STATE CLEARINGHOUSE #2014072005 NOVEMBER 2015

Sacramento to Roseville Third Main Track

Final Environmental Impact Report

Prepared by:
Capitol Corridor Joint Powers Authority

SACRAMENTO TO ROSEVILLE THIRD MAIN TRACK FINAL ENVIRONMENTAL IMPACT REPORT

STATE CLEARINGHOUSE #2014072005

PREPARED BY:

Capitol Corridor Joint Powers Authority
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Oakland, CA 94612
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November 2015

Capitol Corridor Joint Powers Authority. 2015. *Sacramento to Roseville Third Main Track Final Environmental Impact Report*. State Clearinghouse #2014072005. November. (ICF 00020.12.)

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Chapter 1
Introduction

This Final Environmental Impact Report (EIR) for the Sacramento to Roseville Third Main Track Project (Project) has been prepared by the Capitol Corridor Joint Powers Authority (CCJPA) acting as lead agency under the California Environmental Quality Act (CEQA). The document has been prepared pursuant to CEQA and the State CEQA Guidelines (Public Resources Code [PRC] 21000 et seq., and 14 California Code of Regulations [CCR] 15000 et seq.). The Final EIR consists of the original Draft EIR released in July 2015 plus the comments received on the Draft EIR, responses to comments, and any necessary changes and errata to the Draft EIR. The organization of the Final EIR is provided in more detail below under *Contents and Organization of the Final EIR*.

Background

CCJPA is proposing the Project to improve existing intercity passenger rail (IPR) service along the Capitol Corridor by increasing the frequency of service between the cities of Sacramento and Roseville and implementing infrastructure improvements to support the increased service. The Capitol Corridor is a 171-mile corridor connecting the Bay Area cities of San Jose, Oakland, and San Francisco with Sacramento and Placer County. Serving more than 1.4 million passengers in 2014, the Capitol Corridor IPR service is the third-busiest IPR corridor in the western United States.

The Project was initially identified in the Capitol Corridor Vision Plan (Capitol Corridor Joint Powers Authority 2014). The Vision Plan is CCJPA's ongoing blueprint to continue improving operational facilities, implement regional rail services, build new regional rail and intercity stations, extend IPR service, and develop integrated service plans compatible with the planned California High Speed Rail (CAHSR).

The Project would meet the Capitol Corridor's core objectives by improving reliability and adding additional Capitol Corridor trains between Sacramento and Roseville. The proposed CAHSR Business Plan (California High Speed Rail Authority 2014) identifies the urgency to increase train trips in the Auburn to San Jose Capitol Corridor because the corridor will serve as a major feeder/distributor for northern California to the CAHSR system. The Capitol Corridor IPR service will need to accommodate the projected volume of connecting passengers when CAHSR service begins service to San Jose, anticipated for 2027.

In addition to the mobility benefits created by the Project, the proposed improvements in track capacity, signaling, and improvements to the Roseville Station would enhance operational efficiency and service reliability. Among the Project's potential environmental benefits are lower emissions in the transportation study area resulting from the reduction in single passenger vehicle trips.

Public Review of the Draft EIR

CCJPA released the Draft EIR for a 50-day public review period from July 24 to September 10, 2015. Comments were submitted by mail, email, online, and at public meetings as described below.

Public Meetings

CCJPA hosted two public open house meetings: on July 29, 2015, at the Library Galleria, 828 I Street, in Sacramento and on September 1, 2015, at the Roseville Civic Center Council Chambers, 311 Vernon Street, in Roseville. Both were held from 6:00 to 7:30 p.m. Project displays, illustrations, and copies of the Draft EIR were available for viewing, and Project team members were on hand for questions and answers. A court reporter was present at both meetings to document public comments. Approximately 15 community members attended the meetings.

Additionally, CCJPA hosted an online "public meeting" that was available 24 hours a day for the entire comment period. This online tool allowed visitors to view the same information as was displayed at the public meetings and to provide comments. More than 380 visitors were recorded on the website during the public Draft EIR review period.

Comments Received on the Draft EIR

Comments were received in the form of letters, emails, comment cards and recorded verbal comments from the public information meetings, and comments submitted to the Project website. CCJPA received comments from 16 public agencies, 6 nongovernmental organizations, and 15 individuals. These comments and the responses to them are presented in full in Chapter 2, *Comments on the Draft EIR and Responses to Comments*.

Contents and Organization of the Final EIR

The State CEQA Guidelines (Section 15132) require a final EIR to include the components listed below.

- Draft EIR, or a revision of the Draft EIR.
- Comments received on the Draft EIR.
- A list of persons, organizations, and public agencies commenting on the Draft EIR.
- The lead agency's responses to significant environmental points raised.
- Any other information added by the lead agency.

This Final EIR is presented in errata format (i.e., changes to the Draft EIR are shown in errata format rather than republishing the entire Draft EIR). The Final EIR therefore comprises the Public Draft EIR and the Final EIR as organized below.

- Chapter 1, *Introduction*.
- Chapter 2, *Comments on the Draft EIR and Responses to Comments*, provides a list of all comments received, reproductions of the original written comments, and responses to the comments.
- Chapter 3, *Changes and Errata to the Draft EIR*, shows changes made to the text and figures in the Draft EIR that were made since publication of the Draft EIR.
- Chapter 4, *Mitigation Monitoring and Reporting Program*, identifies the measures that will be undertaken to mitigate Project impacts, the timeline for implementation, and the entities responsible for ensuring that implementation and compliance meet all necessary requirements.

References Cited

California High-Speed Rail Authority. 2014. *Connecting California*. Draft 2014 Business Plan. February 7. Available: http://www.hsr.ca.gov/docs/about/business_plans/FINAL_Draft_2014_Business_Plan.pdf. Accessed: June 20, 2015.

Capitol Corridor Joint Powers Authority. 2014. *Capitol Corridor 2104 Vision Plan Update*. Final report. Adopted November 19, 2014. Prepared by Nelson Nygaard Consulting Associates, Inc.

Chapter 2
Comments on the Draft EIR and Responses to Comments

This chapter provides comments submitted on the Draft EIR that was circulated in July 2015 and CCJPA's responses to those comments. Nearly all the comments provided were in written format. As described in Chapter 1 of this Final EIR, CCJPA provided court reporters at the two public meetings held during the Draft EIR review period; one verbal comment was received on the Draft EIR at these meetings. Agencies, organizations, and individual parties that commented (in writing or through the aforementioned court reporter) on the Draft EIR are listed in Table 2-1. The comments are numbered by source type and date received, and responded to in that order. In some cases, CCJPA has identified recurring comments and provided Master Responses below.

Table 2-1. List of Agencies, Organizations, and Individual Parties Commenting on the Draft EIR

Comment Letter Number	Commenter	Date Received
Agencies		
A1	Placer County Community Development Resource Agency, Maywan Krach	July 24, 2015
A2	U.S. Environmental Protection Agency, Region 9, Zac Appleton	July 29, 2015
A3	Placer County Transportation Planning Agency, David Melko	July 29, 2015
A4	City of Sacramento Department of Public Works, Gregory Taylor	August 17, 2015
A5	Central Valley Regional Water Quality Control Board, Trevor Cleak	August 25, 2015
A8	U.S. Environmental Protection Agency, Region 9, Zac Appleton	September 2, 2015
A7	City of Sacramento Fire Department, King Tunson	September 4, 2015
A8	County of Sacramento Department of Transportation, Matthew G. Darrow	September 9, 2015
A9	County of Sacramento Department of Regional Parks, Jeffrey R. Leatherman	September 9, 2015
A10	City of Sacramento Community Development, Tom Pace	September 10, 2015
A11	San Joaquin Joint Powers Authority, Stacey Mortensen	September 10, 2015
A12	City of Roseville, Mark Morse	September 10, 2015
A13	City of Sacramento Department of Public Works, Jesse Gothan	September 10, 2015
A14	California Department of Transportation, Jeffery Morneau	September 10, 2015
A15	Sacramento Municipal Utility District (SMUD), Rob Ferrera	September 10, 2015
A16	California State Lands Commission, Cy R. Oggins	September 16, 2015
A17	City of Citrus Heights, Steve Miller	September 18, 2015
A18	Sacramento Municipal Utility District (SMUD), Arthur Starkovich	October 7, 2015

Comment Letter Number	Commenter	Date Received
Organizations		
O1	RiderShip for the Masses, Barbara Stanton	August 18, 2015
O2	Friends of Sutter's Landing Park; Friends of the River Banks; Save the American River Association; Friends of the Swainson's Hawk; Dale Steele	September 8, 2015
O3	RiderShip for the Masses, Barbara Stanton	September 9, 2015
O4	Train Riders Association of California, David Schonbrunn	September 9, 2015
O5	Encore McKinley Village, LLC, Megan Norris	September 10, 2015
O6	Union Pacific Railroad, Clint E. Schelbitzki	September 10, 2015
Individual Parties		
IP1	Megan Norris	July 24, 2015
IP2	Michael Brady	July 25, 2015
IP3	Benjamin Etgen	July 26, 2015
IP4	Dan Allison	July 29, 2015
IP5	Ashley Ballinger	July 29, 2015
IP6	Anonymous	July 29, 2015
IP7	Kazeem Alabi	August 8, 2015
IP8	David Edwards	August 18, 2015
IP9	Sharon Hoepker	August 22, 2015
IP10	Jessica Dumont	August 24, 2015
IP11	Gary Gutowsky	August 25, 2015
IP12	Jeffrey Callison	September 1, 2015
IP13	Mark Grgurich	September 1, 2015
IP14	Jim Pachl	September 8, 2015
IP15	Pamela A. Keach	September 9, 2015
IP16	Melinda Dorin Bradbury	September 10, 2015

A review of the comments on the Draft EIR revealed that some comments arose more frequently, demonstrating common concerns. The array of similar comments about a particular topic provided more clarity about any given issue than single comments. CCJPA has prepared three Master Responses for those topics that were raised in several different comments from agencies, organizations, and individual parties. These Master Responses are intended to allow for a thorough, well-integrated response that addresses the common facets of a particular issue, in lieu of piecemeal responses to individual comments that may not capture the full complexity of the issue. The use of a Master Response is not intended to minimize the importance of the individual comments; to the contrary, Master Responses are used to highlight some of those issues that appeared to be of particular importance to those making the comments. Where an individual comment raises an issue related to any one of the three recurring comments, the Master Responses provide background on the issue and in some cases fully respond to the individual comment. In other cases, CCJPA refers to one of the Master Responses below and provides additional specific information in the individual response as needed.

Master Response 1—Freight Train Traffic and the New Third Main Track

Several comments received on the Draft EIR expressed concern that freight train traffic operations would increase within the Project corridor and/or relocate from the existing tracks to the new third main track, exposing individuals adjacent to the Project corridor to additional impacts on air quality, noise, and vibration. As described in Chapter 2 of the Draft EIR, the proposed third main track would be constructed to meet the Project's purpose of adding additional IPR service (i.e., more passenger trains) between Sacramento and Roseville—not for freight train use; no increase in freight rail operations is proposed or expected as a part or a result of this Project, and CCJPA is unaware of any plans by UPRR to increase freight rail operations.

Regarding freight use of the proposed third track, although UPRR would design, construct, and own the third main track and would retain the right to use the new track at UPRR's operational discretion and requirements, due to the operational priority and scheduling of increased passenger train service on the new third track, the practicality of UPRR diverting existing freight traffic to the proposed third track would be minimal and limited to incidental use. As stated in Chapter 2 of the Draft EIR, the third track would be prioritized for passenger trains throughout the day. If, due to some unforeseen circumstance, the UPRR dispatcher needed to route freight trains to the proposed third track, it would not be a regular occurrence and would likely be during a narrow window when passenger trains are not in operation (i.e., during the early morning hours between approximately 12:00 a.m. and 4:00 a.m.). These would not be *additional* freight trains beyond current use resulting from use of the new track, but rather would be existing freight train traffic that would pass through the UPRR ROW at these times with or without the Project. This language has been added to Chapter 2 of the Draft EIR for clarification. See Chapter 3, *Changes and Errata to the Draft EIR*, of this Final EIR.

Because CCJPA does not anticipate an increase of UPRR freight traffic as a result of constructing the third main track, and because the use of the third track by freight trains is not an anticipated typical occurrence, current freight traffic operations were assumed to continue on the existing tracks and were included in the impact analysis in the Draft EIR. Specifically, Section 3.2, *Air Quality/Climate Change/Greenhouse Gases*, includes analysis of air quality health risks to residents and other sensitive receptors based on the existing freight traffic and existing freight emissions. Table 3.2-10 in the Draft EIR quantifies the project-level health risks associated with operation of the Project as well as the No Build Alternative. As shown in Table 3.2-10, the diesel particulate matter (DPM) cancer risk under design conditions is low (1.6 cases per million, which is substantially lower than the SMAQMD/PCAPCD threshold of 10 cases per million). The Draft EIR also discloses the Project's DPM emissions in Table 3.2-9 and Impact AQ-4 (*Exposure of sensitive receptors to substantial pollutant concentrations*). The Draft EIR concludes that these impacts are less than significant. Similarly, Section 3.3, *Noise and Vibration*, of the Draft EIR analyzes noise and vibration from existing freight traffic on pages 3.3-4 and 3.3-5. Table 3.3-4 summarizes the predicted noise impacts, including existing freight. Section 3.3 of the Draft EIR has been revised to clarify that there would be no change in freight traffic as a result of the Project. See Chapter 3, *Changes and Errata to the Draft EIR*, of this Final EIR.

Master Response 2—Existing and Planned Bicycle and Pedestrian Trails

Several comments expressed concern about the Project's effects on existing and planned bicycle and pedestrian trails in the vicinity of the Project and included updates to planned facilities described in the Draft EIR. Impact TRA-6 of the Draft EIR analyzes the impacts on existing and planned bicycle and pedestrian facilities and concludes that Project impacts on planned bicycle and pedestrian facilities would not occur. Additionally, construction impacts on existing bicycle and pedestrian facilities are described in Section 3.11, *Parks, Recreation, and Open Space*, of the Draft EIR. Based on the additional information provided during the Draft EIR review, Figures 3.1-3 and 3.11-1 in the Draft EIR have been revised to include updated information on the existing and planned bicycle infrastructure in downtown Roseville and downtown Sacramento near the rail stations. Planned bicycle facilities, including Miners Ravine–Antelope Creek Connecting Trail, Dry Creek Greenway Trail, and Class III bike routes, have been added to Figure 3.1-3 to reflect Roseville's Bicycle Master Plan. Although existing and future bicycle and pedestrian facilities are analyzed in the Draft EIR and no significant impacts are anticipated, additional background information has been added to the Draft EIR to provide further clarity of the location of planned improvements. See Chapter 3, *Changes and Errata to the Draft EIR*, of this Final EIR.

Master Response 3—Approach to Biological Impact Assessment and Mitigation

Several comments questioned the approach taken to address biological impacts and mitigation. The Draft EIR includes a comprehensive evaluation of the potential impacts on biological resources in the Project Impact Area (PIA) with implementation of the Project, based on the Biological Resource Evaluation (BRE) prepared for the Project in June 2015. The methodology for the evaluation, described on page 3.5-6, entailed a biological reconnaissance survey conducted in September 2014 and a wetland assessment conducted in October 2014. Moreover, a comprehensive list of regionally occurring special-status species and sensitive natural communities was compiled from the following sources: California Natural Diversity Database (CNDDB) for the Sacramento West, Sacramento East, Rio Linda, Citrus Heights, Folsom, Roseville, and Rocklin California 7.5-minute U.S. Geological Survey (USGS) topographic quadrangles; a USFWS list of special-status species with the potential to occur in, or be affected by projects, in the aforementioned quads; a search of the California Native Plant Society's inventory for a list of special-status plant species for the same quads; and species reported in the CNDDB within a 2-mile radius of the Project corridor.

The thresholds of significance used in the evaluation of impacts are shown on page 3.5-14 of the Draft EIR. These thresholds include the considerations in Appendix G of the State CEQA Guidelines, as well as additional criteria relevant to the Project.

Conservative Approach

The BRE and Draft EIR acknowledge several species that are likely to be present within the PIA. Because access to the UPRR ROW was limited, a conservative approach was applied to the analysis, which generally assumed presence for species with potential to occur. The biological reconnaissance survey conducted in September 2014 was appropriately selected because the species likely to occur fall into one of the following categories: the species is generally present that time of year; the species can be identified outside its normal blooming periods; or the species was assumed to be present (i.e., the conservative approach noted above).

The Draft EIR provides Avoidance and Minimization Measures, some of which are common to several species and some of which pertain only to individual species. These measures will reduce potential Project impacts on sensitive species to a less-than-significant level. Preconstruction surveys included in these measures would be conducted in areas that provide potential habitat for sensitive species, such as bats, burrowing owls, northwestern pond turtle, migratory birds, and other raptors. The timing of preconstruction surveys will be dependent on the proposed construction schedule and will be customized as needed to capture appropriate habitat conditions and anticipated species occurrence.

Further, as stated in *Methods of Analysis* on page 3.5-13 of the Draft EIR, potential impacts on biological resources are based on the following assumptions and Project understanding.

- To the extent practicable, and in consideration of other design requirements and constraints (e.g., meeting Project objectives and needs, avoidance of other sensitive resources), UPRR shall design the third track alignment to avoid or minimize potential impacts on sensitive biological resources.
- UPRR shall implement the conditions and requirements of state and federal permits that obtained for the Project. The more stringent requirement (either in this document or permit) shall be implemented as part of the Project.
- UPRR shall retain biologists to conduct the required biological and wetland surveys in areas that were not previously accessible. The surveys shall include a floristic botanical survey in appropriate (i.e., undeveloped) areas, a wetland delineation, a valley elderberry longhorn beetle survey, an arborist survey, and other wildlife surveys needed to support this Project and preparation of a biological assessment. The information gathered during these surveys would be used in identifying the specific application of mitigation measures.

Drought Effects

The recent northern California drought conditions have influenced hydrophytic vegetation in wetland features mapped within the UPRR ROW, as well as species typically occurring in freshwater wetlands habitats.

Hydrophytic vegetation is part of the three-parameter test for determining wetlands. The size of a wetland is influenced by hydrology, hydric soils, and hydrophytic vegetation. The drought conditions could reduce the overall size of a wetland feature because less hydrology would influence the extent of hydrophytic vegetation within a feature. In some areas, a wetland can be identified by applying one or two of the three wetland parameters if one or more of the parameters are atypical or problematic. As stated in Section 3.5.2 (Impact BIO-1) of the Draft EIR, the exact acreages of temporary and permanent impacts would be determined after the formal wetland delineation is

conducted and when final designs are available, prior to the Project's permitting phase. Impact BIO-1 further states that permanent loss or temporary disturbance of waters of the United States, including wetlands, would constitute a significant impact. In addition to compliance with permit conditions, Implementation of Mitigation Measures BIO-1a through BIO-1d would reduce this impact to a less-than-significant level.

Three special-status plant species typically found in freshwater wetland habitats have been identified to have a potential to occur within the Project corridor. These species can be identified outside their normal blooming periods. Consecutive years of drought conditions could affect special-status plant populations that could potentially occur within the Project corridor by diminishing the recruitment of new plants to supply additional seed banks to the local population. Consequently, existing drought conditions in the Sacramento Region could influence the presence or absence of special-status plant species in suitable habitat within the Project corridor.

Using a conservative approach that assumed presence for species that could potentially occur in the PIA, impacts and mitigation measures are described in the Draft EIR on pages 3.5-14 through 3.5-37.

General avoidance measures are included that incorporate of protective fencing and flagging, worker environmental awareness training, and a biological monitor onsite during construction activities near sensitive habitats. In addition, specific avoidance, minimization, and mitigation measures are included for potential impacts on the following sensitive resources.

- Waters of the United States, including wetlands—BIO-1d, page 3.5-16
- Riparian habitat—BIO-2, page 3.5-17
- Special-status plants—BIO-3, page 3.5-19
- Valley elderberry longhorn beetles and their habitat—BIO-4, page 3.5-21
- Vernal pool fairy shrimp and vernal pool tadpole shrimp—BIO-5, page 3.5-23
- Central Valley steelhead, fall-/late fall–run Central Valley Chinook salmon, spring-run Central Valley Chinook salmon, and Sacramento winter-run Chinook salmon—BIO-6, page 3.5-24
- Giant gartersnake—BIO-7, page 3.5-27
- Western pond turtles—BIO-8, page 3.5-29
- Tricolored blackbird—BIO-9, page 3.5-30
- Swainson's hawks and other raptors—BIO-10, page 3.5-30
- Burrowing owls—BIO-10b, page 3.5-32
- Migratory birds—BIO-11, page 3.5-33
- Pallid bats—BIO-12, page 3.5-34
- Native trees protected under local ordinances—BIO-13, page 3.5-36

Comments on the Draft EIR and
Responses to Comments
Agencies

A1

From: Maywan Krach <MKrach@placer.ca.gov>
Sent: Friday, July 24, 2015 9:36 AM
To: info@sactoroseville3rdtrack.com
Subject: 3rd track project

Good Morning, Jim,

Placer County would like to begin our review of the DEIR but could not find the document on your website yet. Do you know if there's a different link we should be using? Please advise. 1

Thanks.

Maywan Krach
Community Development Technician
Environmental Coordination Services
Placer County Community Development Resource Agency
3091 County Center Drive, Suite 190, Auburn, CA 95603
530-745-3132 fax 530-745-3080
Monday 8:30-5 (every other Monday off)
Tuesday-Friday 7:30-5

1

A1—Placer County Community Development Resource Agency, Maywan Krach, July 24, 2015

Response to Comment A1-1

The commenter requests the location of the Draft EIR in order to review and comment. CCJPA responded and provided the correct website with the location of the Draft EIR on July 24, 2015. No change to the Draft EIR is required.

A2

From: Appleton, Zac <Appleton.Zac@epa.gov>
Sent: Wednesday, July 29, 2015 1:41 PM
To: info@sactoroseville3rdtrack.com
Subject: FRA contact for Sacramento-Roseville Third Track project?

Hi Jim Allison,

I've been assigned to have a look at the NEPA preparation for the proposed project, as part of early coordination, and am currently developing baseline information, including reviewing the DEIR to get up to date on the project specifics. From that document, I understand that FRA is the NEPA Lead Agency and is separately preparing an EA/FONSI. Do you have an FRA lead contact for the project I can talk with? I'll also look into the EJ analysis as indicated for EPA's role in the DEIR, unless you already have another EPA staff doing that (and if so, who have you coordinated with?). 1

Thanks,

Zac Appleton, NEPA Reviewer
U.S. Environmental Protection Agency, Region 9
75 Hawthorne Street, ENF-4-2
San Francisco, CA 94105
Phone: 415-972-3321
Fax: 415-947-8026

1

A2—U.S. Environmental Protection Agency, Region 9, Zac Appleton, July 29, 2015

Response to Comment A2-1

CCJPA appreciates the outreach from the U.S. Environmental Protection Agency (EPA) and the commenter is correct that FRA is the NEPA Lead Agency for this Project. The environmental assessment (EA) is currently in preparation and is anticipated to be released for public review in fall 2015. CCJPA provided the commenter with the FRA contact on July 29, 2015. CCJPA is unaware of other EPA staff that have reviewed or provided input on the EJ analysis. No change to the Draft EIR is required.

A3

Subject: SACRAMENTO TO ROSEVILLE THIRD MAIN TRACK COMMUNITY IMPACT ASSESSMENT

AMServiceURLStr: https://slingshot.hdrinc.com/CFSS/control?view=services/FTService

From: "David Melko" <dmelko@pctpa.net>
Date: July 29, 2015 at 6:32:57 PM PDT
To: "James R Allison" <JimA@capitolcorridor.org>
Cc: "David Kutrosky" <DavidK@capitolcorridor.org>

Jim –

Reference is made in the Community Impact Assessment Report regarding the following document: "Sacramento to Roseville Third Main Track Section 4(f)/6(f) Evaluation." I couldn't locate the evaluation amongst the project reference materials on the project web site. 1

Can I access a copy in some manner?

Thx!

David Melko
Senior Transportation Planner
Placer County Transportation Planning Agency
299 Nevada Street, Auburn, CA 95603
530.823.4090 (tel/fax)
website | vCard | email

1

A3—Placer County Transportation Planning Agency, David Melko, July 29, 2015

Response to Comment A3-1

The commenter requests a copy of the Section 4(f)/6(f) Evaluation. This document is a part of the EA under preparation for FRA and will be available for public review in fall 2015. This report is anticipated to be posted by FRA on its website. No change to the Draft EIR is required.

A4

Subject: CCJPA 3rd Track Sacramento to Roseville Project

AMServiceURLStr: https://slingshot.hdrinc.com/CFSS/control?view=services/FTService

From: Greg Taylor [mailto:GTaylor@cityofsacramento.org]
Sent: Monday, August 17, 2015 12:02 PM
To: Pallari, Kim
Cc: Hinda Chandler; James R Allison

Kim,
Could you let me know who else at the City of Sacramento received the DEIR for review and comment? 1
Do we submit our comments directly to you? And if you could give me the due date please.
Thank you,

Greg Taylor

Gregory Taylor, AIA, LEED AP

Supervising Architect
Project Manager Sacramento Valley Station

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Sacramento, CA 95814
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gtaylor@cityofsacramento.com
www.sacramentovalleystation.com

1

A4—City of Sacramento Department of Public Works, Gregory Taylor, August 17, 2015

Response to Comment A4-1

A response was provided to the commenter on August 17, 2015, including a distribution list and deadline for comment submittals. No change to the Draft EIR is required.

A5

Water Boards

Central Valley Regional Water Quality Control Board

RECEIVED
AUG 2 4 2015
CAPITOL CORRIDOR

21 August 2015

Jim Allison
Capitol Corridor Joint Powers Authority (CCJPA)
300 Lakeside Drive, 14th Floor East
Oakland, CA 94612

CERTIFIED MAIL
7014 2870 0000 7535 4982

COMMENTS TO REQUEST FOR REVIEW FOR THE DRAFT ENVIRONMENTAL IMPACT REPORT, CCJPA SACRAMENTO TO ROSEVILLE THIRD MAIN TRACK PROJECT, SCH# 2014072005, SACRAMENTO AND PLACER COUNTIES

Pursuant to the State Clearinghouse's 24 July 2015 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Request for Review for the Draft Environment Impact Report* for the CCJPA Sacramento and Roseville Third Main Track Project, located in Sacramento and Placer Counties. 1

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.

Construction Storm Water General Permit 2

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

For more information on the Construction General Permit, visit the State Water Resources Control Board website at:
http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml

A5

Phase I and II Municipal Separate Storm Sewer System (MS4) Permits[1] 3

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.shtml

Industrial Storm Water General Permit 4

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 5

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

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

[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.

A5

Clean Water Act Section 401 Permit – Water Quality Certification 6

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 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 7

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 will 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

Regulatory Compliance for Commercially Irrigated Agriculture 8

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/app_approval/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

A5

Program, call the Central Valley Water Board phone line at (916) 464-4611 or e-mail board staff at IrrLands@waterboards.ca.gov. 8 cont.

Low or Limited Threat General NPDES Permit 9

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

For more information regarding the Low Threat General Order and the application process, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0074.pdf

For more information regarding the Limited Threat General Order and the application process, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0073.pdf

If you have questions regarding these comments, please contact me at (916) 464-4684 or tcleak@waterboards.ca.gov.

Trevor Cleak
Environmental Scientist

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

A5—Central Valley Regional Water Quality Control Board, Trevor Cleak, August 25, 2015

Response to Comment A5-1

CCJPA appreciates the Central Valley Regional Water Quality Control Board's (Central Valley Water Board) comments and acknowledges that the Project is located within its jurisdiction. No change to the Draft EIR is required.

