

Alternatives Analyzed at an Equal Level of Detail

Implementation of the alternatives analyzed at an equal level of detail (Southfront Road Station Alternative, Stone Cut Alignment Alternative, West Tracy OMF Alternative, Mountain House Station Alternative, Downtown Tracy Station Parking Alternative 1, and Downtown Tracy Station Parking Alternative 2) would result in a similar level of temporary construction employment and potential for unplanned growth that would be subject to future CEQA analysis as the Proposed Project. Thus, these alternatives would have the same less-than-significant impact as the Proposed Project.