Response to Comment A5-2

The Central Valley Water Board's specific requirements for storm water discharge are noted. As stated in the *Hydrology and Water Quality* Section on page 3.6-2 of the Draft EIR, because the Project would disturb 1 or more acre of soil, UPRR would be required to obtain coverage under the Construction General Permit. No change to the Draft EIR is required.

Response to Comment A5-3

As noted in the comment, an MS4 permit would be required in the Sacramento portion of the Project. The Project corridor crosses portions of Sacramento County and the cities of Sacramento and Roseville. As stated on pages 3.6-2 and 3.6-3 in of the *Hydrology and Water Quality* Section of the Draft EIR, within the Sacramento city limits and Sacramento County, the Project would be subject to the requirements of the *Waste Discharge Requirements Cities of Citrus Heights, Elk Grove, Folsom, Galt, Rancho Cordova, Sacramento, and County of Sacramento Storm Water Discharges From Municipal Separate Storm Sewer System Sacramento County (Order No. R5-2008-0142; NPDES No. CAS082597)* (Sacramento MS4 Permit), issued by the Central Valley Water Board in 2008. In Roseville, it would be subject to *Waste Discharge Requirements (WDRs) for Stormwater Discharges from Small Municipal Separate Storm Sewer Systems (Order No. 2013-0001-DWQ; NPDES General Permit No. CAS000004)* (State Small MS4 Permit) issued by the State Water Quality Control Board (State Water Board) on February 5, 2013. No change to the Draft EIR is required.

Response to Comment A5-4

Stormwater discharges associated with industrial sites are covered under the existing Industrial General Permit (IGP). It is anticipated that light maintenance, cleaning, and vacuuming would occur at the Roseville Yard. Train washing occurs in the Oakland facility. No heavy washing or strong water would be used as a result of the Project. The stormwater pollution prevention plan (SWPPP) for the Roseville Yard would need to be updated to reflect any changes as a result of the Project that might occur at the facility itself. The Draft EIR has been clarified. See Chapter 3, *Changes and Errata to the Draft EIR*, of this Final EIR.

Response to Comment A5-5

The Central Valley Water Board's requirements regarding the Clean Water Act (CWA) are noted. Text on page 3.6-3 of Section 3.6, *Hydrology and Water Quality*, of the Draft EIR describes the Section 404 permit that UPRR would be required to obtain. No change to the Draft EIR is required.

Response to Comment A5-6

The Central Valley Water Board's requirements regarding the CWA are noted. As stated on page 3.6-17 of the Draft EIR, the Project would comply with water quality regulations and permitting, including CWA Section 401. No change to the Draft EIR is required.

Response to Comment A5-7

Please see Response to Comment A5-3.

Response to Comment A5-8

The Project would not be used for commercial irrigated agriculture, and therefore would not be subject to regulatory coverage under the Irrigated Lands Regulatory Program. No change to the Draft EIR is required.

Response to Comment A5-9

The requirements for dewatering activities are noted. The Low or Limited Threat General NPDES Permit that would be required if dewatering occurs is described on pages 3.6-4 and 3.6-4 of the Draft EIR. No change to the Draft EIR is required.

A6

From: Appleton, Zac <Appleton.Zac@epa.gov>
Sent: Wednesday, September 02, 2015 12:15 PM
To: info@sactoroseville3rdtrack.com
Subject: Query: c/o Jim Allison - FRA point of contact?

Hi Jim Allison,

I had a look at the Draft EA/DEIR for the Sacramento to Roseville Third Track project and may have a couple of general recommendations to offer the project. Since EPA typically writes to another federal agency, who at Federal Rail Administration should EPA's possible letter be addressed to? 1

Thanks,

Zac Appleton, NEPA Reviewer
U.S. Environmental Protection Agency, Region 9
75 Hawthorne Street, ENF-4-2
San Francisco, CA 94105
Phone. 415-972-3321
Fax. 415-947-8026

1

A6—U.S. Environmental Protection Agency, Region 9, Zac Appleton, September 2, 2015

Response to Comment A6-1

Please see Response to Comment A2-1.

A7

City of SACRAMENTO
Fire Department

Walter White
Fire Chief

5770 Freeport Blvd., Suite 200
Sacramento, CA 95822-3516

Ph: (916) 808-1300
Fax: (916) 808-1629
www.sacfire.org

TRANSMITTAL

DATE: September 4, 2015

ATTN: Jim Allison

FROM: King Tunson, 808-1358
Fire Department

SUBJECT: **EIR-CCJPA-Sacramento to Roseville 3rd Track CEQA Notice of Availability** 1

The following Fire comments/advisories apply to the **NOA** of the above referenced project:

1. Traffic Management Plan shall be sent to Assistant Chief Kim Iannucci, Operations Division for review/comment.

The mission of the Sacramento Fire Department is to protect our community through effective and innovative public safety services.

A7—City of Sacramento Fire Department, King Tunson, September 4, 2015

Response to Comment A7-1

The commenter specifies who at the City of Sacramento Fire Department should receive the Traffic Management Plan (TMP) for review and comment. CCJPA appreciates the Department's letter. As stated on page 3.1-10 of the Draft EIR, Mitigation Measure TRA-2 states that UPRR will be responsible for developing the TMP in consultation with the applicable transportation entities, including local agencies. In response to this comment, the text of Mitigation Measure TRA-2 has been revised to include local police and fire departments to the list of applicable entities that will review/comment on the TMP. See Chapter 3, *Changes and Errata to the Draft EIR*, of this Final EIR.

A8

Department of Transportation
Michael J. Penrose, Director

Divisions
Administration
Maintenance & Operations
Engineering & Planning

County of Sacramento

August 26, 2015

Jim Allison, Manager of Planning
Capitol Corridor Joint Powers Authority
300 Lakeside Dr., 14th Floor East
Oakland, CA 94612
Phone 510-464-6994
Fax 510-464-6901
JimA@capitolcorridor.org
info@sactoroseville3rdtrack.com

SUBJECT: COMMENTS ON THE DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE THIRD TRACK PROJECT FROM CAPITOL CORRIDOR JOINT POWERS AUTHORITY (CCJPA).

Mr. Allison:

We have received a copy of the draft environmental impact report (DEIR) for the Third Track project. We appreciate the opportunity to review this document. We have the following comments to offer.

1. **Page S-3. S.6 Responsible Agency.** Please note that County of Sacramento is not listed in this section. Please add the County of Sacramento to this list. | 1

2. **Page 2-5. New Bridges.** We ask that the following edits be made in this section. | 2

   "Currently, a two-span UPRR railroad bridge crosses over Watt Avenue just north of Roseville Road in Sacramento County. As a part of the Build Alternative, an additional new railroad bridge would be constructed adjacent to the existing bridge to convey the new third main track over Watt Avenue. Both the vertical and horizontal clearances of the existing UPRR bridge over Watt Avenue are not sufficient to accommodate current and planned future roadway improvements ~~widening~~; accordingly, the new UPRR bridge would need to be constructed at an elevation that will provide sufficient vertical clearance over Watt Avenue and the abutments set back to provide horizontal width to be compatible with future road improvement work. ~~and the elevation of~~ The existing bridge would be raised to match the elevation of the new bridge. All construction would be carried out within the existing UPRR ROW and would avoid any but temporary impacts on Watt Avenue.

   Sacramento County Department of Transportation (SACDOT) has proposed plans to reconstruct the Watt Avenue roadway to provide for pedestrian walkways, bike lanes,

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A8

and other traffic improvements in the area. The SACDOT project will require widening the roadway and other construction activities that will require future discussion and negotiation with UPRR. Constructing the new UPRR bridge at Watt Avenue with the abutments set back and raising the elevation of the existing bridge would not preclude or otherwise affect the proposed future SACDOT project." 2 cont.

3. **Page 2-6. Table 2-2. Proposed New Railroad Bridges.** Mile post 98.33, Watt Avenue bridge span length is listed as a 151 foot steel through-plate girder type bridge. We provided comments on the Notice of Preparation of the DEIR asking to account for the ultimate rights of way for Watt Avenue. The clear span needed to accommodate a six-lane thoroughfare plus extended northbound left-turn lane for the Watt Avenue and Peacekeeper Way intersection, bike lanes and sidewalks on both sides is (96 feet + 10 feet + 16 feet) 122 feet of right of way. The roadway segment is listed within pedestrian district which calls for 8-foot wide sidewalks on both sides. The underlying assumption for the 122-foot right of way section is that the median would be 12 feet wide. In case structural columns need to be more than 12-foot wide to fit in a standard 12-feet median then the increment should be increased by the additional clearance. The minimum vertical clearance required would be 17 feet which is the same as what is required for traffic signal mast arms. Also, safety devices should be installed for any fixed object in the roadway median or shoulders. At this time we cannot verify that the 151 foot proposed span length would work as the details about the vertical clearance, abutments and columns are not shown in the DEIR. Please provide additional details as requested to verify these dimensions will work. 3

4. **General.** The County of Sacramento Department of Transportation staff asks that CCJPA and UP enter into an operations and maintenance agreement with the County of Sacramento, CCJPA and UP regarding the existing and proposed infrastructure maintenance obligations. 4

5. **General.** We would ask that the project reconsider upgrading the existing substandard bridge over Watt Avenue at mile post 98.33. As an alternative design a center column supported bridge may be more cost effective than a single span. This recommended alternative design will provide both the requested roadway horizontal and vertical clearances for existing, proposed and future tracks. 5

6. **General.** Please note that any work over Watt Avenue or at grade adjacent to or within the County's right of way needs an encroachment permit from our office. Please secure necessary permit from the County prior to beginning any construction activities. 6

7. **General.** The project's EIR should also evaluate the temporary construction impacts to the roadway system near the proposed project vicinity. 7

Our staff is available to provide review comments on the project's improvement plans. We look forward in working with your staff on this project. If you have any questions, please contact me at (916) 874-7052.

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A8

Sincerely,

Matthew G. Darrow, P.E., T.E., P.T.O.E
Senior Transportation Engineer
Department of Transportation

MGD:ka

Cc: Susan Peters, County Board of Supervisor
Phil Serna, County Board of Supervisor
Roberta MacGlashan, County Board of Supervisor
Robert Leonard, Municipal Services
Lori Moss, Community Development Department
Cathy Hack, Community Development Department
Juliette Robinson, Community Development Department
Mike Penrose, DOT
Dan Shoeman, DOT
Dean Blank, DOT
Kamal Atwal, DOT
Kyle Hines, DOT
Tony Do, DOT
Ron Vicari II, DOT
Bill Irving, DOT
Matt Carpenter, SACOG
Mike McKeever, SACOG
Alan Hersh, McClellan Park

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A8—County of Sacramento Department of Transportation, Matthew G. Darrow, September 9, 2015

Response to Comment A8-1

The County of Sacramento Department of Transportation (SACDOT) has been added to the list of Responsible Agencies for the Project. See Chapter 3, *Changes and Errata to the Draft EIR*, of this Final EIR.

Response to Comment A8-2

The comment suggests that the last paragraph on page 2-5 of the Draft EIR be revised to state that the abutments would be set back to avoid precluding or affecting the proposed future SACDOT road widening project. The proposed widening of Watt Avenue, which is not yet funded, is listed in the 2035 MTP as "project SAC24585," and entails the widening of Watt Avenue to six lanes from I-80 to Palm Avenue. The MTP indicates that the widening of Watt Avenue is expected to be complete by 2036 (Sacramento Area Council of Governments 2012).

The Draft EIR is required to disclose existing conditions pursuant to the State CEQA Guidelines 15125. The existing Watt Avenue Bridge has substandard vertical clearance and construction of the proposed new railroad bridge at the same elevation as the existing railroad bridges would result in substandard vertical clearance of Watt Avenue; accordingly, the vertical clearance of both railroad bridges (existing and proposed) would be raised as part of the Project to avoid impacts on the roadway below. UPRR requires that the elevation of all three main line tracks be uniform for engineering and operational purposes. The construction methods of the bridge (either modifying the existing structure or replacing the bridge) will be determined with final design.

The current horizontal clearances of the roadway are sufficient to construct the Project as proposed. The existing and proposed railroad bridges are both located within the UPRR right-of-way (ROW). For the future road widening project, the County of Sacramento would be required to enter into an agreement with UPRR to extend the horizontal roadway ROW and modify existing structures associated with the bridges and other features of the County project. As the Project progresses to final design, there may be opportunities for the parties to coordinate the design, funding, and construction of both projects. UPRR and CCJPA have indicated support of this approach with the SACDOT.

The other suggested text changes have been made to Chapter 2 of the Draft EIR regarding details of the new bridge that would be built over Watt Avenue in Sacramento. See Chapter 3, *Changes and Errata to the Draft EIR*, of this Final EIR.

Response to Comment A8-3

SACDOT is requesting that the details of its proposed road widening project be included in the Project description. However, the road widening project is not part of the CCJPA Third Track Project, but the Draft EIR does consider the Watt Avenue project as a reasonable foreseeable future project and identifies the road widening in Section 3.1 of the Draft EIR. Also, please see Response to Comment A8-2. No change to the Draft EIR is required.

Response to Comment A8-4

The commenter requests that CCJPA and UPRR enter into an agreement with SACDOT regarding the existing and proposed infrastructure maintenance obligations. It is not feasible for CCJPA to enter into such an agreement with SACDOT as requested because CCJPA is a tenant operating on UPRR-owned property. Therefore, only UPRR can enter into this type of agreement with SACDOT, at their discretion.

Response to Comment A8-5

Please see Responses to Comments A8-2 and A8-3.

Response to Comment A8-6

SACDOT's requirement for an encroachment permit is noted. This has been added to Table 1-1 of the Draft EIR. See Chapter 3, *Changes and Errata to the Draft EIR*, of this Final EIR.

Response to Comment A8-7

Construction impacts are analyzed on pages 3.1-9 and 3.1-10 in Section 3.1, *Traffic and Transportation*, of the Draft EIR. Mitigation Measure TRA-2 requires CCJPA, in coordination with UPRR, to prepare site-specific traffic management plans (TMP) for each road crossing prior to construction, and requires consultation with the County of Sacramento (and other agencies, as relevant) as part of the TMP. No change to the Draft EIR is required.

A9

Regional Parks Department
Jeffrey R. Leatherman, Director

County of Sacramento

Divisions
Administration
Golf
Leisure Services
Maintenance
Rangers
Therapeutic Recreation Services

September 10, 2015

Capitol Corridor Joint Powers Authority
Attention: Jim Allison
300 Lakeside Drive, 14th Floor East
Oakland, CA 94612

RE: County of Sacramento Department of Regional Parks Comments on the Draft EIR for the CCJPA Sacramento to Roseville Third Track Project

Dear Mr. Allison:

Thank you for providing Sacramento County Department of Regional Parks the opportunity to provide comments on the proposed project's Draft EIR (Document). Our comments are related to impacts to the American River Parkway (Parkway) and the proposed acquisition of County property. The Draft EIR does not adequately evaluate the impacts to the American River Parkway due to the lack of specificity in the project mitigation strategies. 1

The Document describes the impacts associated with detouring traffic from the recreational trails on the American River Parkway, and describes maintaining safe "access" to trails will be maintained as mitigation for the project; but there are no details on how to accomplish this difficult task. We assume that the paved trail detours may be routed outside of the Parkway, but this type of off-Parkway trail detour was not disclosed as a project impact, and therefore cannot be evaluated or adequately reviewed. The Department is not aware of any reasonable *paved* detours outside of the Parkway for cyclists. Therefore, we request:

- If the paved trail requires closures, these should be limited to nighttime hours, and the paved trail should be re-opened for morning and daytime commuters and recreational visitors.

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A9

- If daytime closures must occur, the project should coordinate a paved detour through the Cal Expo State Fair Grounds or other route, to avoid an undesirable, unsafe and much longer detour around this project impact. 1 cont.
- Daytime closures of the paved trails require a 14 day advance notice to trail users, via signage at the detour locations.
- At least one Parkway paved or unpaved trail undercrossing should be available, at all times, for walkers, equestrians, and others who should not be detoured through long detours onto the city streets.
- Coordination with local clubs, stakeholders and the Department or Regional Parks should be coordinated by the contractor at least 6 months in advance of the project.

The Document also describes the project intends acquire 0.14 acres of American River Parkway for Right of Way. We request that the mitigation for the impact to County property and the American River Parkway should "identify appropriate park improvements", and include the following projects for mitigation: 2

1) Grant the County of Sacramento an easement under the bridge crossing on the south side of the American River; and
2) Construct any required safety measures for safe access under the rail crossing for cyclists and pedestrians; and
3) Provide a new bridge crossing to the nearby equestrian trail on the north side of the American River; and
4) Install a new well for a water source that should be used for restoration of the Woodlake Area and future mitigation sites related to this project; and
5) Include these mitigation projects in the Project permitting applications for construction.

Figure 2-1a shows a staging area and other project impacts on a large stand of elderberry shrubs. It is also understood that riparian and shaded riverine aquatic habitat will also be impacted and need to be mitigated. We request that on-site mitigation be considered to replace wildlife habitat within the American River Parkway. This mitigation would need to be included within the permit application to the Central Valley Flood Protection Board. 3

If you have any questions please contact Mary Maret at (916) 875-4918 or maretm@saccounty.net.

A9

Sincerely,

Jeffrey R. Leatherman

A9—County of Sacramento Department of Regional Parks, Jeffrey R. Leatherman, September 9, 2015

Response to Comment A9-1

The commenter assumes that the paved American River Parkway Trail/Jedidiah Smith Memorial Trail would be closed for an extended period during construction and suggests that a paved detour path be provided outside the Parkway during construction of the new railroad bridge over the American River as mitigation. The design of the Project is in the early stages (approximately 10–15%) and specific construction details have not been developed. However, construction activities within the American River Parkway are not anticipated to require a detour of the trail for more than several days, and the detour would be a very short segment of the trail. It is anticipated that the trail would be rerouted within the established Project limits for the short construction duration. These details have been added to Section 3.11, *Parks, Recreation, and Open Space*, of the Draft EIR. See Chapter 3, *Changes and Errata to the Draft EIR*, of this Final EIR.

As stated on page 3.11-9 in section 3.11, *Parks, Recreation, and Open Space*, of the Draft EIR, implementation of Mitigation Measures REC-3b (Maintain safe access to the Jedediah Smith Memorial Bike Trail and other trails) and REC-3f (Provide appropriate safety markings for potential impediments to recreation) would reduce impacts to a less-than-significant level. Any detour would be determined in coordination between UPRR, CCJPA, and the County of Sacramento, and would be located on existing pathways and roadways. Because the duration of the detour would be very short and may not even be necessary, as stated in the Draft EIR, this impact would be less than significant with mitigation. No change to the Draft EIR is required.

As the County suggests, notice of construction activities in the American River Parkway will be provided 14 days in advance. Mitigation Measure REC-3e in the Draft EIR has been clarified to include the requested 14-day advance notice. In addition Mitigation Measure REC-3g has been revised to add the commenter's suggestions for types of projects that would work for mitigation in this area of the American River Parkway. See Chapter 3, *Changes and Errata to the Draft EIR*, of this Final EIR.

Response to Comment A9-2

The commenter's concerns regarding the loss of parkland are acknowledged. Under Section 5404 of the California Public Park Preservation Act, the loss of 0.14 acre of land from the American River Parkway would be compensated. Mitigation Measure REC-3g in the Draft EIR states that CCJPA will coordinate with the County regarding compensation and appropriate enhancement measures. Mitigation Measure REC-3g has been modified to include examples of types of projects that could be funded as mitigation. In addition, an EA/Section 4(f)/6(f) Evaluation is being prepared by FRA under the National Environmental Policy Act (NEPA). As a part of the Section 4(f)/6(f) Evaluation, CCJPA will work with the County to identify appropriate park improvements. See Chapter 3, *Changes and Errata to the Draft EIR*, of this Final EIR.

Response to Comment A9-3

The commenter's concerns about the staging areas within the Parkway are noted. Construction staging areas are depicted in Appendix A of the Draft EIR. These staging area locations are based on the best available information and were identified by the Project engineers as potential locations for

UPRR to stage materials; accordingly, the impacts and mitigation measures associated with these staging areas have been analyzed in the Draft EIR. As is typical of construction projects, the final number and location of construction staging areas will be confirmed by UPRR during final design and construction planning for the Project. At that time, if the identified sites require permits from the City of Sacramento, Central Valley Flood Protection Board, or other applicable agencies, UPRR will obtain the necessary permits. No change to the Draft EIR is required.

The commenter also raises concerns about mitigation for impacts to riparian and shaded riverine aquatic habitat. Please see Master Response 3.

A10

City of SACRAMENTO
Community Development

September 9, 2015

Jim Allison
Capitol Corridor Joint Powers Authority
300 Lakeside Drive, 14th Floor East
Oakland, CA 94612

SUBJECT: CCJPA Sacramento to Roseville Third Track Project Draft EIR Comments

Dear Mr. Allison:

The project involves improvement of existing intercity passenger rail (IPR) service along the Capitol Corridor by increasing the frequency of service between the cities of Sacramento and Roseville and implementing infrastructure improvements to support the increased service (the Sacramento to Roseville Third Main Track Project [Project]). (Draft EIR, page 1-1). We question whether the assumption in the Draft EIR that no increase in freight train traffic would occur is accurate. 1

The Draft EIR provides as follows:

> Passenger trains are quieter than freight trains. Moreover, despite the proposed increase in number and frequency of passenger trains, many more freight trains than passenger trains would operate in the rail corridor under Project conditions. The resulting change in noise levels would be relatively small at most sensitive receivers because freight train noise is dominant, *and there would be no change in freight noise levels as a result of the Project*... (Page 3.3-9, emphasis supplied)

In the event an increase in freight train traffic occurs as a result of the project, noise impacts could be understated, resulting in impacts that have either been identified at a lesser level of significance than is experienced, or not identified at all. We encourage a re-examination of this issue.

Thank you for the opportunity to comment.

Sincerely,

Tom Pace
Interim Planning Director

300 Richards Blvd., 3rd Floor
Sacramento, CA 95811

Help Line: 916-264-5011
CityofSacramento.org/dsd

A10—City of Sacramento Community Development, Tom Pace, September 10, 2015

Response to Comment A10-1

The CCJPA appreciates the concerns raised by the City with respect to freight traffic through the Project corridor. Please see Master Response 1, which provides clarity on UPRR freight operations and impacts of the Project.

A11

San Joaquin
Joint Powers Authority

September 10, 2015

Jim Allison
Capital Corridor Joint Powers Authority
300 Lakeside Drive, 14rh Floor East
Oakland, CA 94612

Re: Sacramento to Roseville third track project Draft EIR/EA

Dear Jim,

The San Joaquin Joint Powers Authority (SJJPA) strongly supports the California Intercity Passenger Rail Program and the improvement and expansion of the three existing state-supported intercity passenger rail services as well as new state-supported intercity service along the Coast Corridor and between Los Angeles and the Coachella Valley. 1

We appreciate the opportunity to comment on the Sacramento to Roseville third track project Draft EIR/EA and your adding SJJPA to your stakeholder list. While we understand and support the need for additional Capitol Corridor service between Sacramento and Roseville, we do have concerns about how this proposed project may impact the viability of implementing additional San Joaquin service to/from Sacramento in the future.

The San Joaquin intercity rail service currently only has two daily round trips to Sacramento. Increasing the frequency of San Joaquin service to/from Sacramento is vital to the future of the San Joaquin service. Please see the SJJPA 2015 Business Plan which is available on our webpage at (www.acerail.com/sjjpa). SJJPA believes that improving San Joaquin service to/from Sacramento is critical to statewide network integration goals – including supporting the phased implementation of high-speed rail in California. Segment 1 of the Sacramento to Roseville third track project is utilized by both the Capitol Corridor and the San Joaquin services. SJJPA would like to work cooperatively with the Capitol Corridor JPA in this segment which is vital to both services.

The Sacramento to Roseville third track project Draft EIR/EA does not appear to include consideration of future frequency increases for the San Joaquin service. SJJPA would like the Final EIR/EA to recognize the SJJPA's intent on adding more San Joaquin service to/from Sacramento and to evaluate and document the potential impacts that the Sacramento to Roseville third track project could have upon

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A11

increasing San Joaquin service to/from Sacramento. SJJPA is concerned that this project might significantly increase the cost and impacts of adding any more San Joaquin service to/from Sacramento. 1 cont.

The addition of future San Joaquin service to/from Sacramento should be considered as part of the cumulative impacts of the project and included in Chapter 4 of the Final EIR/EA. It was SJJPA's intention that our August 5, 2014 e-mail to you would be included as SJJPA's scoping comments in the Sacramento to Roseville third track project Draft EIR/EA. SJJPA requests that our August 5, 2014 e-mail be included in the Final EIR/EA, added in as part of the formal agency scoping comments.

Sincerely,

Stacey Mortensen
Managing Director

A11—San Joaquin Joint Powers Authority, Stacey Mortensen, September 10, 2015

Response to Comment A11-1

The commenter expresses concerns about how the Project may affect viability of San Joaquin service to/from Sacramento in the future and requests that the cumulative impacts discussion include the future San Joaquin service to/from Sacramento. The SJJPA 2015 Business Plan focuses on revenue and operations and contains short-, medium-, and long-term goals each year. Increasing San Joaquin service to/from Sacramento is identified as a long-term goal. However, the SJJPA service expansion goal would be an independent project that is subject to agreement with UPRR. CCJPA recognizes the SJJPA's goal to increase service to Sacramento. The Project could enhance the future service expansion by providing additional passenger rail capacity. However, given the general nature of the SJJPA business plan and because no specific known alignments have been selected or committed to, it would be speculative to attempt a meaningful analysis of the San Joaquin service with respect to the Project, and CEQA does not require speculation. Further, the comment does not identify any concerns about environmental impacts from the Project. No change to the Draft EIR is required.

The NOP comment letter was inadvertently excluded from Appendix E of the Draft EIR. However, CCJPA did receive the letter and the NOP comments provided were considered in preparation of the Draft EIR. The Appendix E of the Draft EIR has been corrected to include the NOP comment letter dated August 5, 2014. See Chapter 3 of this Final EIR, *Changes and Errata to the Draft EIR*.

A12

CITY OF ROSEVILLE CALIFORNIA
City Manager
311 Vernon Street
Roseville, California 95678-2649

September 10, 2015

Capitol Corridor Joint Powers Authority
Attention: Mr. Jim Allison
300 Lakeside Dr., 14th Floor East
Oakland, CA 94612

Via: *Email and Regular Mail*

info@sactoroseville3rdtrack.com

Subject: **Draft Environmental Impact Report (EIR) for the Capitol Corridor Joint Powers Authority (CCJPA) Sacramento to Roseville Third Main Track Project – City of Roseville Comments**

Dear Mr. Allison:

Thank you for the opportunity to provide comment on the subject project draft EIR.

NOP Comments

The City provided an NOP comment letter dated August 13, 2014 (attached) addressing concerns related to bikeway planning, support infrastructure timing considerations, and layover facility and passenger platform improvements. We note that the City's NOP comment letter is not identified in draft EIR Appendix E Hotline/Comments Matrix and the issues of concern are not included in draft EIR Section 5.1.4 NOP Scoping Comments. One item of particular concern addressed in the City's letter was evaluation of potential operational impacts due to early morning train engine cold start and warm up at the Layover Track facility. 1

Project Description

The Station Platform and Facilities description (draft EIR page 2-6) includes construction of Layover Tracks to store passenger trains overnight. This description should be expanded to identify all anticipated Layover Track operations. For example, the City understands train engine cold start warm up operations would occur in the early morning hours at the Layover Track location. This and any other important operational features should be described and analyzed in the final EIR. 2

The Operational Improvements description (draft EIR page 2-7) states that expanded passenger rail service would be implemented based on ridership demand projections and parking capacity at and near the Roseville Station. The final EIR should clarify that parking capacity determinations that lead to service expansion would be made by the City of Roseville (see additional related comments under Traffic and Transportation (and Parking) below). 3

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The Operational Improvements description states that the new third main track would also be available for freight traffic at the UPRR dispatcher's discretion thereby enhancing efficiency and flexibility in freight traffic. The final EIR should disclose how much freight traffic is expected to use the new track and if freight traffic could include "oil trains." Any related increase in potential risk of upset impacts due to increased freight traffic should be disclosed and potential impacts mitigated. 4

The Costs description (draft EIR page 2-8) should clarify if parking expansion to meet project demand is included in the construction cost estimate and funded by the project, or if external funding sources would be solely relied on to offset the project's parking impact. 5

Traffic and Transportation (Parking)

According to impact TRA-3, the project would create demand for up to 500 parking spaces beyond those currently planned for under the City of Roseville Downtown Specific Plan. The draft EIR finds this to be a significant impact mitigated to less than significant by implementing mitigation measure TRA-3. Mitigation measure TRA-3 states: "*CCJPA shall provide sufficient all-day and multi day parking supply at the Roseville station, preferably within a 5-minute walk. This determination shall consider shared parking opportunities with adjacent land uses and would be made in consultation with the City of Roseville.*" Mitigation Measure TRA-3 goes on to say "*CCJPA shall inform the City of Roseville about the timing of potential service expansion opportunities and the projected parking demand.*" Also that "*CCJPA shall support efforts by the City to obtain grant or other funding that is necessary to construct parking supply or station access improvements.*" 6

The City is concerned that project parking demand will displace available parking near the Roseville Station to the detriment of surrounding land uses for which the parking is planned to serve. Similarly, the City is concerned that the analysis of VMT, which we concur is the correct approach for regional impacts, neglects examination of localized trip redistribution impacts near the Roseville Station. Parking demand and trip redistribution are directly linked impacts, as many new users of the expanded services will enter the Roseville Station vicinity and circulate, looking for the closest available parking. Based on the language contained in Mitigation Measure TRA-3 as proposed, the City is concerned that the CCJPA could determine that available but distant parking (i.e., greater than the "preferred" 5 minute walking distance) could be counted toward meeting project parking demand, which has implications for localized circulation. Mitigation Measure TRA-3 merely requires "consultation" with the City of Roseville when making parking supply "determinations." To address this concern, Mitigation Measure TRA-3 should be revised to require City of Roseville concurrence on parking determinations and to define a process for making future supply determinations.

The City understands and concurs with the decision that a program-level parking analysis is appropriate at this time, to broadly scope the number of spaces required and conceptually identify areas where parking may be constructed. However, before actual service is expanded, a project-level analysis will be needed to identify the specific location of parking improvements necessary as a direct result of this project and the localized effects on circulation that will result. Therefore, the mitigation should commit the CCJPA to a project-level parking and circulation study commissioned by the CCJPA and approved by the City prior to operational expansion, to determine localized circulation improvements and the number of dedicated parking stalls necessary for each phase of Roseville Station IPR service expansion.

A12

Furthermore, simply informing the City about the timing of service expansion and projected parking demand does not mitigate the parking impact. Nor does supporting City efforts to obtain funding necessary to construct parking supply or station access improvements. In fact, the last two sentences of Mitigation Measure TRA-3 seem to contradict the first sentence which requires the CCJPA provide sufficient parking supply at the Roseville Station. The last two sentences put the burden for parking expansion and related costs on the City of Roseville. Therefore this measure should be revised to clarify that it is a CCJPA responsibility to fund and provide sufficient parking to meet IPR service demands at the Roseville Station. Absent these revisions the mitigation measure is inadequate and the impact would remain significant. 6 cont.

Aesthetics and Visual Resources

This chapter should include analysis of potential visual resource impacts related to increasing the height of planned parking garages to meet IPR service operation demands. 7

Noise and Air Quality

The City understands full project implementation will involve construction of Layover Tracks for overnight storage of passenger trains. The Layover Track facility would be located adjacent Roseville's Historic Old Town near the existing rail yard public viewing platform on Pacific Street. The City currently receives train noise and exhaust nuisance complaints from the residential areas located adjacent the Layover Track location based on existing UP operations. These issues could be compounded by proposed Layover Track operations which are not analyzed in the draft EIR. For example, noise and air quality impacts due to early morning train engine start and warm up activities should be analyzed and mitigated if necessary (as part of impact NOI-1 and AQ-4). 8

The analysis of Impact AQ-4 on page 3.2-19 identifies the nearest sensitive receptor as within 25 feet of construction activities, however the sensitive receptor setback identified in subsequent tables lists the setback as high as 200 feet. For example, Table 3.2-9 identifies the approximate receptor distance from Roseville Station buildings and platforms as 10 meters (almost 33 feet). This puts receptors almost 8 feet closer to construction activities, a nearly 25% reduction in the assumed separation presented in Table 3.2-9. The final EIR should clarify what concentrations would be at the reduced distance of 25 feet. Similarly Table 3.2-10 identifies the "receptor distance of maximum impact" to be 200 feet from the Roseville Station, 175 feet greater than assumed in the construction analysis. 9

Table 3.2-10 should be expanded to include "Locomotive Idle" at the proposed Layover Track location and related impacts should also be discussed under Impact AQ-5. 10

Table 3.3-4 should address the noise impacts of special track work at the Layover Track Facilities on receptors R56 as shown in Figure 3.3-1. 11

The discussion of operational noise analysis on page 3.3-9 states: "*The resulting change in noise levels would be relatively small at most sensitive receivers because freight train noise is dominant, and there would be no change in freight noise level as a result of the project.*" However the project description Operational Improvements discussion states that the new third main track would also be available for freight traffic at the UPRR dispatcher's discretion thereby enhancing efficiency and flexibility in freight traffic. Any freight traffic use of the new rail should be estimated and included in the noise and air quality analysis. 12

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Utilities, Public Services and Energy

On page 2-6 under the Station Platform and Facilities section, it states "Electrical power would be provided for hoteling and cleaning trains overnight". To provide additional power needs in the vicinity of the existing station and/or Layover Tracks, offsite extension of utilities may be required. The potential impacts of such off-site improvements are not evaluated in the draft EIR. 13

On page 3.4-3 the last sentence of the Gas, Electricity, and Telecommunications states "None of this utility's lines either cross or parallel the Project corridor." This is incorrect, Roseville Electric has overhead lines that both cross and parallel the proposed line as well as underground lines that cross the tracks. In this regard, the Utilities Impact Report does not accurately show Roseville Electric facilities on the Exhibits within the project area nor does it accurately describe the impacts in Sections 3.13, and 3.14 of the report (please see attached Electric Infrastructure Exhibits). Regarding Section 3.13, Roseville Electric has existing overhead 60kV, 12kV and fiber lines that are not shown on Exhibit M. Additionally, Roseville Electric has an existing pole (PP6407) that has downguys that may be in conflict with the proposed Third Main Track. Regarding Section 3.14, Roseville Electric has an existing pole (PP2401) with overhead 12kV that has downguys that may be in conflict with the proposed Roseville Station platform. Regarding the discussion of other utility crossings, Roseville Electric also has underground conduits and conductors that cross under the existing rail lines and the proposed Third Main Track that are not mentioned anywhere in the document. These should be deep enough that there is no conflict, however that will need to be confirmed. 14

Regarding technical report Utilities Impact - Section 3.13 – Exhibit M, the proposed project crosses a City of Roseville 24" water main. The narrative should address this water line crossing. Also note that work over any City of Roseville water or sewer mains require coordination with the City of Roseville Environmental Utilities Department. All City water and sewer mains are to be protected in place and no heavy equipment or vibratory equipment shall be allowed over mains. Notification shall be provided to the Roseville Environmental Utilities Department a minimum 48 hrs. prior to construction. 15

Additional Detailed Comments

The following comments are provided by the City's Alternative Transportation Division.

Transit

1. Figure 3.1-2. Modify the figure to reflect current layout of Roseville Transit services. (See attached markup pages). 16
2. Page 3.1-5. Please describe Roseville Transit commuter services with 10 trips during both the peak morning and evening travel periods, of which one morning and one evening bus stops directly at the Amtrak Multimodal Facility. Also, please include information to note that Roseville Transit operates a Dial A Ride service Monday through Saturday and on Sundays citywide. 17
3. Impact TRA-5, *Construction*. Will the construction activities at the Roseville station temporarily reduce or eliminate Capitol Corridor service? If so, how would that impact Roseville Transit commuter service, and would it result in a temporary increase in demand for Roseville Transit commuter services? If so, how will that impact be addressed? 18

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Bicycle and Pedestrian

4. Figure 3.1-3. Update this figure to show proposed bicycle facilities, including the Miners Ravine-Antelope Creek Connecting Trail (See Alternative Transportation Markup Comments attached). Also, the Class III bike routes shown on this map are not correct. See the City's Bicycle Master Plan for corrections. http://www.roseville.ca.us//bicycle_master_plan 19
5. Provide a new figure in Chapter 3.1 that shows the proposed Dry Creek Greenway Trail (which is proposed along Dry Creek, parts of Cirby Creek and Linda Creek). 20
6. Page 3.1.5 - 3.1-7 Environmental Settings. Reference the City of Roseville Bicycle Master Plan and Pedestrian Master Plan. In the Bicycle Facilities section, reference the planned Dry Creek Greenway Trail (which is proposed along Dry Creek, parts of Cirby Creek and Linda Creek) and the Miners Ravine-Antelope Creek Connecting Trail. 21
7. Page 3.1-8. The Thresholds of Significance used to identify potential impacts for Traffic and Transportation include "If the project disrupts existing bicycle and pedestrian facilities or interferes with the implementation of planned facilities." We agree that the project must evaluate the potential impact to planned bicycle and pedestrian facilities. 22
8. Impact TRA-6, *Operation*. Address the potential impact to the planned Dry Creek Greenway Trail (which is proposed along Dry Creek, parts of Cirby Creek and Linda Creek). 23
9. Figure 3.11-1d. Update this figure to identify proposed Class I bike trails, including the Dry Creek Greenway Trail (which is proposed along Dry Creek, parts of Cirby Creek and Linda Creek) and the Miners Ravine-Antelope Creek Connecting Trail. See attached. 24
10. Page 3.11-6. The facilities described under Placer County Parks and Recreational Facilities are not Placer County facilities. They are City of Roseville facilities. 25

Thank you for consideration of our comments. If you have any questions regarding Roseville bike trail planning please contact Mike Dour (916-746-1304); for questions concerning the Downtown Roseville Specific Plan and parking issues contact Lauren Hocker (916-774-5272); for questions concerning transit services please contact Mike Wixon (916-774-5480).

Sincerely,

Mark Morse
Environmental Coordinator

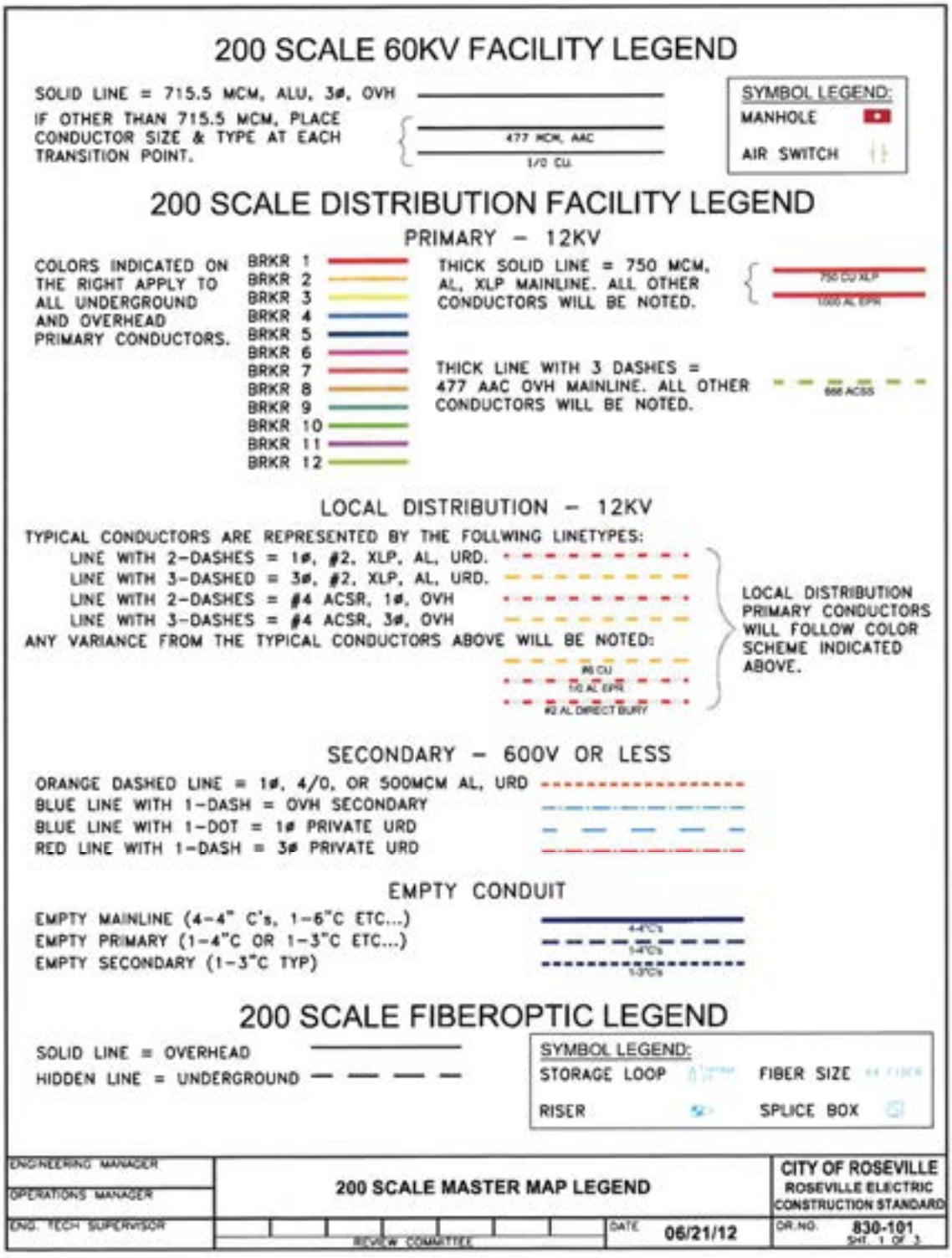
cc: Dominic Casey
Kevin Payne
Rhon Herndon
Mike Wixon
Mike Dour
Lauren Hocker

Attachment 1: Electric Infrastructure
Attachment 2: Alternative Transportation Markup Comments
Attachment 3: City of Roseville NOP Comment Letter

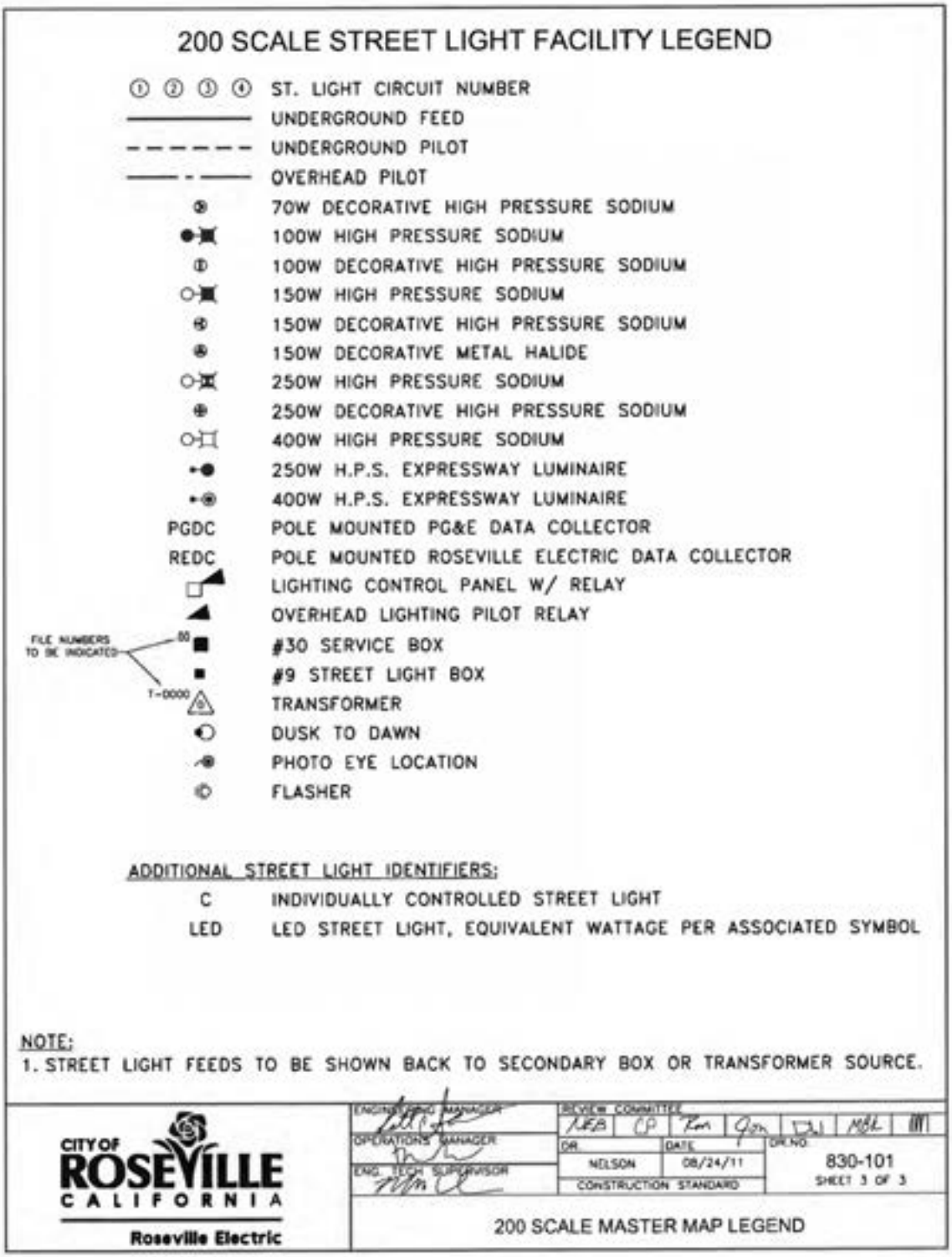
A12

Attachment 1: Electric Infrastructure

A12


200 SCALE 60KV FACILITY LEGEND
SOLID LINE = 715.5 MCM, ALU, 3ø, OVH
IF OTHER THAN 715.5 MCM, PLACE CONDUCTOR SIZE & TYPE AT EACH TRANSITION POINT.
477 MCM, AAC
1/0 CU.
SYMBOL LEGEND:
MANHOLE
AIR SWITCH
200 SCALE DISTRIBUTION FACILITY LEGEND
PRIMARY – 12KV
COLORS INDICATED ON THE RIGHT APPLY TO ALL UNDERGROUND AND OVERHEAD PRIMARY CONDUCTORS.
BRKR 1
BRKR 2
BRKR 3
BRKR 4
BRKR 5
BRKR 6
BRKR 7
BRKR 8
BRKR 9
BRKR 10
BRKR 11
BRKR 12
THICK SOLID LINE = 750 MCM, AL, XLP MAINLINE. ALL OTHER CONDUCTORS WILL BE NOTED.
750 CU XLP
1000 AL EPR
THICK LINE WITH 3 DASHES = 477 AAC OVH MAINLINE. ALL OTHER CONDUCTORS WILL BE NOTED.
666 ACSS
LOCAL DISTRIBUTION – 12KV
TYPICAL CONDUCTORS ARE REPRESENTED BY THE FOLLWING LINETYPES:
LINE WITH 2-DASHES = 1ø, #2, XLP, AL, URD.
LINE WITH 3-DASHED = 3ø, #2, XLP, AL, URD.
LINE WITH 2-DASHES = #4 ACSR, 1ø, OVH
LINE WITH 3-DASHES = #4 ACSR, 3ø, OVH
ANY VARIANCE FROM THE TYPICAL CONDUCTORS ABOVE WILL BE NOTED:
#6 CU
1/0 AL EPR
#2 AL DIRECT BURY
LOCAL DISTRIBUTION PRIMARY CONDUCTORS WILL FOLLOW COLOR SCHEME INDICATED ABOVE.
SECONDARY – 600V OR LESS
ORANGE DASHED LINE = 1ø, 4/0, OR 500MCM AL, URD
BLUE LINE WITH 1-DASH = OVH SECONDARY
BLUE LINE WITH 1-DOT = 1ø PRIVATE URD
RED LINE WITH 1-DASH = 3ø PRIVATE URD
EMPTY CONDUIT
EMPTY MAINLINE (4-4" C's, 1-6"C ETC...)
EMPTY PRIMARY (1-4"C OR 1-3"C ETC...)
EMPTY SECONDARY (1-3"C TYP)
4-4"C's
1-4"C's
1-3"C's
200 SCALE FIBEROPTIC LEGEND
SOLID LINE = OVERHEAD
HIDDEN LINE = UNDERGROUND
SYMBOL LEGEND:
STORAGE LOOP
FIBER SIZE
RISER
SPLICE BOX
ENGINEERING MANAGER
OPERATIONS MANAGER
ENG. TECH SUPERVISOR
200 SCALE MASTER MAP LEGEND
REVIEW COMMITTEE
DATE 06/21/12
CITY OF ROSEVILLE
ROSEVILLE ELECTRIC
CONSTRUCTION STANDARD
DR.NO. 830-101
SHT. 1 OF 3

A12



200 SCALE STREET LIGHT FACILITY LEGEND

① ② ③ ④	ST. LIGHT CIRCUIT NUMBER
———	UNDERGROUND FEED
- - - - - -	UNDERGROUND PILOT
——— - ———	OVERHEAD PILOT
	70W DECORATIVE HIGH PRESSURE SODIUM
	100W HIGH PRESSURE SODIUM
	100W DECORATIVE HIGH PRESSURE SODIUM
	150W HIGH PRESSURE SODIUM
	150W DECORATIVE HIGH PRESSURE SODIUM
	150W DECORATIVE METAL HALIDE
	250W HIGH PRESSURE SODIUM
	250W DECORATIVE HIGH PRESSURE SODIUM
	400W HIGH PRESSURE SODIUM
	250W H.P.S. EXPRESSWAY LUMINAIRE
	400W H.P.S. EXPRESSWAY LUMINAIRE
PGDC	POLE MOUNTED PG&E DATA COLLECTOR
REDC	POLE MOUNTED ROSEVILLE ELECTRIC DATA COLLECTOR
	LIGHTING CONTROL PANEL W/ RELAY
	OVERHEAD LIGHTING PILOT RELAY
FILE NUMBERS TO BE INDICATED: 00	#30 SERVICE BOX
	#9 STREET LIGHT BOX
T-0000	TRANSFORMER
	DUSK TO DAWN
	PHOTO EYE LOCATION
	FLASHER

ADDITIONAL STREET LIGHT IDENTIFIERS:

C	INDIVIDUALLY CONTROLLED STREET LIGHT
LED	LED STREET LIGHT, EQUIVALENT WATTAGE PER ASSOCIATED SYMBOL

NOTE:
1. STREET LIGHT FEEDS TO BE SHOWN BACK TO SECONDARY BOX OR TRANSFORMER SOURCE.

CITY OF ROSEVILLE CALIFORNIA
Roseville Electric

ENGINEERING MANAGER
OPERATIONS MANAGER
ENG. TECH. SUPERVISOR

REVIEW COMMITTEE: MEB CP Ron Greg Dan Mike

DR: NELSON | DATE: 08/24/11 | DR. NO.: 830-101 | SHEET 3 OF 3

CONSTRUCTION STANDARD

200 SCALE MASTER MAP LEGEND

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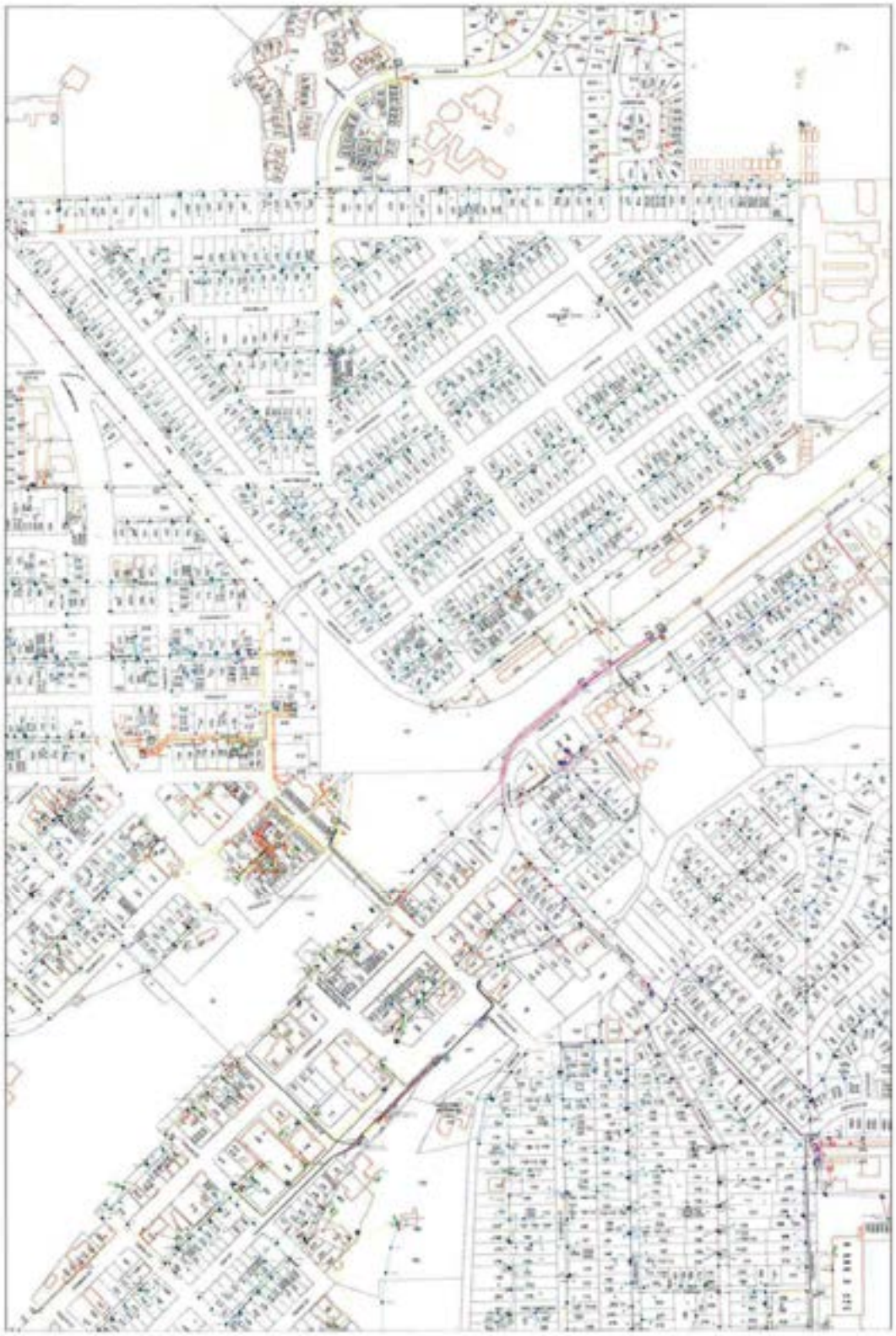

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Attachment 2: Alternative Transportation Markup Comments

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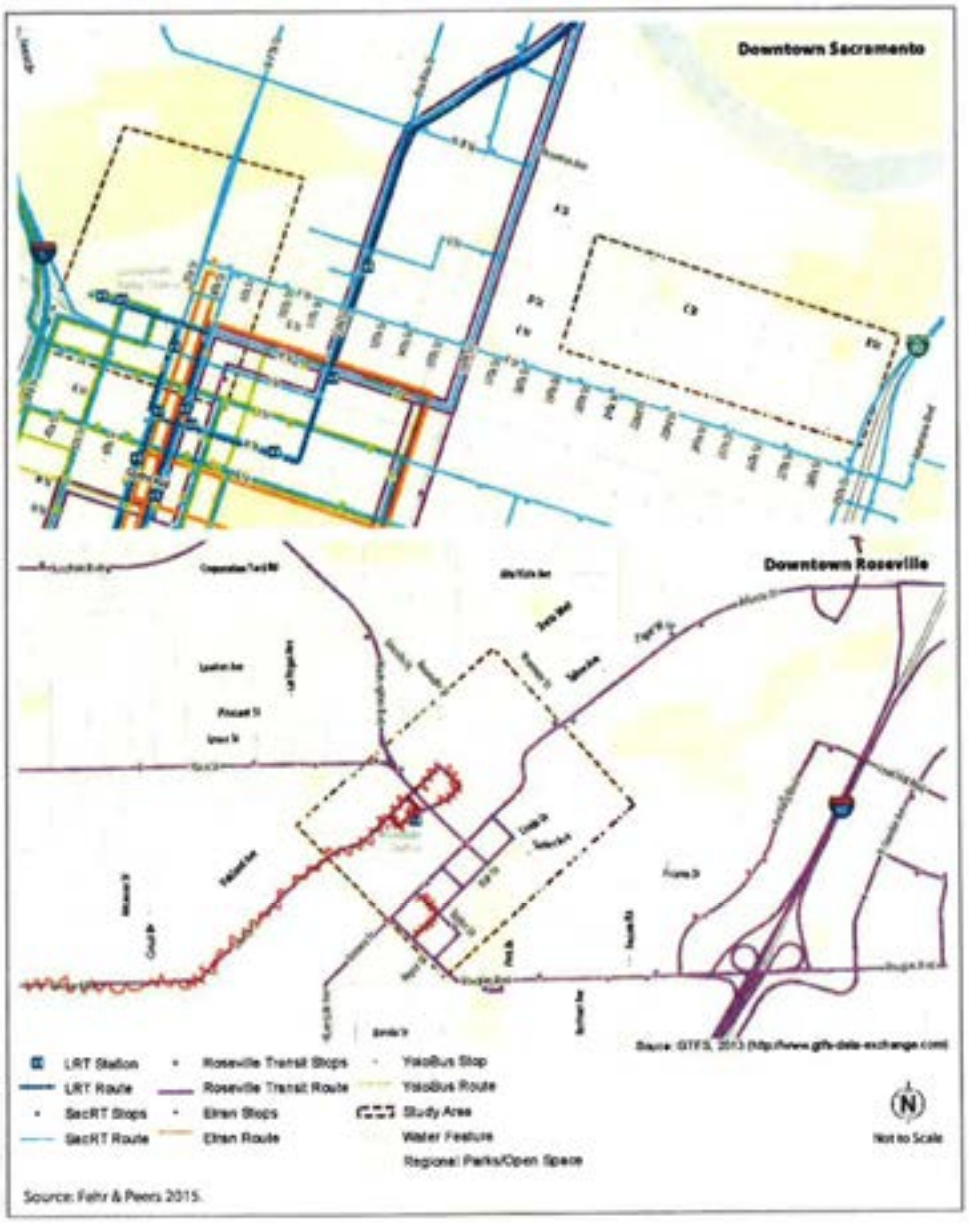
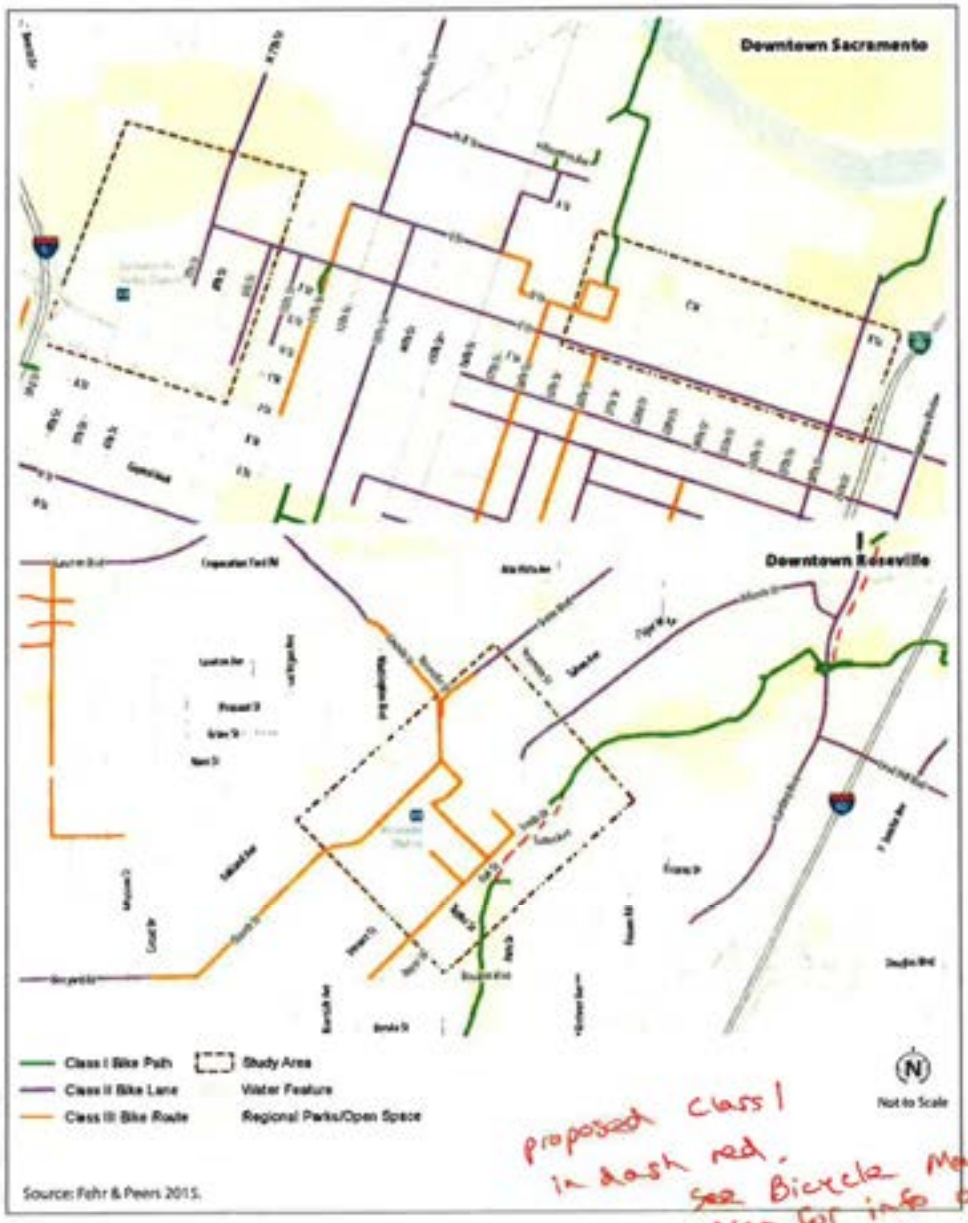


Figure 3.1-2
Existing Transit Facilities

A12



proposed class I in dash red. See Bicycle Master plan for info on class III & proposed

Figure 3.1-3
Existing Bicycle Facilities

A12

A12

Attachment 3: City of Roseville NOP Comment Letter

A12

CITY OF ROSEVILLE CALIFORNIA
City Manager
311 Vernon Street
Roseville, California 95678-2649

August 13, 2014

Mr. Jim Allison
Capitol Corridor Joint Powers Authority
300 Lakeside Dr., 14th Floor East
Oakland, CA 94612

Via: *Email and Regular Mail* *JimA@capitolcorridor.org*

Subject: **Notice of Preparation (NOP) of an Environmental Impact Report/Environmental Assessment (EIR/EA) for the Capitol Corridor Joint Powers Authority (CCJPA) Sacramento to Roseville Third Main Track Project – City of Roseville Comments**

Dear Mr. Allison:

Thank you for the opportunity to provide comment on the Notice of Preparation for the subject project.

Bikeway Planning

The Draft EIR should evaluate consistency with the Roseville General Plan's Bikeway Plan and the City of Roseville Bicycle Master Plan, which include a proposed Class I Multi-use Trail along Dry Creek. The proposed trail is part of the regionally significant American River Parkway/Sacramento Northern/Dry Creek Greenway trail system that will result in approximately 80 miles of continuous Class 1 trails that will form a loop around the greater Sacramento/South Placer Region and provide critical active transportation and recreation opportunities. This trail is also listed in the SACOG Regional Bicycle, Pedestrian and Trails Master Plan. The 3rd Track railway improvements, including any crossing of Dry Creek, should be designed to facilitate and not preclude future construction of the trail along Dry Creek. Preliminary trail design has not yet started, but given the existing improvements in the area we anticipate that the trail would be located along the south bank of Dry Creek.

Support Infrastructure Timing Considerations

Increased passenger rail service from 1 to 10 trips per day at the Roseville station will create demand for additional parking and potentially related circulation improvements. It is expected that the project's increased parking demand will be met by currently planned parking improvements as identified in the Downtown Roseville Specific Plan. The draft EIR/EA should evaluate the overall adequacy of planned parking improvements and the combined demands of buildout of the Downtown Roseville Specific Plan and 3rd Track project operations. The draft EIR/EA should specifically examine the expected timing of increased rail service and the availability of required new support facilities. The draft EIR Project Description should include provisions to ensure increase in project rail service only occurs commensurate with available support facilities.

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Other Improvements – Layover Facility and Passenger Platform

Although not addressed in the NOP, the City understands full project implementation will require a layover facility for overnight storage of passenger trains. This facility would be located adjacent Roseville's Historic Old Town near the existing rail yard public viewing platform on Pacific Street. The project also proposes a new or modified passenger loading platform at the Roseville Station. The draft EIR/EA should analyze impacts related to development and operation of these facilities including potential utility impacts, impacts to existing parking lots and the viewing platform, noise impacts due to early morning train engine start and warm up at the layover facility, and increased train or other operational noise issues at the Roseville Station and platform (such as a public address system).

Thank you for consideration of our comments. If you have any questions regarding Roseville bike trail planning please contact Mike Dour (916-746-1304); for questions concerning the Downtown Roseville Specific Plan please contact Gina McColl (916-774-5452).

Sincerely,

Mark Morse
Environmental Coordinator

cc: Kevin Payne
Rhon Herndon
Lauren Hocker

A12—City of Roseville, Mark Morse, September 10, 2015

Response to Comment A12-1

The NOP comment letter was inadvertently excluded from Appendix E of the Draft EIR. However, CCJPA did receive the letter and the NOP comments provided by the City were considered in preparation of the Draft EIR. Appendix E of the Draft EIR has been corrected to include the NOP comment letter dated August 13, 2014. See Chapter 3, *Changes and Errata to the Draft EIR*, of this Final EIR.

Response to Comment A12-2

Layover operations would involve placing up to three trains on the layover tracks after the last evening run. Each train set would be immediately plugged into electrical power outlets. Car cleaning and light maintenance activities would be performed on each train in preparation for the next day's departure. Trains would be started up to 30 minutes before departure. This is anticipated to start with the first trains in the morning commute hours. Potential impacts of these operations were analyzed in the Draft EIR, specifically in Section 3.3, *Noise and Vibration*. No change to the Draft EIR is required.

Response to Comment A12-3

The commenter expresses concern about parking capacity determinations. Mitigation Measure TRA-3 has been clarified to demonstrate that expanded passenger rail service would be implemented based on ridership demand projections and parking capacity at and near the Roseville Station. See Chapter 3, *Changes and Errata to the Draft EIR*, of this Final EIR.

Response to Comment A12-4

Please see Master Response 1.

Response to Comment A12-5

As stated in Section 3.1 of the Draft EIR, CCJPA does not provide parking at stations. This is the responsibility of the local sponsoring agency (City of Roseville, City of Sacramento). Consequently, the costs associated with expanding parking capacity are not included in the Project cost. No change to the Draft EIR is required.

Response to Comment A12-6

In regard to the City's requested concurrence on parking determinations, please see Response to Comment A12-3. In regard to parking costs, please see Response to Comment A12-5. Additionally, the City raises concerns about VMT impacts caused by localized trip redistribution impacts near the Roseville Station. The secondary impact of cars seeking parking will not be an environmental impact of this Project as the passenger train service will not be expanded until sufficient parking is available. Also, as described in response to Comment A12-3, Mitigation Measure TRA-3_has been modified to more accurately reflect the City's involvement in future parking near the Station. CCJPA concurs with the City's assessment that the timing of the increased IPR service will be coordinated with the City and that a more detailed parking demand study will be needed to ensure that parking demand is not a significant impact. No change to the Draft EIR is required.

Response to Comment A12-7

CCJPA understands that the City of Roseville has evaluated the need for additional parking in its *Downtown Specific Plan* (City of Roseville 2009). As the *Downtown Specific Plan* indicates, the City has conducted a downtown-wide parking evaluation that would address parking needs, including those associated with the increase in ridership from the Roseville Station. As stated in Section 3.1 of the Draft EIR, CCJPA does not provide parking at stations. Environmental impacts associated with future buildings or structures would be assessed as part of the City's plan. Also, please see Response to Comment A12-3 regarding further coordination with the City on parking. No change to the Draft EIR is required.

Response to Comment A12-8

The commenter expresses concerns about whether air quality and noise impacts from the layover facility were analyzed in the Draft EIR. The layover tracks are considered part of the proposed Roseville Station improvements associated with the Project. Accordingly, the estimated emissions at the Roseville Station include those that would result from trains idling on the layover tracks. Emissions are presented in Table 3.2-10 of Section 3.2, *Air Quality/Climate Change/Greenhouse Gases*. Text has been added to Section 3.2 to clarify that the modeled idling emissions include layover activity. See Chapter 3, *Changes and Errata to the Draft EIR*, of this Final EIR.

The Noise and Vibration Technical Report prepared for the project (ATS 2015) contains a noise impact assessment for a variety of monitoring locations throughout the study area. Cluster R56 is located adjacent to the layover facility. According to Tables 18 and 20 in the Noise and Vibration technical report, there would be no moderate or severe increases to noise at this location based on FRA thresholds. The Draft EIR analyzes the locations where there would be a moderate or severe increase in noise. A summary of predicted noise impacts are described in Table 3.3-4. As described on page 3.3-9 of the Draft EIR, cluster R52 is a group of six single-family residences on Church Street between Circuit Street and Birch Street close to the proposed Roseville Station. While only the monitoring locations where noise impacts are predicted are shown in the table, they are all reflected in Figure 3.3-1, including cluster R56. As stated on page 3.3-9 of the Draft EIR, predicted noise levels for all clusters of sensitive receivers are presented in the technical report. No change to the Draft EIR is required.

Response to Comment A12-9

The commenter is correct that the nearest sensitive receptor is cited at 25 feet on page 3.2-19 of the Draft EIR. The commenter is also correct that receptors are shown at a variety of distances, including 10 meters (approximately 33 feet) in Table 3.2-9. The text on page 3.2-19 of the Draft EIR has been revised to state that Table 3.2-9presents the health risks associated with construction of each of the major features of the Build Alternative. See Chapter 3, *Changes and Errata to the Draft EIR*, of this Final EIR.

At a distance of 10 meters, DPM cancer risks are extremely low (less than one case per million). A difference of seven feet would not change the results of the analysis; at either distance, construction of the Build Alternative would not result in chronic non-cancer or cancer risk in excess of SMAQMD or PCAPCD health risk thresholds. This impact is less than significant. In addition, to the extent that CCJPA elects to use tier 4 engines to meet required NO_X reductions (see Impact AQ-2), health risks would be even lower than those presented in Table 3.2-9. No change to the Draft EIR is required.

Response to Comment A12-10

Please see Response to Comment A12-8.

Response to Comment A12-11

Please see Response to Comment A12-8.

Response to Comment A12-12

Please see Master Response 1.

Response to Comment A12-13

As disclosed in Section 3.4, *Utilities, Public Services, and Energy*, of the Draft EIR, energy from operation and maintenance at the Roseville Station, as well as standby electricity usage, is anticipated to stay the same or decrease by design year. Accordingly, the Draft EIR concluded that there would be a beneficial impact. Additional power needs in the vicinity of the existing station and layover tracks would not require offsite extension of utilities. No change to the Draft EIR is required.

Response to Comment A12-14

The commenter identifies Roseville Electric Utility, which was not included in the Utilities Impact Report prepared for the Project. Mitigation Measure UT-8 requires coordination with utility service providers prior to construction. This applies to Roseville Electric Utility, and no change to the impact discussion is needed. Section 3.4 of the Draft EIR has been clarified to include information on Roseville Electric Utility. See Chapter 3, *Changes and Errata to the Draft EIR*, of this Final EIR.

Response to Comment A12-15

The commenter notes that the Project crosses over a City of Roseville water main in the vicinity of Foothills Boulevard and the Roseville Yard; this crossing is not reflected in the Utilities Impact Report prepared for the Project. The commenter's request that any work involving City of Roseville water or sewer mains would require coordination and advanced notice with the City of Roseville Environmental Utilities Department is noted. As stated in Impact UT-8 of the Draft EIR, the Project has the potential to affect utilities, and Mitigation Measure UT-8 of the Draft EIR specifies that UPRR shall coordinate with all utility providers during final design and construction stages to identify utility relocation and disruption plans. Section 3.4 of the Draft EIR has been revised to include this information. See Chapter 3, *Changes and Errata to the Draft EIR*, of this Final EIR.

Response to Comment A12-16

Figure 3.1-2 reflects transit routes that existed under baseline conditions (2013/2014) in compliance with the State CEQA Guidelines Section 15125. No change to the Draft EIR is required.

Response to Comment A12-17

The commenter provides information on Roseville Transit commuter services. This information has been added to Section 3.1, *Traffic and Transportation*. See Chapter 3, *Changes and Errata to the Draft EIR*, of this Final EIR.

Response to Comment A12-18

It is anticipated that current Capitol Corridor train service would be maintained on existing tracks as the new third main track is constructed. Construction would be scheduled to minimize impacts on current train service. CCJPA would provide AMTRAK buses as an alternative for transportation if temporary construction in the platform area interferes with normal service. No change to the Draft EIR is required.

Response to Comment A12-19

Please see Master Response 2.

Response to Comment A12-20

Please see Master Response 2.

Response to Comment A12-21

The planned Miner's Ravine-Antelope Creek Connecting Trail (Segment 5e) would connect Antelope Creek Trail with Miner's Ravine Trail near Harding Boulevard and is ranked as a route with high suitability in the City's Bicycle Master Plan.

The planned Dry Creek Greenway Trail is a proposed Class I bike trail along Dry Creek and parts of Cirby Creek and Linda Creek. According to the City's Bicycle Master Plan, this proposed bike trail will need additional feasibility studies to determine the actual level of improvement. The City will need to conduct further study of the proposed Dry Creek Greenway Trail to determine its effects on property owners and residents, as well as the feasibility of crossing the UPRR Rail Yard. Long-standing UPRR policy, as implemented in the Joint Guidelines for Railroad Grade Separation, Section 7.7.2, states: "The Railroad does not allow Trails parallel to the track on Railroad right-of-way and does not permit the use of Railroad Access Roads for Trail use. Railroad bridges cannot be used to serve Trail traffic or support a structure serving Trail traffic." Accordingly, the City would need to coordinate the proposed trail alignment through UPRR ROW with UPRR.

The Project would entail constructing and operating a third main track within the UPRR Right-of-way. Additional language has been added to this impact to clarify that impacts to future planned bicycle and pedestrian facilities are not anticipated. As stated above, the planned Dry Creek Greenway Trail would require additional analysis and negotiations with UPRR. It is not reasonably foreseeable that this trail would be constructed before the Project, if at all. The planned Miner's Ravine-Antelope Creek connection would cross the UPRR tracks at the Galleria Boulevard overcrossing. Construction of the Project would not preclude or interfere with bikeway improvements on this overcrossing. Section 3.1 of the Draft EIR has been updated to include the Dry Creek Greenway and Miners Ravine-Antelope Creek trails as planned improvements and Impact TRA-6 has been updated to specifically identify the trails. See Chapter 3 of this Final EIR, *Changes and Errata to the Draft EIR*. Also, please see Master Response 2.

Response to Comment A12-22

Please see Master Response 2.

Response to Comment A12-23

Please see Master Response 2.

Response to Comment A12-24

Please see Master Response 2.

Response to Comment A12-25

Section 3.11 of the Draft EIR has been revised to reflect these resources as City of Roseville facilities. See Chapter 3, *Changes and Errata to the Draft EIR*, of this Final EIR.

A13

City of SACRAMENTO
Department of Public Works

Engineering Services Division
915 I Street, RM 2000
Sacramento, CA 95814
Phone: 916-808-8300
Fax: 916-808-8281

September 10, 2015

ATTN: Jim Allison, Manager of Planning
Capitol Corridor Joint Powers Authority (CCJPA)
300 Lakeside Drive, 14th Floor
East Oakland, CA 94612
EMAIL: info@sactoroseville3rdtrack.com

SUBJECT: City of Sacramento Review Comments on the DEIR for the Sacramento to Roseville Third Track Relocation Project

Dear Mr. Allison:

Thank you for the opportunity to review and provide comments on the CCJPA's Sacramento to Roseville Third Track Relocation Project. In accordance with the City of Sacramento's General Plan, the City promotes the development of an integrated, multi-modal transportation system that offers attractive choices among modes including pedestrian ways, public transportation, roadways, bikeways, rail, waterways, and aviation and reduces air pollution and greenhouse gas emissions. The City encourages and promotes passenger rail service to and through the Sacramento area and supports the Capitol Corridor and other regional rail service to downtown Sacramento. 1

Upon review of the DEIR, the City's Department of Public Works and Department of Parks and Recreation have provided the following comments:

In general, the level of detail provided in the DEIR does not adequately identify the level of impacts to City right-of-way, existing or planned infrastructure, adjacent residents, and property owners which may result from the project and related construction staging or subsequent mitigation measures.

Planned Development

1) There is potentially a City project as part of the McKinley Village development to provide a new pedestrian and bicycle and/or vehicular tunnel at Alhambra Blvd into the development. The Third Track Project should be constructed to accommodate this point of access. 2

2) Another access to McKinley Village is currently under construction and is located west of Lannatt Street. Please consider the work being done and the available right of way. 3

3) Analysis of Noise impacts to the residential homes planned as part of McKinley Village project is required and must be adequately addressed, see comments from the Community Development Department. 4

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Jim Allison
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Transportation Infrastructure

Sacramento Valley Station

4) Page 2.1.2 and other locations – The City of Sacramento is the fee owner of the rail corridor from the Sacramento River to 12th Street and has given UPRR an easement to operate in this right-of-way. Please revise the statements in the DEIR that note that UPRR owns the entire rail corridor, such as in Section 2.1.1 and elsewhere. Also, please note that the City-UPRR easement will need to be amended to allow for the third track to be built. 5

5) Construction Staging Areas shown on Corridor Aerials – From the corridor aerials included in the DEIR, it appears that several proposed construction staging areas (for example, in the vicinity of 20th Street and Sutter's Landing Park) may be located on City property. If so, temporary construction easements would be needed from the City for the staging areas. 6

6) Page 2-7: Operational Improvements: What are the effects on Sacramento Valley Station in terms of train maintenance facilities? 7

7) Figure 3.1-2 – Bike route does not convey existing City bike routes. 8

8) Pages 3.1.4 and 3.1.5 – Statements regarding the proximity of RT and Yolobus bus service are somewhat misleading and, as written, give the impression that bus service is very close, when it is actually several blocks away, except for RT's Route 30. Also, e-Tran and Roseville Transit do not serve the station. San Joaquin County runs a commuter bus to the downtown area. 9

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9) Page 3.1.12 and Figure 3.1.5 – The available parking locations and space numbers shown on Figure 3.1.5 are not current. For example, the Sacramento Entertainment and Sports Center will eliminate the available parking in Plaza East (west of 5th Street) to the public, and the parking on the west side of 5th Street may be altered with the second phase reconfiguration that is in planning stages. Other lots may also have changed availability. There is a new temporary City parking lot at 6th Street and H Street that will be available for approximately two years until the Superior Court starts construction. Lot 297 will be out of service in fall of 2015 for construction of F Street, G Street, and the west side of 7th Street between G and F Streets. Contact Sacramento Parking Services for new totals on all lots. 10

10) The DEIR does not discuss the capacity of the parking lots to accommodate new parking. They may already be fully parked or planned to serve other developments' parking needs. It is suggested that available capacity be checked prior to forming a conclusion. 11

11) Page 3.1-17 – Under Personal Communications, please note that Samar Hajeer is with the City of Sacramento Traffic Engineering. 12

12) Page 3.3-1: Section 3.3, 2nd paragraph, either edit to Amtrak Long Distance trains, or edit to include Coast Starlight and California Zephyr. 13

13) Page 3.3-19, Increased Freight Train Impacts – The DEIR states that "... many more freight trains than passenger trains would operate in the rail corridor under Project conditions." The impacts of the additional freight trains resulting from the Project should be addressed in the DEIR. However, it is not readily apparent that these impacts are being assessed. 14

14) With respect to the Sacramento Valley Station, please note that the increased number of freight trains will be passing close to the Central Shops Historic Shop Buildings and to the passenger platforms. Consequently, there may be resulting impacts with respect to air quality (such as increased exposure to diesel particulate matter), noise and vibration on people, the historic structures and the platforms; these potential impacts should be assessed. 15

Existing Bridge Structures

15) If the existing overhead structures at North 12th Street and North 16th Street need to be widened or modified due to the construction of the Third Track Project, the project should consider modifying the structures to accommodate standard pedestrian tunnels and bike lanes for the local street. At both 12th and 16th Streets, the City maintains a floodgate system adjacent to the UPRR overhead structure/tunnels. Coordination with the City is needed if the Third Track Project modifies or impacts the floodgate system. 16

Bicycle/Pedestrian Facilities

16) The pedestrian and bicycle facility over the American River is listed as an alternative in the DEIR that was considered but rejected. The pedestrian and bicycle structure should be 17

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considered. Although currently unfunded, the City has planned a bridge project at this location which ranks as the 3rd highest City priority for pedestrian/bicycle bridge crossings. The Sacramento Northern Bike Trail is much further than 500 feet away as noted in the DEIR. Rather than being constructed as a separate project, constructing the pedestrian/bicycle bridge with this project would minimize the environmental impacts to the American River. 17 cont.

17) The entry to the Sacramento Northern Bike Trail near 20th Street should be preserved or improved with the construction of the project. 18

At-Grade Crossings

18) How will the project affect the at-grade crossing of 28th Street? This project shall be required to upgrade the crossing and redesign the gate to bring it to current standard and engineering practices. 19

19) 20th Street crossing: there is an existing bike trail; therefore, this project is required to preserve the trail. 20

Utilities/Drainage

20) Exposition Blvd: Please provide more information on the project impacts to the City's existing pump station at this location. If the alignment will interfere with this pump station, then it needs to be replaced. Coordination with the City is required. 21

Noise

21) The track alignment has changed near the McKinley Village development by Sutter's Landing Park in the City of Sacramento. Please confirm that noise impact studies have been updated to correspond with the alignment shift at this location as well as other residential neighborhoods. 22

Regional Parks

22) Page 2-7; Staging Areas: It appears that at least one of the staging areas will be located on City of Sacramento property. The City anticipates that a Right of Entry would be required from the City's Real Estate Division and that the Right of Entry would require that: 1) the site be returned to equal or better condition following its use, 2) adequate notice (minimum 14 day written / posted notice) be provided to residents or recreationalists that may be impacted by the activity, and 3) detour routes be noticed and/or provided in the event of circulation disruptions. 23

23) Page 3.1-6 and 3.11-8; Two River Trail / Class I Bike Facilities: The City of Sacramento, Department of Parks and Recreation secured Prop. 84 grant funding to develop a multi-use trail (Class 1) from the end of 28th Street (adjacent to the southern levee of the American River) to the east, with a turnaround prior to the existing UPRR right-of-way that leads to the 24

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existing bridge crossing of the American River. Trail construction of Two Rivers Trail is anticipated to begin in the summer/fall 2016. The grant funding includes the restoration of natural vegetation along the southern bank of the American River. 24 cont.

24) Mitigation for use of City land for staging and impacts to Two Rivers Trail should include the following: 25
   a) Grant the City of Sacramento a public recreation easement under the bridge crossing on the south side of the American River; and
   b) Construct any required safety measure for safe access under the rail crossing for cyclists and pedestrians; and
   c) Replace or restore any impacted natural vegetation. Where vegetation cannot be restored in place, a suitable location shall be determined within the area.

25) Page 3.11-5; Haggin Oaks (clarification): The Haggin Oaks Golf Course is owned by the City of Sacramento and operated under a lease agreement with Morton Golf, LLC. 26

26) The City's Parks and Recreation Department supports the addition of trail traffic to the proposed new rail bridge crossing of the American River (near Capital City Freeway); the City's Bikeway Master Plan includes a pedestrian/bike crossing of the American River in this location. It makes sense to combine into one river crossing. 27

27) Sutter's Landing Park is a planned regional park at the site of the City of Sacramento's former 28th Street Landfill. Once the closure plan for the landfill is complete (now in the 15th year of a minimum 30 year closure), the former landfill is anticipated to be developed with low impact recreational uses (for example, hiking, biking and nature study). 28

Solid Waste/Landfill

28) Any proposed track alignment alternatives that run through Sutter's Landing Park and encroach upon the landfill may potentially create significant conflicts with existing Title 27 post closure maintenance requirements and Solid Waste Facility Permit conditions. Without additional detail on the alignment, any potential mitigation would need to be coordinated with the Local Enforcement Agency for review and approval. 29

If you have any questions regarding these comments or need any additional information, please contact Jesse Gothan at (916) 808-6897 or by email at jgothan@cityofsacramento.org.

Sincerely,

Jesse Gothan
Supervising Engineer

Cc: State Clearinghouse

A13—City of Sacramento Department of Public Works, Jesse Gothan, September 10, 2015

Response to Comment A13-1

CCJPA appreciates the outreach from the City of Sacramento. This introductory comment provides general feedback, and responses to specific concerns are addressed below. No change to the Draft EIR is required.

Response to Comment A13-2

The commenter refers to a potential City project that would entail a new pedestrian and bicycle and/or vehicular tunnel at Alhambra Boulevard into McKinley Village-an approved project, which appears to be part of a development agreement between the City of Sacramento and the McKinley Village developer. Section 3.1 of the Draft EIR has been updated to include the Alhambra tunnel as a planned improvement and Impact TRA-6 has been updated to specifically identify the Alhambra tunnel. See Chapter 3 of this Final EIR, *Changes and Errata to the Draft EIR*. Also, see Master Response 2.

Response to Comment A13-3

The Project will be constructed within UPRR ROW and will not affect McKinley Village access points. No change to the Draft EIR is required.

Response to Comment A13-4

The commenter requests that noise impacts to the future McKinley Village development be adequately addressed. The physical environmental conditions at the time the notice of preparation is published will normally constitute the baseline physical conditions by which a lead agency determines whether an impact is significant, in accordance with State CEQA Guidelines (Section 15125(a).) Lead agencies may depart from the CEQA Guidelines baseline if substantial evidence supports another baseline. *CBE v. South Coast Air Quality Management District* (2010) 48 CA4th 310, 336. Substantial evidence has not been presented to justify an alternate baseline. Conditions that have changed during EIR preparation are not substantial evidence to require a baseline adjustment. *Citizens for Open Government v. City of Lodi* (2012) 205 CA4th 296, 318.

CEQA does require that a lead agency determine a project's effects on planned improvements. Therefore, CCJPA has considered any reasonably foreseeable impacts of the Project on the approved McKinley Village Project in the Draft EIR (Section 3.3, *Noise and Vibration*, as well as in Section 4.2, *Cumulative Impacts)*. Sections 3.3 and 4.2 of the Draft EIR have been revised to clarify the Project's impacts on the approved McKinley Village project. See Chapter 3 of this Final EIR, *Changes and Errata to the Draft EIR*. Please also see Master Response 1.

The commenter's reference to City of Sacramento Community Development Department comments is acknowledged. Please see response to Comment Letter A10 (Tom Pace, September 10, 2015) above.

Response to Comment A13-5

Page 2.12 of the Draft EIR has been revised to reflect the City's ownership of the rail corridor from the Sacramento River to 12th Street. See Chapter 3, *Changes and Errata to the Draft EIR*, of this Final EIR.

Response to Comment A13-6

Please see Response to Comment A9-3.

Response to Comment A13-7

The commenter's concerns regarding impacts on the Sacramento Valley Station are acknowledged. However, the proposed third main track would connect with existing UPRR main tracks east of the Sacramento Valley Station and would not affect train maintenance facilities at the station. No change to the Draft EIR is required.

Response to Comment A13-8

Figure 3.1-3 has been updated to reflect the existing City bike routes. See Chapter 3, *Changes and Errata to the Draft EIR*, of this Final EIR. Also, please see Master Response 2.

Response to Comment A13-9

The commenter suggests that the text regarding proximity of Regional Transit (RT) and Yolobus service to the Sacramento Valley Station is misleading. Page 3.1-4 of the Draft EIR has been revised to reflect this. See Chapter 3, *Changes and Errata to the Draft EIR*, of this Final EIR.

Response to Comment A13-10

The commenter's updated information on temporary and permanent parking is noted. The parking data reflect existing baseline conditions and CCJPA recognizes that total available parking spaces changes regularly. Even with changes described in the comment, thousands of spaces will be available within a 10-minute walk to the Sacramento Valley Station as shown in Figure 3.1-5 of the Draft EIR. No change to the Draft EIR is required.

Response to Comment A13-11

Please see Response to Comment A13-10.

Response to Comment A13-12

The personal communication reference on page 3.1-17 has been revised to correctly reflect Samar Hajeer's agency. See Chapter 3, *Changes and Errata to the Draft EIR*, of this Final EIR.

Response to Comment A13-13

The commenter is correct. The text of the Draft EIR has been revised. See Chapter 3, *Changes and Errata to the Draft EIR*, of this Final EIR.

Response to Comment A13-14

The statement in the Draft EIR, "…many more freight trains than passenger trains would operate in the rail corridor under Project conditions" was intended to demonstrate that even with the Project—i.e., the construction of the third main track and increase in passenger trains —freight operations will continue to dominate rail traffic in the corridor. This statement is based on current freight traffic levels, which are anticipated to remain unchanged by the Project. Accordingly, no further analysis of freight traffic is required. The language in the Draft EIR has been clarified. See Chapter 3, *Changes and Errata to the Draft EIR*, of this Final EIR. Also, please see Master Response 1.

Response to Comment A13-15

Please see Master Response 1.

Response to Comment A13-16

The Project would not require changes to existing overhead structures, including the North 12th Street and North 16th Street crossings. New roadway crossings would be built to accommodate the new third main track. As stated in Chapter 2 of the Draft EIR and as shown in Appendix A of the Draft EIR, the Project would be constructed within the existing UPRR bridge structures and there would be no impact on the City floodgate system. No change to the Draft EIR is required.

Response to Comment A13-17

As stated on pages 2–3 in Chapter 2 of the Draft EIR, including a pedestrian and bicycle facility as a part of the Project is infeasible because of UPRR safety standards. Longstanding UPRR policy, as implemented in the Joint Guidelines for Railroad Grade Separation, Section 7.7.2, states: "The Railroad does not allow Trails parallel to the track on Railroad right-of-way and does not permit the use of Railroad Access Roads for Trail use. Railroad bridges can not be used to serve Trail traffic or support a structure serving Trail traffic." The commenter is correct that the Sacramento Northern Bike Trail is located at a greater distance than 500 feet downstream from the proposed new American River Crossing. Table 2-3 of the Draft EIR has been revised to clarify that the Sacramento Northern Bike Trail crossing is located approximately 1.3 miles downstream. See Chapter 3, *Changes and Errata to the Draft EIR*, of this Final EIR.

Response to Comment A13-18

The Sacramento Northern Bike Trail is described on page 3.1-6 in Section 3.1, *Traffic and Transportation*, of the Draft EIR. Access to the Sacramento Northern Bike Trail at 20th street would be maintained during construction of the Project. As described in Mitigation Measure TRA-2 (Implement a site-specific TMP), the TMPs shall address the specific steps to be taken before, during, and after construction to minimize transportation impacts on all modes. This includes impacts on bicycle lanes and would entail coordination with the City. All trails and bicycle lanes would be restored to existing or improved conditions after construction is complete. No change to the Draft EIR is required.

Response to Comment A13-19

The at-grade crossing at 28th Street is described on page 3.1-4 in Section 3.1, *Traffic and Transportation*, of the Draft EIR. The crossing at 28th Street currently comprises three tracks: two

main tracks and a siding track. The Project would entail not relocation of the alignment of the existing main tracks but would realign and upgrade the current siding track to main track standards. The siding track would be modified and subject to California Public Utilities Commission (CPUC) review and approval. Any crossing modifications are also subject to UPRR standards. No change to the Draft EIR is required.

Response to Comment A13-20

The crossing at 20th Street would be modified to include the new third track constructed entirely within the UPRR ROW. The Sacramento Northern Bike Trail crosses under the railroad at 20th Street. This trail is described on page 3.1-6 of the Draft EIR. Impact TRA-6 of the Draft EIR discusses the impacts to existing and planned bicycle facilities. Mitigation Measure TRA-2, *Implement a site-specific construction traffic management plan*, would reduce impacts to existing trails to less than significant. No change to the Draft EIR is required.

Response to Comment A13-21

Track work through Exposition Boulevard in Sacramento would take place entirely within the UPRR ROW. The City's pump station is not located within the project area and would not be affected. No change to the Draft EIR is required.

Response to Comment A13-22

The commenter incorrectly states that the track alignment has changed near the McKinley Village Development. The track alignment near McKinley Village would be unchanged from what is described in Chapter 2 of the Draft EIR and is entirely within the UPRR ROW. It is proposed to be constructed on a 45-foot-track center from existing UPRR main track 1, and would be entirely within the UPRR ROW. No change to the Draft EIR is required.

Response to Comment A13-23

Please see Master Response 3.

Response to Comment A13-24

The commenter provides additional detail regarding the future Two Rivers Trail. This information has been added to Sections 3.1, *Traffic and Transportation*, and 3.11, *Parks, Recreation, and Open Space*. Construction of Two Rivers Trail in 2016 would not be affected by the Project. As stated on pages 3.1-9 and 3.1-10 in Section 3.1 and pages 3.11-9 and 3.11-10 in Section 3.11, access to trails would be maintained during construction. See Chapter 3, *Changes and Errata to the Draft EIR*, of this Final EIR.

Response to Comment A13-25

The commenter suggests mitigation for the use of City land for staging and impacts on Two Rivers Trail. As stated on page 3.11-10 of the Draft EIR, safe access to trails would be maintained at all times. Any affected natural vegetation would be restored in place. The commenter suggests that CCJPA "…grant the City of Sacramento a public recreation easement under the bridge crossing on the south side of the American River… as a possible mitigation measure for use of City lands for staging and impacts to Two Rivers Trail." Because there will be no impact due to the staging and the Two

Rivers Trail would not be affected, no mitigation is required. Also, please see Response to Comment A13-24.

Response to Comment A13-26

The text on page 3.11-5 of the Draft EIR has been revised to reflect the City's ownership of Haggin Oaks Golf Course. See Chapter 3, *Changes and Errata to the Draft EIR*, of this Final EIR.

Response to Comment A13-27

Please see Response to Comment A13-17.

Response to Comment A13-28

The commenter provides additional information about Sutter's Landing Regional Park and the recreational uses that will occur in the future on the site of the closed landfill. This detail has been added to the environmental setting to further characterize Sutter's Landing Regional Park in Section 3.11 of the Draft EIR. The analysis of recreational impacts and mitigation measures in the Draft EIR remain unchanged. See Chapter 3, *Changes and Errata to the Draft EIR*, of this Final EIR.

Response to Comment A13-29

The Project would be constructed entirely within the UPRR ROW within Sutter's Landing Regional Park. It is not anticipated that work would encroach on the landfill. No change to the Draft EIR is required.

A14

DEPARTMENT OF TRANSPORTATION

September 30, 2015

Mr. Jim Allison
Capitol Corridor Joint Powers Authority (CCJPA)
300 Lakeside Drive, 14th Floor East
Oakland, CA 94612

CCJPA Sacramento to Roseville Third Main Track Project – Draft Environmental Impact Report (DEIR)

Dear Mr. Allison:

Thank you for the opportunity to review and comment on the CCJPA Sacramento to Roseville Third Main Track Project DEIR. Caltrans' new mission, vision and goals signal a modernization of our approach to California's transportation system. We review this DEIR for impacts to the State Highway System (SHS) in keeping with our mission, vision and goals for sustainability/livability, economy, and safety/health. We provide these comments consistent with the State's smart mobility goals that support a vibrant economy, and build communities, not sprawl.

In order to substantially increase passenger service by 2020, the project proposes construction of an additional main track alongside the existing intercity passenger rail within the Union Pacific Railroad (UPRR) corridor between the Sacramento Valley Station and the Roseville Station. Caltrans strongly supports the proposed project as it is expected to provide a multimodal alternative to driving for travelers and reduce trip generation and congestion on the SHS. The following comments are based on the DEIR received.

SR 51 Improvements and Coordination

1

Caltrans is currently working with local and regional partners and stakeholder groups who have an interest in the SR 51 corridor on a transportation planning effort called the Capitol City Corridor Improvement Project. This effort will result in a multimodal plan that will address mobility needs along the SR 51 corridor from the Oak Park Interchange to the I-80/SR 51 Interchange and will include projects such as Bus/Carpool Lanes, Auxiliary/Transition Lanes, Intelligent Transportation Systems, Traffic Operations System improvements and multimodal improvements including a Class I bike path consistent with the SACOG MTP. The Capitol City Corridor Improvement

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Project could provide a venue for CCJPA, Caltrans, and other stakeholders to coordinate plans for the SR 51 corridor to meet future mobility needs for all users. 1 cont.

Caltrans would like to request a meeting with CCJPA to initiate a dialogue to coordinate our planned projects. We anticipate detailed coordination will be required in the following areas (a non-exhaustive list): 2

- Railroad structure rehabilitation and widening (if applicable),
- SHS right of way and easements,
- Existing railroad right of way and easements with the SHS,
- Hydrology and Drainage
- Traffic Management Plan (TMP) in accordance with Caltrans' *Manual on Uniform Traffic Control Devices*

Encroachment Permit 3

In addition, please be advised that any work or traffic control that would encroach onto the SHS right of way would either require an encroachment permit that is issued by Caltrans or may result in an oversight project. To apply, a completed encroachment permit application, environmental documentation, and five sets of plans clearly indicating State ROW must be submitted to Charles Laughlin, California Department of Transportation, District 3 Office of Permits, 703 B Street, Marysville, CA 95901.

If you have any questions regarding these comments or require additional information, please contact Arthur Murray, Intergovernmental Review Coordinator at (916) 274-0616 or by email at: arthur.murray@dot.ca.gov.

Sincerely,

JEFFERY MORNEAU, Chief (Acting)
Office of Transportation Planning—South

c: Scott Morgan, State Clearinghouse

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

A14—California Department of Transportation, Jeffery Morneau, September 10, 2015

Response to Comment A14-1

CCJPA appreciates the California Department of Transportation's (Caltrans's) comments and support. CCJPA agrees that the Capitol City Corridor Improvement Project could provide a venue for various agencies to coordinate, and is open to communicating about this in the future. No change to the Draft EIR is required.

Response to Comment A14-2

CCJPA is agreeable to meeting with Caltrans to discuss the planned projects. No change to the Draft EIR is required.

Response to Comment A14-3

Caltrans' requirement for an encroachment permit is noted. Encroachment permits are listed in Table 1-1 of the Draft EIR. No change to the Draft EIR is required.

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Powering forward. Together.

SMUD

September 10, 2015

Jim Allison
Capitol Corridor Joint Powers Authority
300 Lakeside Drive, 14th Floor East
Oakland, CA 94612
info@sactoroseville3rdtrack.com

Subject: Draft Environmental Impact Report for the Sacramento to Roseville Third Track Project

Dear Mr. Allison,

The Sacramento Municipal Utility District (SMUD) appreciates the opportunity to provide comments on the Draft Environmental Impact Report (DEIR) for the Sacramento to Roseville Third Track Project. SMUD is the primary energy provider for Sacramento County and for a portion of the proposed project area. SMUD's vision is to empower our customers with solutions and options that increase energy efficiency, protect the environment, reduce global warming, and lower the cost to serve our region. As a Responsible Agency, SMUD aims to ensure that the proposed project limits the potential for significant environmental effects on SMUD facilities, employees, and customers. 1

It is our desire that the DEIR for the Sacramento to Roseville Third Track Project will acknowledge any project impacts related to the following:

- Overhead and or underground transmission and distribution line easements. Please view the following links on smud.org for more information regarding transmission encroachment:
  - https://www.smud.org/en/business/customer-service/support-and-services/design-construction-services.htm
  - https://www.smud.org/en/do-business-with-smud/real-estate-services/transmission-right-of-way.htm
- Utility line routing
- Electrical load needs/requirements
- Energy Efficiency

SMUD would like to be involved with discussing the above areas of interest as well as discussing any other potential issues. We aim to be partners in the efficient and sustainable delivery of the proposed project. Please ensure that the information included in this response is conveyed to the project planners and the appropriate project proponents.

SMUD HQ | 6201 S Street | P.O. Box 15830 | Sacramento, CA 95852-0830 | 1.888.742.7683 | smud.org

A15

Environmental leadership is a core value of SMUD and we look forward to collaborating with you on this project. Again, we appreciate the opportunity to provide input on this DEIR. If you have any questions regarding this letter, please contact Rob Ferrera, SMUD Environmental Specialist at rob.ferrera@smud.org. 1 cont.

Sincerely,

Rob Ferrera
Environmental Specialist
Environmental Management
Sacramento Municipal Utility District

Cc: Jose Bodipo-Memba
Pat Durham
Steve Johns
Joseph Schofield
Jose Hernandez
Mike Deis

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A15—Sacramento Municipal Utility District, Rob Ferrera, September 10, 2015

Response to Comment A15-1

CCJPA appreciates the Sacramento Municipal Utility District's (SMUD's) comment letter and role as a Responsible Agency. Impacts on utilities and transmission lines are discussed in Section 3.4, *Utilities, Public Services, and Energy*, of the Draft EIR. Page 3.4-8 of the Draft EIR states that field studies will be conducted during final design to verify the exact location of existing utilities to determine if any conflicts would exist and if relocation would be required.

As shown in Table 3.4-2 of the Draft EIR, long-term operation of the Build Alternative would result in a net reduction of energy consumption. The estimated energy savings would offset energy consumed during construction in 2–3 years. No change to the Draft EIR is required. Also, please see Response to Comment A12-14.

A16

STATE OF CALIFORNIA — EDMUND G. BROWN JR., *Governor*

CALIFORNIA STATE LANDS COMMISSION
100 Howe Avenue, Suite 100-South
Sacramento, CA 95825-8202

Established in 1938

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

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

September 16, 2015

File Ref: SCH #2014072005

Jim Allison
Capitol Corridor Joint Powers Authority
300 Lakeside Drive, 14th Floor East
Oakland, CA 94612

Subject: Environmental Impact Report (EIR) for the Sacramento to Roseville Third Main Track Project, Sacramento and Placer Counties

Dear Mr. Allison:

The California State Lands Commission (CSLC) staff has reviewed the subject EIR for the Sacramento to Roseville Third Main Track Project (Project), which is being prepared by the Capitol Corridor Joint Powers Authority (CCJPA). The CCJPA, as the public agency proposing to carry out a project, is the lead agency under the California Environmental Quality Act (CEQA) (Pub. Resources Code, § 21000 et seq.). The CSLC is a trustee agency for projects that could directly or indirectly affect sovereign lands and their accompanying Public Trust resources or uses. Additionally, because the Project involves work on sovereign lands, the CSLC will act as a responsible agency. 1

CSLC Jurisdiction and Public Trust Lands

The CSLC has jurisdiction and management authority over all ungranted tidelands, submerged lands, and the beds of navigable lakes and waterways. The CSLC also has certain residual and review authority for tidelands and submerged lands legislatively granted in trust to local jurisdictions (Pub. Resources Code, §§ 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. 2

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 navigable non-tidal waterways, including lakes, the

A16

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. 2 cont.

Upon review of the information contained in the EIR, CSLC staff understands that the Project is located adjacent to the existing Capitol Corridor intercity passenger rail line between Sacramento and Roseville. The proposed Project includes construction of a new railroad bridge across the American River to accommodate a new main track. The construction of a new bridge over the American River includes sovereign lands under the jurisdiction of the CSLC. Therefore, a lease from the CSLC will be required for the Project. Please contact George Asimakopoulos, Public Land Management Specialist (see contact information below), should you have any questions about the leasing process. The lease application can be found on the CSLC website at http://www.slc.ca.gov/.

These comments are made without prejudice to any future assertion of State ownership or public rights, should circumstances change, or should additional information come to our attention. In addition, these comments are not intended, nor should they be construed as, a waiver or limitation of any right, title, or interest of the State of California in any lands under its jurisdiction.

Project Description

CCJPA proposes to construct 17.8 miles of new track from Sacramento to Roseville to meet the agency's objectives and needs as follows:

- Accommodate anticipated increases in travel demand;
- Improve regional air quality by reducing auto emissions;
- Relieve traffic congestion on Interstate 80 and local streets; and
- Support regional and local land use plans, including transit-oriented development, to help meet greenhouse gas (GHG) emission reduction goals.

From the Project Description, CSLC staff understands that the Project would include the following components:

- New Main Track. Construction of the new main track would involve installation of continuously welded rail constructed on wood and/or concrete ties. The new track would be constructed on the north side of the existing rail track.
- Special Track Work and Wayside Signals. A series of signalized turnouts and crossovers would be constructed at key locations along the alignment to connect the new main track and to allow for train meets and passing.
- New Bridges. The Project would require construction of 10 new bridges, which would be constructed using cast-in-drilled hole piles, and no pile driving would be required.
- Station Platform and Facilities. Station construction would include construction of a new station track and an additional boarding platform in Roseville.

A16

- Utility Relocations. At locations where avoiding existing utility lines in the right-of-way is impossible, relocation of utility pipelines and conduits would take place within the right-of-way. Minor relocations include raising wires to provide additional vertical clearance and lowering and extending casings on existing pipeline crossings.

The Draft EIR identifies the Build Alternative, which would result in a net reduction in greenhouse gas emissions due to increased ridership, as the Environmentally Superior Alternative.

Environmental Review

CSLC staff submitted comments on the Notice of Preparation in a letter dated August 1, 2014, which is enclosed for your reference. In general, our comments were addressed in the EIR, with the exception below. CSLC staff requests that the CCJPA consider the following comments on the EIR.

Cultural Resources

1. Submerged Resources: The EIR should evaluate potential impacts to submerged cultural resources in the Project area, in addition to the proposed presence/absence testing for cultural resources adjacent to the American River. Submerged cultural resources could be disturbed by Project activities including dewatering and drilling for pile construction. The CSLC maintains a shipwrecks database that can assist with analyzing potential impacts to submerged cultural resources. CSLC staff requests that the CCJPA contact Assistant Chief Counsel Pam Griggs (see contact information below) to obtain shipwrecks data from the database and CSLC 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. 3

2. Title to Resources: The EIR should also indicate 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 CSLC (Pub. Resources Code, § 6313). CSLC staff requests that the CCJPA consult with Assistant Chief Counsel Pam Griggs (see contact information below) should any cultural resources on state lands be discovered during construction of the proposed Project. In addition, CSLC Staff requests that the following statement be included in EIR's Mitigation and Monitoring Plan: "The final disposition of archaeological, historical, and paleontological resources recovered on State lands under the jurisdiction of the CSLC must be approved by the Commission." 4

Thank you for the opportunity to comment on the EIR for the Project. As a responsible and trustee agency, the CSLC will need to rely on the Final EIR for the issuance of any

A16

new lease as specified above and, therefore, we request that you consider our comments prior to certification of the EIR. 4 cont.

Please send copies of future Project-related documents, including electronic copies of the Final EIR, Mitigation Monitoring and Reporting Program (MMRP), Notice of Determination (NOD), CEQA Findings and, if applicable, Statement of Overriding Considerations when they become available, and refer questions concerning environmental review to Holly Wyer, Environmental Scientist, at (916) 574-2399 or via e-mail at Holly.Wyer@slc.ca.gov. For questions concerning archaeological or historic resources under CSLC jurisdiction, please contact Assistant Chief Counsel Pam Griggs at (916) 574-1854 or via email at Pamela.Griggs@slc.ca.gov. For questions concerning CSLC leasing jurisdiction, please contact George Asimakopoulos, Public Land Management Specialist, at (916) 574-0990, or via email at George.Asimakopoulos@slc.ca.gov. 5

Sincerely,

Cy R. Oggins, Chief
Division of Environmental Planning
and Management

Enclosure

cc: Office of Planning and Research
H. Wyer, CSLC
G. Asimakopoulos, CSLC
W. Crunk, CSLC
P. Griggs, CSLC

A16

STATE OF CALIFORNIA — EDMUND G. BROWN JR., Governor

CALIFORNIA STATE LANDS COMMISSION
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August 1, 2014

File Ref: SCH # 2014072005

Jim Allison
Manager of Planning
Capitol Corridor Joint Powers Authority
300 Lakeside Drive, 14th Floor East
Oakland, CA 94612

Subject: Notice of Preparation (NOP) for an Environmental Impact Report/ Environmental Assessment (EIR/EA) for Sacramento to Roseville Third Main Track Project, Sacramento and Placer Counties

Dear Mr. Allison:

The California State Lands Commission (CSLC) staff has reviewed the subject NOP for an EIR/EA for the Sacramento to Roseville Third Main Track Project (Project), which is being prepared by the Capitol Corridor Joint Powers Authority (CCJPA). The CCJPA, as a public agency proposing to carry out a project, is the lead agency under the California Environmental Quality Act (CEQA) (Pub. Resources Code, § 21000 et seq.). The Federal Railroad Administration, as a federal agency with oversight of new track construction and operation, is the lead agency under the National Environmental Policy Act (NEPA) (42 U.S.C. § 4321 et seq.). The CSLC is a trustee agency because of its trust responsibility for projects that could directly or indirectly affect sovereign lands, their accompanying Public Trust resources or uses, and the public easement in navigable waters. Additionally, if the Project involves work on sovereign lands, the CSLC will act as a responsible agency.

CSLC Jurisdiction and Public Trust Lands

The CSLC has jurisdiction and management authority over all ungranted tidelands, submerged lands, and the beds of navigable lakes and waterways. The CSLC also has certain residual and review authority for tidelands and submerged lands legislatively granted in trust to local jurisdictions (Pub. Resources Code, §§ 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.

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

A16

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 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.

Upon review of the information contained in the NOP, CSLC staff understands that the Project footprint will be within the Union Pacific Railroad right-of-way between the existing Sacramento Valley and City of Roseville Stations, and that the Project includes replacement of 11 existing rail bridges and construction of a new bridge across the American River in Sacramento. The proposed Project location may involve sovereign land in the American River under the jurisdiction of the CSLC. Based on the information in the NOP, however, CSLC staff is currently unable to determine the extent or location of any sovereign ownership interests of the State in the project area. As the Project proceeds, please contact CSLC staff to determine whether any Project components require a lease. Please include the CSLC on any future distribution list for the Project. Should you have any questions concerning the leasing jurisdiction of the CSLC, please feel free to contact George Asimakopoulos (see contact information below).

Project Description

The CCJPA proposes to construct 17.8 miles of new main track between Sacramento and Roseville to meet its objectives and needs as follows:

- Expand inter-city passenger rail services to Placer County; and
- Improve inter-city passenger rail service travel time and reliability for the entire corridor.

From the Project Description, CSLC staff understands that the Project would include the following components:

- Grading. Grading and installation of new subgrade and drainage will occur before new track is placed;
- Rail Construction. Placement of new rail and ties;
- Special Track Work. Including turnouts, crossovers and associated switches and equipment;
- Signals. New wayside track signals; and
- Bridges. Replacement of 11 railroad bridges, and construction of a new bridge across the American River.

Environmental Review

CSLC staff requests that the following potential impacts be analyzed in the EIR/EA

A16

Jim Allison Page 3 August 1, 2014

General Comments

1. Project Description. A thorough and complete Project Description should be included in the EIR/EA 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, including in-water equipment that may be used, maximum area of grading disturbance, locations for grading material disposal, seasonal work windows, etc.), as well as the details of the timing and length of activities. Thorough descriptions will facilitate CSLC 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.

Biological Resources

2. The EIR/EA 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 CCJPA should conduct queries of the California Department of Fish and Wildlife's (CDFW) California Natural Diversity Database (CNDDB) 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 CCJPA should also consult with the CDFW and the USFWS to ensure that impacts to special-status species have been analyzed and disclosed, and appropriate mitigation required during the EIR/EA process. The EIR/EA should also include a discussion of consultation with the CDFW and USFWS, including any recommended mitigation measures and potentially required permits identified by these agencies.

3. Construction Noise. The EIR/EA should also evaluate noise and vibration impacts on fish and birds from bridge construction activities in the water and on the levees. Mitigation measures could include species-specific work windows as defined by CDFW, USFWS, and the National Oceanic and Atmospheric Administration's Fisheries Service (NOAA Fisheries). Again, staff recommends early consultation with these agencies to minimize the impacts of the Project on sensitive species.

Climate Change

4. Greenhouse Gases. A greenhouse gas (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/EA. 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 operation 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.

A16

Cultural Resources

5. Submerged Resources: The EIR/EA should evaluate potential impacts to submerged cultural resources in the Project area, particularly in the American River. The CSLC maintains a shipwrecks database that can assist with this analysis. CSLC staff requests that the CCJPA contact Assistant Chief Counsel Pam Griggs (see contact information below) to obtain shipwrecks data from the database and CSLC 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.

6. Title to Resources: The EIR/EA 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 CSLC. CSLC staff requests that the CCJPA consult with Assistant Chief Counsel Pam Griggs (see contact information below), should any cultural resources on state lands be discovered during construction of the proposed Project.

Recreation

7. River Use: Construction of the new bridge, and reconstruction of existing bridges proposed as part of the Project, may temporarily impact river users' ability to navigate and access the American River. Please analyze whether bridge construction would impact recreational use of the American River or the American River Bike Trail. If impacts are found to be significant, provide mitigation measures to reduce impacts to recreational users of the area. Mitigation measures could include providing detours for trail users and notices of construction at upstream boat launches with the last take-out point prior to the construction area.

Additional Review

8. Deferred Mitigation: In order to avoid the improper deferral of mitigation, mitigation measures should either be presented as specific, feasible, enforceable obligations, or should be presented as formulas containing "performance standards which would mitigate the significant effect of the project and which may be accomplished in more than one specified way" (State CEQA Guidelines, §15126.4, subd. (b)).

Thank you for the opportunity to comment on the NOP for the Project. As a potentially responsible agency, the CSLC could need to rely on the Final EIR/EA for the issuance of any new lease as specified above and, therefore, we request that you consider our comments prior to certification of the EIR/EA. Please send additional information on the Project to the CSLC as plans become finalized.

Please send copies of future Project-related documents, including electronic copies of the Draft and Final EIR/EA, Mitigation Monitoring and Reporting Program (MMRP), Notice of Determination (NOD), CEQA Findings and, if applicable, Statement of

A16

Overriding Considerations when they become available, and refer questions concerning environmental review to Holly Wyer, Environmental Scientist, at (916) 574-2399 or via e-mail at Holly.Wyer@slc.ca.gov. For questions concerning archaeological or historic resources under CSLC jurisdiction, please contact Assistant Chief Counsel Pam Griggs at (916) 574-1854 or via e-mail at Pamela.Griggs@slc.ca.gov. For questions concerning CSLC leasing jurisdiction, please contact George Asimakopoulos, Public Land Management Specialist, at (916) 574-0950, or via email at George.Asimakopoulos@slc.ca.gov.

Sincerely,

Cy R. Oggins, Chief
Division of Environmental Planning
and Management

cc: Office of Planning and Research
George Asimakopoulos, LMD, CSLC
Holly Wyer, DEPM, CSLC
Pam Griggs, Legal, CSLC
Eric Gillies, Legal, CSLC

A16—California State Lands Commission, Cy R. Oggins, September 16, 2015

Response to Comment A16-1

CCJPA appreciates the outreach from the California State Lands Commission (CSLC) and its role as a Responsible Agency. CCJPA recognizes CSLC's jurisdiction over the American River. No change to the Draft EIR is required.

Response to Comment A16-2

CSLC's requirements for a lease to construct the new river crossing are noted. As stated in Table 1-1 of the Draft EIR, a lease for crossing state sovereign lands would be obtained. No change to the Draft EIR is required.

Response to Comment A16-3

A search of the CSLC Shipwrecks Database for Sacramento County indicates that there are no known submerged shipwrecks in the location of the proposed American River bridge. The American River, especially the portion within the Project vicinity, is generally too shallow to contain unknown submerged ships or other unknown underwater cultural resources. Dewatering would not occur, and drilling for bridge piles is not anticipated to disturb submerged cultural or historic resources. Also, Mitigation Measure CUL-1b in the Draft EIR applies to all ground disturbance activities and requires work to halt if previously unrecorded cultural resources are discovered. No change to the Draft EIR is required.

Response to Comment A16-4

The suggested text has been incorporated into Mitigation Measure CUL-1b of the Draft EIR and the Mitigation and Monitoring Plan (please see Chapter 4). See Chapter 3, *Changes and Errata to the Draft EIR*, of this Final EIR.

Response to Comment A16-5

The commenter requests copies of future project-related documents. CCJPA will make the applicable documents publicly available as they are completed. No change to the Draft EIR is required.

A17

From: "Steve" <steve-miller@comcast.net>
To: "David Kutrosky" <DavidK@capitolcorridor.org>
Cc: "jsharris@cityofsacramento.org" <jsharris@cityofsacramento.org>
Subject: FW: Parkway bike trail/CCJPAbridge - EIR comments

DAVID B. KUTROSKY
Managing Director
Capitol Corridor Joint Powers Authority

David,

Today I received a phone call and email (below) from Sacramento City Council Member Jeff Harris, which includes an attachment from the County of Sacramento Regional Parks Department. 1

I share the concerns in the County's letter regarding the importantance of maintaining daytime continuity of the American River Parkway Bike Trail during construction of the new American River bridge crossing for our Sacramento to Roseville third track project.

This world renowned bike trail runs 32 miles along the banks of the American River from Discovery Park in Old Sacramento to Folsom Lake's southwestern banks at Beal's Point and is well utilized throughout the year by recreational and commuter bicyclists.

I was also informed by Mr. Harris the railroad company may be requiring a reinforced concrete enclosed structure for the bike trail portion under the train bridge that would: 2

§ Add cost to the project
§ Add unfunded operational and maintenance costs
§ Adversely impact surrounding habitats and scenic nature of the bikeway
§ Decrease public safety by providing a concealed location for ne'er-do-wells
§ Create a hazard during high river flows

I believe careful consideration will reveal the environmental benefits of an open bike trail under the bridge will exceed the risks of an enclosure.

Sincerely,

Steve

Steve Miller
City of Citrus Heights Council Member
CCJPA Board Member
(916) 532-3007

A17—City of Citrus Heights, Steve Miller, September 18, 2015

Response to Comment A17-1

The commenter expresses concerns regarding the American River Parkway Bike Trail and the importance of maintaining it. CCJPA appreciates the commenter's letter. As stated in Section 3.11 of the Draft EIR, trail access would be maintained at all times during construction. Also, please see Response to Comment A9-1.

Response to Comment A17-2

The commenter appears to be under the impression that a reinforced concrete structure would enclose the American River Parkway Trail. This is not part of the Project, and an open (i.e., non-covered) trail under the bridge would be maintained. No change to the Draft EIR is required.

A18

Powering forward. Together.

SMUD® PROJECT REVIEW COMMENTS

PROJECT TITLE: Sacramento to Roseville, Third Track Project

PROJECT LOCATION: Sacramento and Roseville

DRAWING STATUS: Project Design Plan

PROJECT OWNER: Capitol Corridor Joint Powers Authority (CCJPA)

SMUD REVIEW DEPARTMENT: Transmission Line Engineering

SMUD REVIEW BY: Wenjie Chen & Jose Hernandez

SMUD REVIEW DATE: 9/1/2015

Please see our comments as follows,

A. Overhead Transmission Lines

1. SMUD has two sets of three phase 230kV overhead transmission Lines crossing a section of the proposed segment 4 rail track in the immediate vicinity where Interstate 80 crossing Roseville Parkway. See figure 1. 1

Figure 1

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A18

2. There are also two sets of three phase 230kV overhead transmission lines traversed along the North side of the proposed segment 4 rail track. These transmission lines are located in the immediate vicinity between Elk-horn Blvd and Poker Ln. See figure 2 and 3. 2

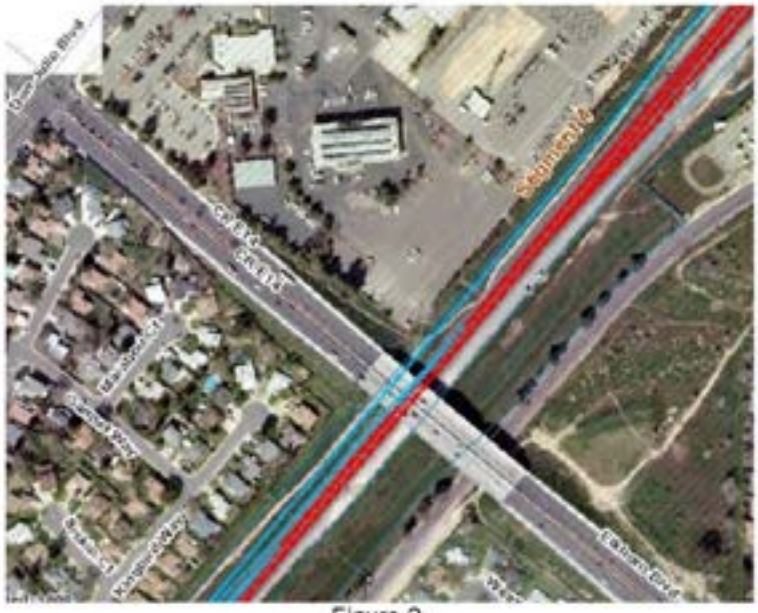

Figure 2.

Figure 3

A18

3. There is a set of three phase 69kV sub-transmission line traversed along the North side of the proposed segment 3 and 4 rail track. These transmission lines are located in the immediate vicinity between Dudley Blvd (near Mcclellan Air Force Base) and Elk-horn Blvd. See figure 4. 3

Figure 4

4. There are two sets of three phase 115kV overhead transmission lines crossing a section of the proposed segment 2 rail track in the immediate vicinity of a bridge near Business 80 as shown on figure 5. 4

Figure 5

A18

5 Project owner or contractor shall comply with the clearance requirements between the proposed rail tracks and SMUD overhead transmission lines per G.O.95. Project owner or contractor shall abide the clearance requirements from all CAL-OSHA Title 8 approach distance as stated in Subchapter 5 Group 2 Article 37, during project construction 5

6 Under no circumstance shall any grading or construction activities be permitted within SMUD's transmission line easements without the conveyance of rights from SMUD's real estate department. Should applicant be found performing unapproved improvements the applicant will be responsible for returning the property to its original condition at their expense 6

7 SMUD reserves the right to construct new or move existing facilities as necessary within its legal easement. Any developments installed by owner or assignees within this easement may need to be removed or modified as a result of the new or existing installed facilities 7

8 SMUD reserves the right to use any portion of its easement and shall not be responsible for any damages to the developed property within said easement 8

9 Project Owner or contractor is responsible for assessing any impacts (including but not limited to induced voltage and current effects) to its facilities as a result of constructing and operating their facilities within close proximity to SMUD's high voltage transmission lines 9

10 Project Owner or contractor is responsible for ensuring that any subcontractor performing work in the subject right of way is aware and abides by these conditions 10

11 There shall be no storage of fuel or combustibles and no fueling of vehicles within the SMUD easement 11

12 There shall be no long term staging or storage of construction materials within the SMUD easement such materials shall be removed from the easement at the completion of the project 12

13 All boom-operated construction equipment within SMUD's easement corridor shall be equipped with a mechanical lock-out device to prevent the boom from extending above the Cal-OSHA required clearance distance to SMUD's energized high voltage lines and fiber optic communication lines. 13

14. Add the following note to drawings:
WARNING – SMUD 230KV OVERHEAD LINES ARE LIVE – Electrocution Potential. Contractor shall take all appropriate safety measures when working near or under lines, including placement of OSHA-required warning signage. On-site SMUD inspection required when working within 25 feet of SMUD facilities. Contractor shall contact SMUD's Ricky Plaza at (916) 732-5905 or (916) 799-5733 to schedule inspection. 72-hour advance notice is required. 14

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A18

Contractor shall protect SMUD facilities during construction and notify SMUD immediately if facilities are damaged. Any damage to existing facilities shall berepaired at the contractor's expense. 14 cont.

15. Any deviations or revisions to the plans as submitted shall be brought to the attention of SMUD's Real Estate department. 15

B. Underground Transmission Lines

1. SMUD has two sets of 115kV underground transmission lines (a total of four lines) with High Pressure Fluid Filled (HPFF) cables located at the immediate vicinity of 20th street, North of 20th street, the existing railroad tracks and the proposed new tracks as shown on figure 6. These underground transmission lines are very critical SMUD infrastructure for the delivery of electrical power to Downtown Sacramento. 16

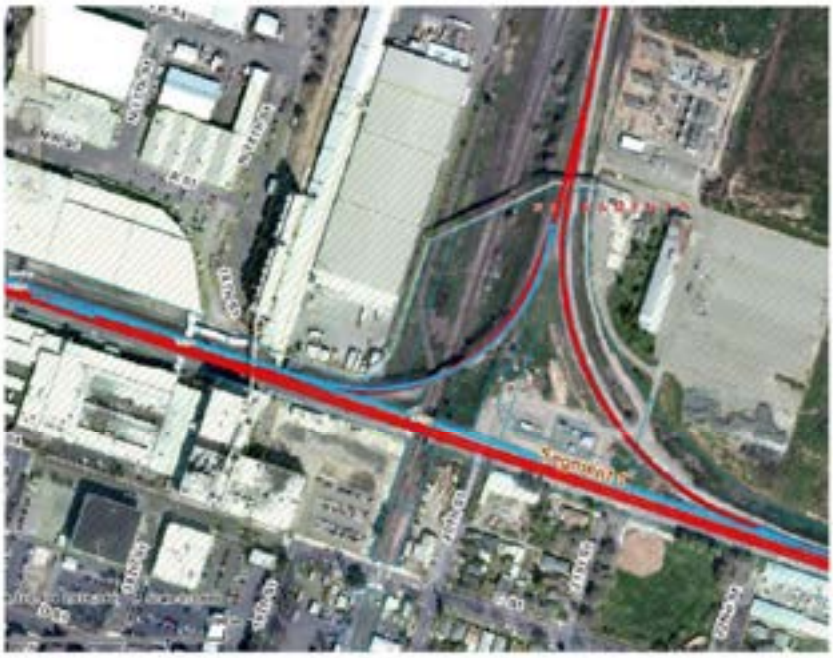

Figure 6

A18

2 All 115kV underground transmission lines are energized and pressurized with mineral oil in steel pipes under normal operating condition. Any damage to the 115kV underground HPFF lines could lead to catastrophic failure of the transmission lines. The failure of these lines can lead to substantial power outages in Downtown Sacramento. 17

3 The HPFF underground transmission lines are protected under the requirements of California Government Code 4216-4216.9 and Senate Bill 1359. 18

4 All work within ten (10) feet of the underground transmission line(s) shall be in the presence of a SMUD Inspector (or a SMUD Qualified Electrical Worker) prior to the start of work. A 72-hour advance notice is required. Please contact SMUD Inspection Services at (916)732-5905 to schedule for inspections. 19

5 It is the Project Owner or Contractor's responsibility to plan and execute its work such that SMUD facilities are not damaged in any way. Any damage to SMUD facilities shall be repaired at the Project Owner or Contractor's sole expense. This includes all SMUD expenses necessary to repair its facilities including emergency repairs, environmental cleanup, asbestos and lead abatement, etc. 20

6 SMUD will provide the approximate location of the transmission line(s) before excavation begins. The Contractor shall determine the exact location of the SMUD line(s) every 25 feet when its work (excavation, drilling or boring) is within ten (10) feet of the approximate location(s). the Contractor shall use hand tools to determine the exact location of SMUD line(s). 21

7 When excavating within three (3) feet of the exact location of any SMUD transmission line, the contractor shall hand expose and protect the SMUD line prior to using power equipment. Hand-power tools may be used to remove street asphalt IF approved in advance by the SMUD Engineer. 22

8 Twelve (12) inches of clearance shall be maintained from SMUD duct banks or direct buried pipes to any installed facilities for all crossings of SMUD facilities. Three (3) feet of clearance shall be maintained from SMUD duct banks or direct buried pipes for all installed facilities running parallel to SMUD facilities. 23

9. Project Owner or Contractor shall abide the requirements of the latest official version of SMUD technical standard TP0601, "Requirements for Excavation in Proximity of SMUD's Underground Transmission Cables". 24

10. Under no circumstance shall any grading or construction activities be 25

SMUD EC-OC | 4401 Bradshaw Road | Sacramento, CA 95827-3834 | 1.888.742.7683 | smud.org

A18

permitted within SMUD's transmission line easements without the conveyance of rights from SMUD's real estate department. Should applicant be found performing unapproved improvements, the applicant will be responsible for returning the property to its original condition at their expense. 25 cont.

11. Project Owner or Contractor is responsible for ensuring that any subcontractor performing work in the subject right of way is aware and abides by these conditions. 26

12. Any deviations or revisions to the plans as submitted shall be brought to the attention of SMUD's Real Estate department. 27

Note: All Images are from CCJPA Project Planning Document.

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A18—Sacramento Municipal Utility District, Arthur Starkovich

Response to Comment A18-1

CCJPA thanks SMUD for its comments. The commenter provides a figure that shows where overhead transmission lines cross the railroad in the vicinity of I-80 in Roseville. This has been added to Section 3.4 of the Draft EIR. See Chapter 3, *Changes and Errata to the Draft EIR*, of this Final EIR.

Response to Comment A18-2

The commenter provides a figure that shows where overhead transmission lines cross the railroad near Elkhorn Boulevard. This has been added to Section 3.4 of the Draft EIR. See Chapter 3, *Changes and Errata to the Draft EIR*, of this Final EIR.

Response to Comment A18-3

The commenter provides a figure that shows where a sub-transmission line traverses the Project near McClellan Air Force Base. This has been added to Section 3.4 of the Draft EIR. See Chapter 3, *Changes and Errata to the Draft EIR*, of this Final EIR.

Response to Comment A18-4

The commenter provides a figure that shows where overhead transmission lines cross the railroad near Business 80 in Sacramento. This has been added to Section 3.4 of the Draft EIR. See Chapter 3, *Changes and Errata to the Draft EIR*, of this Final EIR.

Response to Comment A18-5

UPRR will comply with all applicable clearance requirements. In addition, as stated in Mitigation Measure UT-8 in the Draft EIR, UPRR shall coordinate with all utility providers during final design and construction stages. No change to the Draft EIR is required.

Response to Comment A18-6

Please see Response to Comment A18-5.

Response to Comment A18-7

Because the Project would be constructed within the UPRR ROW, conflicts with SMUD's legal easement are not anticipated. No change to the Draft EIR is required.

Response to Comment A18-8

Please see Response to Comment A18-7.

Response to Comment A18-9

Please see Response to Comment A18-5.

Response to Comment A18-10

The Project would be constructed within the UPRR ROW. No change to the Draft EIR is required.

Response to Comment A18-11

Please see Response to Comment A18-7.

Response to Comment A18-12

Please see Response to Comment A18-7.

Response to Comment A18-13

Please see Response to Comment A18-7.

Response to Comment A18-14

The commenter requests placement of warning signs. UPRR will comply with all applicable safety measures, including placement of OSHA-required warning signage. No change to the Draft EIR is required.

Response to Comment A18-15

The commenter requests that any deviations or revisions to plans be reviewed by SMUD. This comment is noted. No change to the Draft EIR is required.

Response to Comment A18-16

The commenter describes underground transmission lines in the vicinity of the 20th Street crossing. The Draft EIR has been clarified. See Chapter 3 of this Final EIR, *Changes and Errata to the Draft EIR*.

Response to Comment A18-17

The commenter states that damages to underground transmission lines could lead to power outages in Downtown Sacramento. As stated in Mitigation Measure UT-8 in the Draft EIR, UPRR shall coordinate with all utility providers during final design and construction stages. Text has been added to Mitigation Measure UT-8 to specify that all work within 10 feet of the SMUD transmission lines will be in the presence of a SMUD inspector. See Chapter 3, *Changes and Errata to the Draft EIR*, of this Final EIR.

Response to Comment A18-18

The commenter states that underground transmission lines are protected under California Government Code sections 4216-4216.9 and SB 1359. This comment is noted. No change to the Draft EIR is required.

Response to Comment A18-19

Please see Response to Comment A18-17.

Response to Comment A18-20

The commenter's statement that costs associated with any potential damages of SMUD facilities resulting from Project activities would not be incurred by SMUD is noted. It is CCJPA's full intent that damages to utilities will be avoided. Mitigation Measure UT-8 in the Draft EIR requires coordination

with all utility providers during final design and construction stages. Also, see Response to comment A18-17 regarding further coordination with SMUD during construction.

Response to Comment A18-21

As stated in Section 3.4 of the Draft EIR, UPRR would coordinate with all utility providers and local jurisdictions and their respective public service providers during the design phase to confirm the location of all underground utilities so that effective design treatments and construction procedures can be developed to avoid adverse impacts on existing utilities and to prevent disruptions in service. No change to the Draft EIR is required.

Response to Comment A18-22

See Response to Comment A18-5.

Response to Comment A18-23

See Response to Comment A18-5.

Response to Comment A18-24

See Response to Comment A18-5.

Response to Comment A18-25

See Response to Comment A18-7.

Response to Comment A18-26

See Response to Comment A18-7.

Response to Comment A18-27

See Response to Comment A18-15.

Comments on the Draft EIR and
Responses to Comments
Organizations

O1

From: WordPress <wordpress@sactoroseville3rdtrack.com>
Sent: Tuesday, August 18, 2015 3:01 PM
To: info@sactoroseville3rdtrack.com
Subject: comment on DEIR and. Project

Name: Barbara Stanton

Email: rftm@rftm.info

Subject: comment on DEIR and. Project

Comments:
RiderShip for the Masses had no negative comments regarding the DEIR . 1

We support this project in its entirety.

Thank you

Barbara Stanton
Founder/Director
RiderShip for the Masses
rftm@rftm.info
www.rftm.info
(916) 927-7446

1

O1—RiderShip for the Masses, Barbara Stanton, August 18, 2015

Response to Comment O1-1

CCJPA appreciates the support of Ridership for the Masses. No change to the Draft EIR is required.

O2

From:
Sent:
To:
Cc:
Subject:
Importance:

Thank you for the opportunity to review this DEIR/EA. I am submitting these comments on behalf of the organizations identified below. I understand that all comments must be submitted by September 10, 2015 and we may submit additional comments before then. Please acknowledge receipt of these comments for consideration. 1

The proposed project will construct a new 17.8 mile third main track between Sacramento and Roseville for increased intercity passenger rail service. This project includes a new RR structure crossing the American River near Cal Expo and Sutter's Landing Park within the Parkway.

Friends of Sutter's Landing Park, Friends of the River Banks, Save the American River Association and Friends of the Swainson's Hawk are all active in the immediate area of the proposed new bridge. These groups lead regular events in this immediate area as well as work closely with others in the Park and Parkway towards the long term preservation and protection of the American River and Parkway. These activities result in new biological information and the groups should be contacted for more information.

For example, these groups have documented successful nesting by the State Threatened Swainson's Hawk within the project limits of this proposed project. Information on other raptors, mammals, bird surveys and other work is available from these groups. 2

The biological reconnaissance survey was conducted on 9-2-14, too late in the season to detect many sensitive species and could miss suitable habitat conditions during the current drought. Some sensitive species, such as bats are difficult to detect and require special survey methods.

The wetlands assessment was apparently conducted in October 2014. Please elaborate on how current drought conditions could affect that assessment. 3

Information on the potential for the project to impact wildlife corridors along the Parkway is inadequate in the DEIR/EA. 4

I did not see any discussion about the role that existing grasslands habitat has for foraging raptors and other species, especially during nesting season. We have documented this as an important resource for successful raptor nesting in the area. 5

The DEIR/EA mentions that further surveys & determinations are planned but doesn't provide any specifics. 6

Indirect impacts during construction and operations could result from the potential for new fires which would increase impact to sensitive species or habitats. How will this be addressed? 7

:

O2

Because habitat mitigation is much preferred where ever possible and offsite mitigation is usually at undesirable Parkway sites. For example, there may be opportunity to remove existing aquatic structures or barriers and improve fish passage and habitat. 8

I have not been possible to download the DEIR. I have requested an electronic copy online and I would like to request a copy of that document. Others may be having similar problems downloading and this is a very large document to read online. 9

I understand that the HAP no assessment is under prep by Fed Railroad Administration and would like to request a copy of that document when it is drafted. 10

Will the new crossing trigger a 408 permit from the Army Corps of Engineers? Additional flood control projects are being considered in the project vicinity. Please elaborate how the current project will consider future flood control activities. 11

There is an existing grant with the City of Sacramento under final design and permitting now that will add a bike trail expansion along with habitat restoration and invasive species management directly downstream from the proposed crossing. This work is completely planned and funded with construction very likely before the 3rd track project begins. The proposed project must fully consider and avoid or mitigate for any impacts. 12

Nine additional passenger trains per day are described but there was no mention of any new freight or oil train capacity. Please clarify this. 13

California Dept. Parks and Recreation is identified as being lead for approving work in American River Parkway. Please clarify this as the County of Sacramento has that responsibility for the west (or not all the Parkway). 14

The current expansion of a SMUD substation is under construction now and may increase 20th street traffic. This was not addressed in the DEIR/EA. 15

Increased traffic is seen now at Sutters Landing Park & McKinley Village. This traffic is likely to increase due to current construction and an increase in people coming to the Park for recreation. The train gate closure time at 28th is often considerably longer at night than identified in the DEIR/EA. An updated traffic gate study is needed. Bike traffic has also increased and will increase more than planned & designed for construction soon this will increase use further. 16

It is unclear if there will be increased air quality impacts along RR corridor & adjacent neighborhoods as improved air quality along highway systems. Please address this issue further. 17

The RR crossings at 28th and 29th streets are now designated as "No Horn". Please address how this proposed project would affect existing noise and these designations. 18

Are there other encroachments or indirect issues with air or water quality, spills, cultural resources that could results from any necessary relocation of buried pipelines or other utilities? 19

Finally, there is very little discussion in the DEIR/EA of climate change or reduction of green house gas emissions. The proposed project appears to potentially reduce GHGs and provide climate change benefits. This discussion should be more elaborate and detailed including any environmental benefits. 20

O2

I would be happy to elaborate on any of these comments or provide additional information regarding them on request. Please keep me and the others included on this email on your list for additional information on this project when it becomes available. 21

Sincerely,

Dale T. Steele

301 27th Street
Sacramento, CA 95816
(916) 80-6013

3

O2—Friends of Sutter's Landing Park; Friends of the River Banks; Save the American River Association; Friends of the Swainson's Hawk; Dale Steele, September 8, 2015

Response to Comment O2-1

Comment noted.

Response to Comment O2-2

The Project would be consistent with Sacramento County's Swainson's hawk ordinance. The Draft EIR and Biological Resource Evaluation (BRE) acknowledge that annual grassland occurs within the project impact area (PIA) and provides important foraging habitat for many species, including turkey vulture, northern harrier, American kestrel, and Swainson's hawk. Habitat types are described on pages 3.5-6 through 3.5-11 of the Draft EIR. Special Status Species are described on page 3.5-11 of the Draft EIR. Impacts to habitat and special status species are analyzed in Impact BIO_10 of the Draft EIR. The Draft EIR also discloses that Great Valley Mixed Riparian provides habitat for various bird species, including Swainson's hawk (page 3.5-11 of the Draft EIR). The BRE acknowledges that there are 35 CNDDB records of Swainson's hawk within 5 miles of the biological study area (BSA), and the documentation states that Swainson's hawk is likely to occur even though no hawks were observed during the general reconnaissance surveys. As stated in Impact BIO-10 of the Draft EIR, construction activities could disturb nesting habitat for Swainson's hawks and other raptors. However, since the PIA is a heavily used railroad corridor within a predominantly urbanized environment, it is likely that any raptors nesting in the vicinity would be habituated to nearby human activities. Construction-related disturbance that results in nest abandonment or failure would constitute a significant impact. Implementation of Avoidance and Minimization Measures BIO-1a through 1c, BIO-10a, and BIO-10b would reduce this impact to a less-than-significant level. No change to the Draft EIR is required. Also, please see Master Response 3.

Response to Comment O2-3

The 2014–2015 northern California drought conditions have influenced hydrophytic vegetation in wetland features mapped within the UPRR alignment. Hydrophytic vegetation is part of the three-parameter test for determining wetlands. The size of a wetland is influenced by hydrology, hydric soils, and hydrophytic vegetation. The 2014–2015 drought conditions could reduce the overall size of a wetland feature because decreased surface and subsurface flows could influence the extent of hydrophytic vegetation within a feature. In some areas, a wetland can be identified by applying one or two of the three wetland parameters if one or more of the parameters are atypical or problematic. As stated in Impact BIO-1 of the Draft EIR, the exact acreages of temporary and permanent impacts would be determined after the formal wetland delineation is conducted and when final designs are available, prior to the Project's permitting phase. Impact BIO-1 further states that permanent loss or temporary disturbance of waters of the United States, including wetlands, would constitute a significant impact. In addition to compliance with permit conditions, Implementation of Mitigation Measures BIO-1a through BIO-1d would reduce this impact to a less-than-significant level.

Further, as stated in *Methods for Analysis* in Section 3.5.2 of the DEIR, potential impacts on biological resources are based on the following assumptions and Project understandings.

- UPRR shall retain biologists to conduct the required biological and wetland surveys in areas that were not previously accessible. The surveys shall include a floristic botanical survey in appropriate (i.e., undeveloped) areas, a wetland delineation, a valley elderberry longhorn beetle survey, an arborist survey, and other wildlife surveys needed to support this Project and preparation of a biological assessment. The information gathered during these surveys would be used in identifying the specific application of mitigation measures.
- The acreages presented in this impact analysis should be considered approximate until additional field surveys (e.g., wetland delineation) are conducted.
- UPRR shall implement the conditions and requirements of state and federal permits that obtained for the Project. The more stringent requirement (either in this document or permit) shall be implemented as part of the Project.

No change to the Draft EIR is required.

Response to Comment O2-4

The protection of wildlife corridors is addressed through the policies of the City and County of Sacramento, the City of Roseville, and Placer County. As stated in the BRE, the Project will comply with the applicable policies of each local jurisdiction, as summarized below.

- The City of Sacramento General Plan includes Policy ER 2.1.9—Wildlife Corridors, which specifically states: "The City shall preserve, protect, and avoid impacts to wildlife corridors. If corridors are adversely affected, damaged habitat shall be replaced with habitat of equivalent value."
- Sacramento County has a policy to include the location and extent, proximity, and diversity of existing natural resources and special-status species in order to determine potential impacts, necessary mitigation, and opportunities for preservation and restoration.
- The City of Roseville has policies to preserve, protect, and enhance a significant system of interconnected natural habitat areas, including creek and riparian corridors, oak woodlands, wetlands, and adjacent grassland areas. It is the City of Roseville's policy to preserve and rehabilitate continuous riparian corridors and adjacent habitat along the City's creeks and waterways.
- Placer County requires buffers to separate any urban development from sensitive habitat areas such as stream corridors, wetlands, sensitive species habitats, and old growth forests.

Annual grassland habitat is a relatively abundant habitat community within the region. Because suitable foraging habitat would be available nearby within adjacent and surrounding areas, the relatively small amount of temporary disturbance associated with the project would not result in substantial effects on wildlife movement patterns. Annual grassland that is temporarily disturbed by the project will be restored after construction. Adding an additional track, immediately adjacent to the existing tracks, will not result in additional potential barriers than what already exists along annual grassland habitat.

Riparian habitats associated with the American River, Arcade Creek and Dry Creek include great valley cottonwood riparian forest, great valley mixed riparian, and elderberry savannah which provides suitable wildlife corridors for many common species within the region. These riparian habitats are relatively continuous and join two or more larger areas of wildlife habitat. Currently,

UPRR railroad bridges span the American River, Arcade Creek, and Dry Creek. The existing railroad bridges are open below and allow wildlife an unimpeded travel corridor within the region. Adding an additional track, immediately adjacent to the existing track and the expansion of railroad bridges across the American River, Arcade Creek, and Dry Creek, the project will not increase potential barriers for wildlife movement continue to allow wildlife to travel through the region. Additionally, if the proposed Project results in impacts to riparian trees, replacement will occur in accordance with the Project's CDFW Streambed Alteration Agreement to prevent loss of wildlife habitat along riparian corridors.

Wildlife Movement Corridors are described on page 3.5-13 of the Draft EIR. The Draft EIR has been revised to acknowledge that some habitats present in the BSA may function as wildlife corridors. Text has also been added to impacts BIO-1 and BIO-6 to provide additional information on Wildlife Movement Corridors. See Chapter 3, *Changes and Errata to the Draft EIR*, of this Final EIR. Also, please see Master Response 3.

Response to Comment O2-5

As stated in the BRE, the policies of the City of Sacramento and the City of Roseville include preservation and protection of grasslands and vernal pools that provide habitat for rare and endangered species. As feasible, the mitigation of adverse impacts on annual grassland will comply with state and federal regulations protecting habitat for those species that utilize this habitat. The BRE acknowledges that "Birds known to breed in annual grasslands include western burrowing owl (*Athene cunicularia hypugaea*), horned lark (*Eremophila alpestris*), and western meadowlark (*Sturnella neglecta*). This habitat also provides important foraging habitat for many species, including turkey vulture (*Cathartes aura*), northern harrier (*Circus cyaneus*), American kestrel (*Falco sparverius*), and Swainson's hawk (*Buteo swainsoni*)."

As stated in *Methods for Analysis* in Section 3.5.2 of the Draft EIR, potential impacts on biological resources are based on the following assumptions and Project understandings.

- Loss of annual grassland vegetation in the BSA is not considered a significant impact from a botanical standpoint, because this habitat is common and is not considered a sensitive community type. Annual grassland vegetation also reestablishes more easily after disturbance than riparian or wetland communities. However, the loss of annual grassland habitat could result in impacts on special-status wildlife species.

The discussion in the Draft EIR of impacts on special-status wildlife species as a result of habitat modification or loss is organized by individual species impacts. However, it has been updated to clarify impacts on grassland habitat. See Chapter 3, *Changes and Errata to the Draft EIR*, of this Final EIR. Also, please see Master Response 3.

Response to Comment O2-6

As stated in the Draft EIR and BRE, due to limitations on access to the entire UPRR ROW and resulting restrictions on soil sampling at the time of the preparation of the assessment, a preliminary delineation of waters of the United States, including wetlands, was not completed. A wetland assessment report was prepared using aerial imagery and previous wetland assessments to identify the presence or absence of potential wetlands and waters in the BSA and to determine the type and potential extent of impacts. Based on this assessment, potential wetlands and waters are estimated to occupy a total of 39.1 acres within the BSA, of which 9.4 acres occur within the PIA. As

part of the permitting process with the regulatory agencies, a preliminary delineation of waters of the United States, including wetlands, will be prepared and submitted to the U.S. Army Corps of Engineers (USACE). A preliminary or approved Jurisdictional Determination will be prepared prior to construction to support environmental permitting with USACE, the Central Valley Water Board, and California Department of Fish and Wildlife. No change to the Draft EIR is required. Also, please see Master Response 3.

Response to Comment O2-7

As stated in Impact HAZ-8 in Section 3.8 of the Draft EIR, *Hazards and Hazardous Materials,* construction equipment and vehicles containing flammable fuels may come in contact with vegetated areas and could accidentally spark and ignite the vegetation during construction activities for the Project. Although the Project would comply with all applicable requirements of the Sacramento and Placer County Fire Departments, as well as both the Sacramento and Placer County General Plans' fire hazard goals and policies, such an accidental ignition would constitute a significant impact. Thus, increased fire risk within and adjacent to the PIA would also result in potential impacts on sensitive species or habitats in the event of a fire. Implementation of Mitigation Measure HAZ-4 would reduce this impact to a less-than-significant level. The Draft EIR concludes that because Project operation would be consistent with current operations and safety procedures already in place under existing conditions, and would just entail adding nine more round trips per day of passenger trains using the existing disturbed corridor, impacts resulting from increased risk of wildland fires during operation of the Project would be less than significant. No change to the Draft EIR is required.

Response to Comment O2-8

The resource agencies prefer an onsite and watershed-level approach to mitigation. Mitigation measures for Project impacts on sensitive habitat would be coordinated with the resource agencies during the permitting phase. No change to the Draft EIR is required. Also, please see Master Response 3.

Response to Comment O2-9

CCJPA has provided the BRE on the Project website to be readily downloaded without the need for broadband service. CCJPA will ensure that a copy is sent to the commenter. No change to the Draft EIR is required.

Response to Comment O2-10

The commenter requests a copy of the biological assessment (BA). That document is a part of the EA in preparation for FRA and will be available for public review in fall 2015. The BA is anticipated to be posted by FRA on its website. No change to the Draft EIR is required.

Response to Comment O2-11

CCJPA's representative met with the American River Flood Control District in February 2014 to present the proposed improvements and seek feedback from the agency. The District identified areas where vehicular and pedestrian access must be maintained. The District also identified environmentally sensitive areas. CCJPA will ensure that patrol road access is maintained during and

subsequent to construction, and will ensure that provisions are in place to protect all environmentally sensitive species and habitat.

A Section 408 permit is not anticipated to be required for the project, however, as stated in Table 1-1 of the Draft EIR, a Section 10 Permit is required. Additionally, a Central Valley Flood Protection Board Encroachment Permit is required as detailed in Table 3.6-1 of the Draft EIR. The Section 10 and CVFPB permit processes will identify any future projects and improvements planned for levees in the Project vicinity. CCJPA will coordinate design efforts with appropriate flood control agencies to ensure compliance with future flood control activities. Section 3.6 of the Draft EIR, *Hydrology and Water Resources*, provides more details on the applicable regulations and the Project's impacts and mitigation measures. No change to the Draft EIR is required.

Response to Comment O2-12

Please see Responses to Comments A13-24 and A13-25.

Response to Comment O2-13

Please see Master Response 1.

Response to Comment O2-14

As stated in Table 3.11-1 in the Draft EIR, the Sacramento County Regional Parks has jurisdiction in the American River Parkway. No change to the Draft EIR is required.

Response to Comment O2-15

Impact TRA-4 analyzes the queueing of vehicles at crossings, including the 20th and 28th Street crossings (page 3.1-15 and 3.1-16 of the Draft EIR). As stated in Impact TRA-4, the 20th Street crossing experiences very low traffic volumes and there is ample storage for traffic. Even under future 2035 conditions, it is not anticipated that there would be significant impacts on the 20th Street vehicle crossing and construction of a planned SMUD substation would not substantially increase traffic at the 20th Street crossing. No change to the Draft EIR is required.

Response to Comment O2-16

The commenter expresses concern that the transportation impact analysis does not consider traffic growth in the Sutter's Landing Regional Park and McKinley Village areas especially as it relates to the operation of the 28th Street at-grade rail crossing during nighttime conditions. The commenter also states that bike traffic is increasing in the same area.

Impact TRA-4 beginning on page 3.1-13 in the Draft EIR includes a detailed analysis of the 28th Street at-grade rail crossing, including whether queuing caused by trains would extend beyond available storage. This analysis was conducted to account for future traffic growth to 2035 conditions and includes traffic growth from McKinley Village and other local and regional development projects. The analysis focused on the a.m. and p.m. peak hours because those times routinely carry the highest vehicle volumes typically associated with commute hours. Because nighttime hours have much lower traffic volumes, such queuing would not be problematic (Impact TRA-4 of the Draft EIR).

The commenter does not appear to identify any specific problems associated with bike traffic growth. The City of Sacramento's adopted general plan encourages increased bicycle use. For example, Policy M 1.2.1 states, "The City shall develop an integrated, multimodal transportation system that improves the attractiveness of walking, bicycling, and riding transit…" Policy M 5.1.14 states, "The City shall encourage bicycle use in all neighborhoods, especially where short-trips are most common." Similar support for increased bicycle use can also be found in the Sacramento Area Council of Governments' adopted MTP/Sustainable Communities Strategy (SCS). Increasing bicycle use is a recognized strategy for addressing greenhouse gas (GHG) and air pollution emissions as well as improving public health. As demonstrated on pp. 3.1-27 of the Draft EIR, the Project will not interfere with implementation of these policies or impact bicycle traffic. No change to the Draft EIR is required.

Response to Comment O2-17

Air quality impacts along the UPRR ROW, in adjacent neighborhoods, and originating from the roadway system are described in Section 3.2, *Air Quality/Climate Change/Greenhouse Gases*, of the Draft EIR. Specifically, Table 3.2-7 in the Draft EIR shows emissions by type, including locomotives, that can result in air quality impacts along the railroad corridor. Table 3.2-8 shows carbon monoxide hot spots, which involve air quality impacts on neighborhood streets, which are less than significant. No change to the Draft EIR is required.

Response to Comment O2-18

The 20th and 28th Street crossings are currently designated as "No Horn" zones. This would not change with implementation of the Project. Text has been added to page 3.3-9 of the Draft EIR to clarify this. See Chapter 3, *Changes and Errata to the Draft EIR*, of this Final EIR.

Response to Comment O2-19

As stated in the Draft EIR, almost all the construction activity required for the Project would take place within the existing UPRR ROW. As noted in the Utilities Impact Report prepared for the Project, the existing utilities and related structures within the Project corridor have been inventoried and mapped from as-built plans and schematics received from the utility companies in the study area. Minor utility adjustments to overhead and underground crossings would consist of raising wires to provide additional clearance and lowering and extending casings on existing pipeline crossings. As stated in Chapter 2 of the Draft EIR, major utility relocations are not anticipated to be required as part of the Build Alternative. Impacts on air quality are disclosed in Section 3.2, impacts on water quality are disclosed in Section 3.6, and impacts on cultural resources are disclosed in Section 3.13 of the Draft EIR. No change to the Draft EIR is required.

Response to Comment O2-20

Climate change and reduction of GHG emissions are discussed in detail in Section 3.2, *Air Quality/Climate Change/Greenhouse Gases*, of the Draft EIR. Table 3.2-12 shows the calculated GHG emission reductions that are anticipated to result from the Build Alternative. No change to the Draft EIR is required.

Response to Comment O2-21

The commenter offers his availability to elaborate on his comments and asks to be included in future project updates. No change to the Draft EIR is required.

O3

From: WordPress <wordpress@sactoroseville3rdtrack.com>
Sent: Wednesday, September 09, 2015 6:02 AM
To: info@sactoroseville3rdtrack.com
Subject: Support for Project

Name: Barbara Stanton

Email: rftm@rftm.info

Subject: Support for Project

Comments:
i do not know if first form sent was received. 1

RiderShip for the Masses has no comment regarding the DEIR and fully supports this project in its entirety.

Thank you

Barbara Stanton , Founder/Director
RiderShip for the Masses. 916 927-7446
rftm@rftm.info
www.rftm.info

1

O3—RiderShip for the Masses, Barbara Stanton, September 9, 2015

Response to Comment O3-1

CCJPA appreciates the support of Ridership for the Masses. No change to the Draft EIR is required.

O4

TRAC
Train Riders Association of California

1025 Ninth Street Suite 223
Sacramento CA 95814-3516

(916) 557-1667
www.calrailnews.com
trainriders2100@gmail.com

September 9, 2015
By E-Mail to:
info@sactoroseville
3rdtrack.com

Gail Murray, Chair
Capitol Corridor Joint Powers Authority
300 Lakeside Drive, 14th Floor, East
Oakland, CA 94612

Re: Sacramento to Roseville Third Main Track DEIR

Dear Chair Murray:

The Train Riders Association of California, the California Rail Foundation, and the Transportation Solutions Defense and Education Fund offer these joint comments on the Sacramento to Roseville Third Main Track DEIR ("DEIR"). Each of our organizations is a strong supporter of public transit. 1

The Train Riders Association of California, TRAC, is dedicated to a vision of fast, frequent, convenient and clean passenger rail service for California. We promote European-style transportation options through increased public awareness and legislative action. The California Rail Foundation works to educate the public on rail and bus technology and promote cost-effective expansion of the state's public transportation services. The Transportation Solutions Defense and Education Fund, TRANSDEF, is a Bay Area-based environmental non-profit working to reduce the impacts of transportation on climate change.

We find it striking that the beneficial impacts in terms of VMT reduction and GHG emissions reductions of the $226 million Build Alternative are so small as to be unnoticeable at the regional scale. Yet, this project was identified as the environmentally superior alternative. (DEIR, p. 4-8.) 2

We believe these findings to be the result of the poor correspondence between the ostensible Project Objectives and the project description. Given the significant growth projected for the region (DEIR, p. S-2), a comprehensive, integrated solution is needed to accomplish the following objectives (from p. 1-4):

O4

TRANSDEF 9 9:15 2

- Accommodate anticipated increases in travel demand
- Improve regional air quality by reducing auto emissions
- Relieve traffic congestion on I-80 and on local streets
- Support regional and local land use plans, including transit-oriented development, to help meet greenhouse gas (GHG) emission reduction goals

2 cont

The absence of DEIR findings of any meaningful success towards any of these objectives makes it obvious that this project's addition of one station to the region's transit network is woefully inadequate to the task. It appears that these objectives were mere window dressing.

Alternatives

The DEIR fails to study an acceptable range of alternatives--it has none other than the mandated No Project Alternative. The rejection of intermediate stations (p. 2-14) is based only on the illogical assertion that this project, allegedly designed to relieve congestion, cannot work with more stops: "introducing additional stops in the IPR service would cause delays in the overall service in the corridor and would not be consistent with the CCJPA Vision Plan to develop integrated service plans compatible with the planned California High Speed Rail, enhance freight and IPR operational efficiency, and reduce delays to existing passenger and freight systems."

3

The DEIR conflates the need for intercity and commuter rail service starting on page 1-2 and continuing throughout the document. "IPR services would be clustered at the a.m. p.m. commute hours, with additional services provided during the day." (p. 2-7.) A region's need for congestion relief at peak hours is the hallmark of a commuter service. This is a commuter rail project masquerading as an intercity rail project. A proper conceptual frame would be to consider the extension to be a commuter feeder for the intercity service that starts at Sacramento Valley Station.

The Capitol Corridor may need to limit stops between Sacramento and the Bay Area to avoid loss of traffic between those two points, but additional access points east of Sacramento would be clearly beneficial to corridor traffic. Sacramento County residents north of the American River would be impacted by the construction activity and emissions of the project, but receive no transportation benefit, if they are given no direct access to the corridor.

4

While we are very supportive of commuter rail projects, this service mischaracterization gravely distorts the alternatives analysis. The EIR needs a detailed analysis of the regulatory and funding differences between the two different kinds of service. We suspect that the refusal to study additional stations is an attempt to avoid less-favorable treatment as a commuter rail project.

The Project as currently constituted is inadequate to achieve the four Project Objectives cited above. The EIR needs a thorough analysis--perhaps at the programmatic level--of what an adequate response to the first 4 project objectives would

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look like. We suspect that it would include a number of additional stations and perhaps added light rail. The scoping comments from the California Rail Foundation contain several excellent suggestions for alternatives. They are restated in the next section. The EIR needs to determine the optimal mix of intercity rail and commuter rail for this corridor, whether or not both are eventually operated by CCJPA. 5 cont.

We cannot understand how CCJPA managed to negotiate the responsibility to pay for the construction of a third main track without receiving the unlimited use of that track, preferably on an exclusive basis. The deal would arguably constitute a gift of public funds. As the California Rail Foundation scoping letter said, the CCJPA needs the right for all its trains to use the track it is paying for. 6

We are concerned that adding service to Roseville without adding equipment will result in short-changing existing service. A proposed schedule, with adequate schedule padding and layovers is needed to demonstrate a non-impact on existing service. 7

We request the study of a phased alternative, in which the bridges are built only as actually needed, as demonstrated by a stated, objective measurement of rail traffic congestion. Turnouts would be built near each bridge approach in the first phase to enable maximum throughput over the bridges. A detailed cost breakdown of trackwork and bridgework is needed, to make it possible to determine actual annual capital needs. 8

The capital needs of future road widening are not the responsibility of a public transit agency. It is entirely inappropriate for CCJPA to expend transit funding to provide adequate vertical clearances for an existing UPRR bridge over Watt Avenue. This portion of the Project Description must be deleted. The responsible public agency should be required to pay the additional cost it will take to build the future bridge high enough to accommodate a future road widening, as that is not properly a transit cost. 9

California Rail Foundation's Proposed Alternatives
Integrate intermediate stops between Roseville and Sacramento with Regional Transit service in the same corridor to provide service for hundreds of thousands of residents of Sacramento County. Regional Transit has three major park-and-ride stations adjacent to Union Pacific tracks with excess capacity, which could become Capitol Corridor stations with only very small expenditures, because they already have thousands of parking spaces, many of which are available for Capitol Corridor passengers. Unlike the proposed new Roseville station, simple provision of a platform is the only capital expense.

A stop at the existing Swanston Regional Transit rail station would provide direct access to the large Arden-Arcade employment base and resident population. A stop west of Watt Avenue near North Highlands would combine park-and-ride access with a population of over 500,000 within 15 minutes of travel time. Each of these stops appears to have market conditions superior to a new Roseville station. Regional Transit 10

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has reportedly expressed interest in a Swanston stop, which could become a convenient connection to the Capitol Corridor 10 cont

Consider an exclusive Capitol Corridor track from north of the river crossing to North Highlands, which could provide superior reliability, superior safety, and lower capital cost than the Union Pacific proposal. Union Pacific has actually proposed such facilities in other regions that have demanded them. For example, the Utah Transit Authority obtained an easement for exclusive tracks for its FrontRunner regional rail service on Union Pacific rights of way, and implemented an entire service for substantially less per mile than the Capitol Corridor would pay for access by 10 trains 11

We propose that the following two alternatives receive full study, because they appear to be more cost-effective than the current proposal

1. Extension only to Marconi Way, using Regional Transit rights-of-way from approximately Arden Way northward. Under this alternative, CCJPA would participate in improvements with Union Pacific from Sacramento Amtrak station to the north side of the American River, then have a controlled turnout leading to an exclusive track on Regional Transit rights-of-way. Likely cost would be only about $100 million, but would include at least two stations with ample parking shared with Regional Transit light rail 12

2. Exclusive passenger track the full distance between Sacramento and Roseville. This does not appear to have a higher cost than the proposed track shared with freight, but gives superior benefits to the public, including a superior level of passenger safety and the possibility of much more frequent headways and a regional service. Having an exclusive passenger track would also make intermediate stations more feasible 13

Transportation Impacts

The creation of unmet parking demands is no longer considered an impact under CEQA. Public subsidies of parking ("free parking") are now recognized as counter to the policies of VMT reduction. Market rate charges for parking and neighborhood shuttles to the station are now considered best practices 14

For a DEIR that spends multiple pages discussing IPR as a solution for regional traffic congestion, it is surprising that the Transportation section does not address congestion at all, and makes no findings of beneficial impacts on congestion. It must be noted that the Project would result in a VMT reduction of 0.04%, which is insignificant, and well below the noise level of the modeling. The Project justification cannot legitimately rest on any beneficial transportation impacts

The DEIR offered no documentation of the freight congestion that is the reason a third main track is allegedly needed. We have reports of one main track being used primarily as a storage track for trains entering the Roseville Yard. This needs to be investigated. If UP actually needs a siding and not a main track, that would eliminate the basis for this project. The EIR must document actual track utilization 15

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Air Quality Mitigation
The Analysis of Cumulative Impacts failed to analyze the diesel PM impacts resulting from the increased UPRR freight traffic made possible by using state funds to pay for building a third track. Commenters assert that the cumulative PM impact must be calculated including the emissions from the UP Roseville yard and ongoing freight operations. If UP is to receive a free main track, the state should extract a public benefit in mitigation of the PM impacts of the UP's expanded freight rail operations. A UP commitment to purchase only Tier 4 locomotives, for example, negotiated voluntarily as part of a project agreement, would not be preempted by federal law. 16

In addition, expanded freight operations will enable a higher rail share of total freight tonnage, thereby avoiding the GHG emissions of truck-hauled freight and contributing in the net to the State's GHG emissions reductions plans. 17

While federal law preempts CEQA analysis of a UPRR project, the matter of federal preemption of CEQA review of projects on state-owned railroads is now before the California Supreme Court in *Friends of the Eel River v. North Coast Railroad Authority*. TRANSDEF is a party to the 9th Circuit appeal in *Kings County, et al v. Surface Transportation Board*, 15-71780. 18

We are quite familiar with the *Smart Rail* decision, and find the DEIR's use of design year conditions to be appropriate and quite informative. Table 3.2-12 discloses the Project's 460 tons/year GHG emissions reduction net benefit, which is significant. It cannot justify the project's expense. 19

We would like to use the opportunity of commenting on Impact AQ-8, "subjecting property and persons to avoidable harm in light of inevitable climate change" to refer to an area outside the Project scope. We are concerned about the UPRR's San Pablo Bay tracks from Martinez to Richmond. Sea level rise will inundate these tracks. CCJPA needs to have a planning process in place to determine a replacement. 20

Text Corrections
Although parts of the DEIR were written years ago, they should relate to the present time. Please strike "currently being updated" on page 1-2. 21

Please resolve these conflicting statements that the Capitol Corridor is the "third busiest IPR corridor in the western United States" (p. 1-1) and the "third busiest intercity rail service in the nation" (p. 2-1). Our understanding has been that the *Surfliner* is the second busiest in the nation and that the *San Joaquin* is the third busiest in the nation. We suggest this comparison be made using the metric of passenger-miles carried. 22

It is methodologically improper to calculate annual VMT by multiplying weekday VMT by 365 (p. 3.1-8.) More appropriate multipliers are in the 270-300 range. 23

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We are unable to imagine a scenario under which a No Build Alternative would not result in increased GHG emissions. Please strike "likely" on page 3.2-23. 24

We request that documents be made available in their complete form, for broadband download. It is inconvenient and technically challenging for citizens to have to rebuild a complete document from the dozen individual files, so as to have all the chapters together in one file. 25

We appreciate this opportunity to comment on the Sacramento to Roseville Third Main Track DEIR. If contacted, we would be pleased to assist in the design of appropriate alternatives to study in a recirculated DEIR, which we believe would benefit the present and future passengers of the Capitol Corridor, as well as the customers of freight rail. 26

Sincerely,

/s/ DAVID SCHONBRUNN

David Schonbrunn,
Vice-President for Policy, TRAC
President, TRANSDEF

O4—Train Riders Association of California, David Schonbrunn, September 9, 2015

Response to Comment O4-1

The commenter's description of the organization and its focus is appreciated. No change to the Draft EIR is required.

Response to Comment O4-2

The selection of the preferred alternative is based on a variety of features, not simply reduction of vehicle miles traveled (VMT) and GHG emissions. The statement that these reductions are "so small as to be unnoticeable at the regional scale" does not appear to be substantiated by the commenter nor does it raise a specific environmental issue.

The commenter appears to conflate the Project objectives under CEQA with the larger objectives of the Capitol Corridor as expressed in the *2014 Vision Plan Update*. The Draft EIR identifies the specific objectives of this Project (i.e., addition of a third track and associated increase in service to and from Roseville), not those of the larger Capitol Corridor system.

The purpose of the EIR is to disclose the potential impacts of the Project, and it has done this. The Project is described in Chapter 2, *Description of Alternatives*. The objectives express the purpose of this Project, not the larger purpose found in the *2014 Vision Plan Update* for the Capitol Corridor as a whole. The *2014 Vision Plan Update* identifies increased frequency of trips between the Roseville to Sacramento portion of the corridor as both short- and medium-term objectives.

Note that the Project does not entail adding a station to the Capitol Corridor. The Roseville Station already exists. The Project entails improvements to the existing station related to adding a third main track. No change to the Draft EIR is required.

Response to Comment O4-3

The EIR discusses intermediate stations as potential alternatives and dismisses them for the reasons described in Table 2-3 of the Draft EIR. The screening criteria applied to the alternatives are described in Section 2.3.2. Relieving congestion is one objective of the Project, but it is not the only objective. The Capitol Corridor is a 171-mile-long regional IPR service corridor connecting the Bay Area to the Sacramento Region. It is not illogical to reject adding new intermediate stations between Roseville and Sacramento. Such stations would slow service along the line because of additional stopping time; moreover, they are not short-, medium-, or long-term objectives of the *2014 Vision Plan Update*. In fact, the Introduction of the *2014 Vision Plan Update* "envisions a railroad dramatically different from what exists today: much faster, more frequent, cleaner, quieter, better connected and altogether more attractive to users." No change to the Draft EIR is required.

Response to Comment O4-4

The commenter expresses the opinion that the Capitol Corridor should be operated as a commuter feeder for the IPR service that starts at the Sacramento Valley Station. The Capitol Corridor is a regional IPR system providing passenger service between the San Francisco Bay Area and Auburn. The operation proposed by the commenter is inconsistent with that service, conflicting with the

established plans of the Capitol Corridor expressed in its documentation and with the adopted *2014 Vision Plan Update*.

The commenter suggests that stops should be limited between Sacramento and the Bay Area, while additional access points be added east of Sacramento. This would conflict with the adopted plans of the Capitol Corridor, including its *2014 Vision Plan Update*. Impacts on residents north of the American River are disclosed in the Draft EIR. The fact that they will not receive direct access to the corridor is not pertinent to the analysis and disclosure of the impacts of this Project.

There has been no mischaracterization of the service provided by the Capitol Corridor trains. There is no need to analyze the regulatory and funding differences between the planned operation and the changed method of operation proposed by the commenter. The changed method is not a reasonable alternative to the Project because it is inconsistent with the adopted capital improvement plan, *2014 Vision Plan Update*, and other long-standing commitments to provide service between Auburn and the Bay Area. It would not meet the larger systemic objectives of the Capitol Corridor. Because this is not a viable alternative, there is no reason to undertake a comparative analysis. No change to the Draft EIR is required.

Response to Comment O4-5

Please see Response to Comment O4-2. The purpose of the EIR is to analyze the potential impacts of the Project as described. It is not required to analyze an operational plan that is substantially different from and inconsistent with the provision of regional IPR service between Auburn and the Bay Area. No change to the Draft EIR is required.

Response to Comment O4-6

With the exception of only a few short segments (e.g., the southernmost 2.5 miles of the 171-mile route, the tracks on which the Capitol Corridor operates are owned by UPRR. Capitol Corridor service is operated within negotiated slots of time reserved for passenger trains on UPRR's ROW. CCJPA has negotiated with UPRR to build a third track between the Roseville and Sacramento Valley Stations. UPRR will not agree to the exclusive use of that track by Capitol Corridor trains. See the discussion of *UPRR Design and Operational Criteria* in Section 2.3.2 of the Draft EIR for the limitations on passenger train use within the corridor.

The commenter states that the agreement with UPRR constitutes a gift of public funds. It does not. In determining whether an expenditure of public funds is a gift, two primary questions are considered.

- Whether the funds are to be used for a public or private purpose.
- Whether the funds are to be used for a public purpose of the agency making the expenditure.

If the expenditure is for a public purpose of the agency making the expenditure, it is not a gift within the meaning of Article XVI, Section 6 of the California Constitution (see *Sturgeon v. County of Los Angeles* (2008) 167 Cal.App.4th 630, 637). CCJPA is authorized under its founding agreement to "hold and dispose of real and personal property necessary to carry out the purposes of the Agreement" (CCJPA Section 5.5). This authorization includes negotiating and implementing agreements, maintaining and managing CCJPA property, and facilitating interaction with other entities involved in operation, construction, and renovation of the Capitol Corridor Rail Service (CCJPA Section 6.0). In this case, CCJPA has entered into an agreement with UPRR for use of a portion of the UPRR ROW for the installation of a track to expand the Capitol Corridor IPR service.

The general prohibition against gifts of public funds does not preclude expenditures and disbursements for public purposes, even if a private entity incidentally benefits (See *Redevelopment Agency of San Pablo v. Shepard* (1977) 75 Cal.App.3d 453). An appropriation benefiting a private entity will only be considered an unconstitutional gift of public funds if the public agency receives no consideration in exchange for the expenditure (see *Allen v. Hussey* (1950) 101 Cal.App.2d 457, 473-474) or if it does not fulfill a public purpose (see *County of Alameda v. Janssen* (1940) 16 Cal.2d 276, 281). Here, CCJPA and the public purpose it represents (i.e., regional IPR service) will benefit from continued use of the Capitol Corridor ROW, which UPRR owns and operates. Maintaining that relationship and installing improvements that will further the efficient use of the shared ROW are fundamental to CCJPA's mandate and thus constitute a public purpose. No change to the Draft EIR is required.

Response to Comment O4-7

The purpose of the Project is to increase service and the project will achieve that purpose by increasing the frequency of service to the Roseville station, as discussed in Section 2.2.2 of the Draft EIR. The Project will not reduce existing service. No change to the Draft EIR is required.

Response to Comment O4-8

The commenter suggests that the EIR analyze a phased alternative under which the necessary bridges are built "only as actually needed, as demonstrated by a stated, objective measurement of rail traffic congestion." This alternative is infeasible. The 10 existing railroad bridges between the Roseville and Sacramento Valley Stations (including the bridge across the American River) do not have sufficient width to allow a third track while maintaining necessary distance between tracks. A phased alternative is infeasible because to operate a third track, additional space must be made available at all 10 bridges. Freight traffic receives priority where there is a scheduling conflict between freight and passenger operations. Attempting to schedule passenger service through what would be 10 bottlenecks between Roseville and Sacramento is not conducive to providing faster service. Instead, it would inevitably result in delays when freight trains are using the bridges. No change to the Draft EIR is required.

Response to Comment O4-9

Please see Response to Comment A8-2. No change to the Draft EIR is required.

Response to Comment O4-10

The commenter appears to propose three alternatives associated with adding a new station to the Capitol Corridor route: (1) establish intermediate stations at the three RT park-and-ride lots adjacent to the UPRR tracks and integrate those stations with RT service; (2) establish a station at the Swanston RT light rail station; and (3) establish a station west of Watt Avenue near North Highlands (presumably at the Watt/I-80 West RT stop). The Swanston Station alternative is discussed in Table 2-3 of the Draft EIR and was rejected for the reasons explained there. The other intermediate station alternatives would have the same shortcomings: introducing additional stations would cause delays in the overall service in the IPR corridor and would not be consistent with the CCJPA *2014 Vision Plan Update* to develop integrated service plans compatible with the planned CAHSR, enhance freight and IPR operational efficiency, and reduce delays to existing

passenger and freight systems. Please also see Response to Comment O4-2. No change to the Draft EIR is required.

Response to Comment O4-11

The commenter proposes an alternative consisting of "an exclusive Capitol Corridor track from north of the river crossing to North Highlands." See *UPRR Design and Operational Criteria* in Section 2.3.2 of the Draft EIR for a summary of UPRR's limitations on passenger train use within the corridor. An exclusive track is not required for implementation of the Project.

The example of the Utah Transit Authority is not applicable to this Project. UPRR is not bound by its past actions in other areas of the country and has not agreed to allow exclusive service on the Capitol Corridor line. No change to the Draft EIR is required.

Response to Comment O4-12

The commenter proposes an alternative consisting of an extension from the Sacramento Valley Station "only to Marconi Way, using Regional Transit rights-of-way from approximately Arden Way northward." The alternative would include at least two stations with parking.

Truncating the Project at Marconi Way would not allow fast and efficient intercity travel between the Sacramento Valley and Roseville Stations and the Auburn Station beyond. While it would provide a third track for a short distance, the scheduling advantage of that track would be limited. Trains travelling from the Marconi RT station to the Capitol Corridor's Roseville Station would be subject to existing scheduling limitations. Consequently, this alternative could not meet the Project's fundamental objective of increasing service to up to 10 roundtrip trains per day. Moreover, it is inconsistent with the CCJPA *2014 Vision Plan Update*, which anticipates service improvement within the UPRR ROW. No change to the Draft EIR is required.

Response to Comment O4-13

The commenter proposes an alternative consisting of "exclusive passenger track the full distance between Sacramento and Roseville." This alternative is not feasible because UPRR will not agree to an exclusive passenger track within its ROW. Installing an exclusive passenger track in a new ROW, even if adjoining the UPRR ROW, would greatly increase the cost of the Project due to the need for property acquisitions along the entire route and would increase its environmental impacts by moving the trains closer to the residential and commercial areas that adjoin the UPRR ROW. Please also see the Response to Comment O4-11. No change to the Draft EIR is required.

Response to Comment O4-14

The transportation analysis in the Draft EIR examines the Project's potential to result in adverse impacts on traffic. As stated on pages 1-2 and 1-3 of the Draft EIR, the Project is expected to help reduce future traffic congestion; consequently, there is no need for an in-depth discussion of that topic. The purpose of the Draft EIR is to disclose adverse effects of the Project. The comment concerns the merits of the Project, which will be considered by the CCJPA Board at a future Board hearing. No change to the Draft EIR is required.

Response to Comment O4-15

The Draft EIR is not responsible for justifying the Project. Its purpose, as set out in CEQA and the State CEQA Guidelines, is to disclose the significant environmental effects of the Project, identify feasible mitigation for those effects, and identify a range of reasonable alternatives that would avoid those effects. The Draft EIR examines the impacts of the proposed third main track as required. No change to the Draft EIR is required.

Response to Comment O4-16

Please see Master Response 1.

Response to Comment O4-17

Increased freight operations, either on existing lines or the proposed new third line, are neither part of nor contemplated by the Project. In any event, neither CCJPA nor any other agency has legal authority to limit UPRR's use of its right of way, including to increase freight traffic. Also, please see Master Response 1.

Response to Comment O4-18

The Agency agrees that the question of whether CEQA review is preempted on state-owned railroads is now before the California Supreme Court (*Friends of the Eel River v. North Coast Railroad Authority*). However, that case is irrelevant because this Project is not on a state-owned railroad. Nonetheless, CCJPA has prepared this Draft EIR to analyze the Third Main Track Project pursuant to CEQA. The comment also noted that one of the commenters is a party to an appeal on the federal Ninth Circuit in the matter of *Kings County et al. v. Surface Transportation Board*, though the relevance of that appeal is not explained. No change to the Draft EIR is required.

Response to Comment O4-19

The commenter states that the Project's net reduction in GHG emissions "cannot justify the Project's expense." This comment relates to the decision of whether to approve the Project and is not a comment on the adequacy of the Draft EIR. No change to the Draft EIR is required.

Response to Comment O4-20

The commenter notes a concern about the effects of sea-level rise on UPRR's San Pablo Bay tracks from Martinez to Richmond and claims that "CCJPA needs to have a planning process in place to determine a replacement." That concern is outside the area affected by the Project and is outside the scope of this EIR. Because the section of the Capitol Corridor between the Sacramento Valley and Roseville Stations is not subject to sea level rise, that condition is not an issue of concern in this EIR. No change to the Draft EIR is required.

Response to Comment O4-21

The CEQA process for this Project was initiated in 2014; as such, the Draft EIR was not written years ago, as the comment suggests. The comment notes that there is a text correction on page 1-2 of the Draft EIR. The text is technically correct, but has been revised for clarity. See Chapter 3, *Changes and Errata to the Draft EIR*, of this Final EIR.

Response to Comment O4-22

The Capitol Corridor was the third busiest route in the nation in Fiscal Year 2013 (Amtrak 2015). The top five routes, with passengers carried in 2013, are listed below.

1. Northeast Corridor—11.4 million
2. Pacific Surfliner—2.7 million
3. Capitol Corridor—1.7 million
4. Keystone Corridor—1.47 million
5. San Joaquin—1.22 million

No change to the Draft EIR is required.

Response to Comment O4-23

VMT is calculated by multiplying weekday VMT by 365 days. As stated in footnote "a" of Table 3.1-1 of the Draft EIR, actual annual VMT may be higher or lower depending on weekend day VMT, which is unavailable. The methodology for VMT calculations is described in detail on pages 3.1-3 and 3.1-4 of the Draft EIR. No change to the Draft EIR is required.

Response to Comment O4-24

The commenter asks to strike the word "likely" from the discussion of GHG emissions from the No Build Alternative under Impact AQ-6 on page 3.2-23. The text of the Draft EIR has been revised. See Chapter 3, *Changes and Errata to the Draft EIR*, of this Final EIR.

Response to Comment O4-25

CCJPA has provided the Draft EIR in files that can be readily downloaded without the need for broadband service in recognition that not all reviewers have high-speed internet service. A combined file of the Draft EIR and its appendices, as requested by the commenter, would be approximately 79 megabytes. No change to the Draft EIR is required.

Response to Comment O4-26

The commenter offers his assistance in designing alternatives to study in a recirculated Draft EIR. The Draft EIR is not being recirculated, no feasible additional alternatives have been identified, and therefore no assistance is needed. No change to the Draft EIR is required.

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Encore McKinley Village, LLC

3301 C Street, Suite 1000, 2nd Floor, Sacramento, CA 95816, (916) 448-1998 office (916) 446-0966 fax

Delivered via e-mail and Federal Express

September 9, 2015

Attn: Jim Allison, Manager of Planning
Capital Corridor Joint Powers Authority
300 Lakeside Dr., 14th Floor East
Oakland, CA 94612

Re: Draft Environmental Impact Report for the Capital Corridor Joint Powers Authority Sacramento to Roseville Third Main Track Project

Dear Mr. Allison:

Encore McKinley Village, LLC (Encore) is the project developer for the 336-unit residential development in Sacramento, commonly known as McKinley Village, which was approved by the City of Sacramento in April of 2014. As you are aware, McKinley Village is located along the south and east side of the Capital City Freeway north of the Union Pacific rail lines (UPRR). McKinley Village is adjacent to the Capital Corridor Joint Powers Authority's (CCJPA) proposed Sacramento to Roseville Third Main Track Project (Proposed Project). The McKinley Village project is currently under construction. 1

To date, CCJPA staff and consultants have been helpful in providing Encore with information regarding CCJPA's plans to implement the Proposed Project. We appreciate CCJPA's cooperative efforts in that regard. Based upon the information provided to Encore thus far, it appears the location of the new third track – approximately 45 feet from the existing main line track nearest to the McKinley Village site (track MT-1) – is consistent with what was anticipated and analyzed in the Environmental Impact Report (EIR) prepared for the McKinley Village Project. The McKinley Village EIR determined that all impacts from the adjacent railroad tracks, including the then-conceptual CCJPA third track expansion, were less than significant after mitigation. The purpose of this letter, therefore, is to ensure that the Proposed Project is implemented consistent with the assumptions in the McKinley Village EIR and that all impacts to McKinley Village residents remain less than significant.

The Draft EIR for the CCJPA Sacramento to Roseville Third Main Track Project analyzes the potential environmental impacts caused by the construction and operation of station and track facilities between Sacramento and Roseville that will allow for additional passenger trains between the Sacramento Valley and Roseville AMTRAK stations. Given the proximity of the Proposed Project to McKinley Village, Encore appreciates the opportunity to submit the following comments in response to the Draft EIR. These comments supplement and incorporate by reference Encore's prior comments on the Notice of Preparation for the Proposed Project, submitted August 1, 2014.

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Project Description

The EIR must include an accurate and finite project description that is sufficient to determine site-specific impacts. This will ensure that decision makers and the public are able to intelligently evaluate the potential environmental effects of the Proposed Project. 2

In this regard, as stated in the Draft EIR, the Project "proposes to expand the number of daily passenger trains operating between the Sacramento Station and downtown Roseville from its current single daily roundtrip (2 trains per day) to up to 10 roundtrips per day (20 total trains per day)." (CCJPA DEIR, p. 2-4.) The Draft EIR further clarifies that Proposed Project operations "would consist of the addition of passenger train service between the Sacramento and Roseville stations." (CCJPA DEIR, p. 2-7.) The Draft EIR goes on to state, however, that "the new third main track would also be available for freight traffic at the UPRR dispatcher's discretion…" (CCJPA DEIR, p. 2-7.)

Based upon the information provided by CCJPA staff and consultants, we understand the Proposed Project is specifically being constructed to accommodate the new passenger services in the UPRR corridor and not to provide new capacity for freight services. It is Encore's understanding that, given the dispatching windows on the new track that would be available for freight traffic with the new passenger services, freight access to the track during normal operations would be limited to only a few hours per day. Moreover, although the Proposed Project will be a UPRR main track and will thus be subject to UPRR operational discretion and requirements, CCJPA has advised that any use by freight trains is expected to be limited to incidental freight use in the event the existing tracks are out of service, etc.

The EIR should be revised to reflect the above information and specifically to clarify that any freight traffic will be limited to incidental use in the event existing tracks are out of service, in response to an emergency or natural disaster, or other specified circumstances.

In addition, the EIR should identify McKinley Village as an approved residential project and any impacts of the CCJPA Third Main Track project on the residents of McKinley Village should be analyzed accordingly. As currently drafted, the Draft EIR describes McKinley Village as a "proposed" project (CCJPA DEIR p. S-5, Figure 2-1a, p. 5-5).

Construction Staging Areas

The Draft EIR identifies several construction staging areas, the majority of which are located within the UPRR right of way. (CCJPA DEIR, Figures 2-1a-d, Appendix A.) Where staging areas would be sited outside the right of way, "they would be established in coordination with the relevant landowners or jurisdictions." (CCPA DEIR, p. 2-7.) 3

Two construction staging sites are shown on or adjacent to the McKinley Village project site. (CCJPA, DEIR, Figure 2-1a, Appendix A.) Both of these staging areas must be eliminated

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from the Proposed Project and moved to another location. First, the staging area identified on the west of the McKinley Village site appears to be located on the detention basin for the McKinley Village project and therefore cannot be used for construction staging. Furthermore, this staging area is adjacent to residential uses (see paragraph below). As the current landowner of this property, Encore hereby objects to CCJPA's placement of its staging area in this location and requests that CCJPA revise the EIR to remove this construction staging area. 3 cont.

Second, the staging area identified on the east side of the McKinley Village site abuts the approved single family residential homes and would adversely impact those residences. (CCJPA DEIR, Figure 2-1a, Appendix A.) The Draft EIR has failed to take into consideration the adjacency of this staging area to approved residences. Indeed, the Draft EIR states that construction staging areas would be placed close to residences in only two locations – one along Roseville Road and one near Vernon Street. (CCJPA, DEIR, 3.12-10.) There is no acknowledgement that this staging area would be adjacent to residences at McKinley Village. Furthermore, mitigation measure AES 2-a provides, in part, "To the extent feasible, do not site construction staging areas immediately adjacent to existing residential, recreational, or other sensitive visual receptors." (CCJPA, DEIR, 3.12-14.) Accordingly, Encore hereby objects to CCJPA's placement of its staging area in this location and requests that CCJPA revise the EIR to remove this construction staging area. 4

Landscape Screen

The McKinley Village project includes visual screening of the railroad and associated railroad activities from McKinley Village. The McKinley Village project plans include, among other things, a tree screen between McKinley Village and the UPRR tracks, composed of three types of trees - Deodar Cedar, White Pine, and Arizona Cypress - with five trees planted per lot on the south side of the McKinley Village project site bordering the UPRR right of way. In addition, to provide security for McKinley Village and the UPRR property, the McKinley Village project plans also include fencing and landscaping along the southern boundary of the McKinley Village site bordering the UPRR property line. 5

CCJPA staff and consultants have indicated to Encore that, as part of the Proposed Project, CCJPA will widen the embankment and construct 15 foot retaining walls within the UPRR right of way adjacent to the McKinley Village property line. This construction activity has the potential to damage or destroy one or more of the trees planted in the McKinley Village landscape screen. In addition, such construction may cause damage to the fencing and landscaping on McKinley Village proximate to the UPRR property line. To avoid any visual, aesthetic, or other impacts to McKinley Village residents, the EIR should be revised to include a mitigation measure requiring CCJPA to avoid damage to the tree screen, fencing, or landscaping, to the extent feasible; to replace any damaged or destroyed trees on the McKinley Village project site with trees of comparable size and species to maintain the visual screen between the McKinley Village project and the Proposed Project; and to replace or repair any damaged fencing or landscaping on the McKinley Village site.

O5

Nighttime Construction

The Noise Report prepared for the Proposed Project provides reference noise levels for construction activities, with average construction noise levels ranging from 84-87 dB at 50 feet. (ATS Noise Report, Table 23, pp. 48-49.) The mitigation measure required to reduce the impact to less than significant requires the construction contractor to prepare a Noise Control Plan that demonstrates how the contractor will comply with the 69 dBA threshold identified in the Draft EIR. (CCJPA DEIR, p. 3.3-10.) Measures that can be implemented as part of the plan may include locating staging areas as far from noise sensitive receivers as possible, limiting unnecessary idling of equipment, and installing temporary noise barriers between noise sources and noise sensitive areas. (CCJPA DEIR, p. 3.3-10.) However, it is important to note that nighttime operations would not be exempt from the City's Noise Ordinance standards, and would therefore generally be subject to the nighttime standards of 70 dB L_{max} and 50 dB L_{50}. 6

Some residences in the McKinley Village project are located within 8 feet of the southern property line, adjacent to the UPRR right of way (residences are sited no closer than 90 feet from the existing tracks). Even assuming a 50 foot distance between the construction activity and the nearest residence, it will be very difficult, if not impossible, to reduce nighttime average noise levels of 82 to 87 dB by 32 to 37 dB to comply with the City's nighttime noise standard. Similarly, nighttime construction lighting could create adverse visual impacts to McKinley Village residents. We therefore request that the Draft EIR be revised to prohibit nighttime construction in areas adjacent to the McKinley Village project as well as other residential areas as warranted.

Construction Vibration

The Draft EIR measures construction vibration at the closest residence (identified as 60 feet from the existing tracks). At a distance of 60 feet, the predicted vibration level for all construction activities is less than significant. (CCJPA DEIR, p. 3.3-11.) 7

As noted above, the McKinley Village project includes single family homes located within 8 feet of the UPRR property line. The Noise Report prepared for the Proposed Project indicates that structural damage from construction vibration could occur at distances of 8 to 30 feet from various construction activities. (ATS Noise Report, Table 25, p. 51.) The EIR should be revised to include a construction mitigation measure that identifies specific measures to avoid structural damage to residential areas, including the McKinley Village project.

Noise and Vibration: Freight Trains

Please see the comments above on the Project Description regarding the use of the new third main track by freight trains. 8

O5

* * * * *

As discussed at the outset, Encore appreciates CCJPA's collaborative efforts to date and applauds CCJPA's efforts to increase commuter rail within the greater Sacramento area. Given the close proximity of the Proposed Project to residential areas including the McKinley Village project, however, we request that CCJPA address the issue areas identified above in the Final EIR for the Proposed Project. 9

Thank you for the opportunity to comment. We look forward to continued collaboration with CCJPA in the future.

Sincerely,

Megan Norris
On Behalf of Encore McKinley Village, LLC

O5—Encore McKinley Village, LLC, Megan Norris, September 10, 2015

Response to Comment O5-1

CCJPA appreciates the comments and consultation provided by Encore McKinley Village, LLC.

Response to Comment O5-2

The comments are directed to the Project Description. The commenter expresses her understanding of freight operations on the new third main track and also requests that McKinley Village be recognized as an "approved residential project," rather that the "proposed" project referred to in the Project description.

Regarding freight operations, as stated in Chapter 2 of the Draft EIR, the proposed third main track would be designed, constructed, and owned by UPRR. The third track is being constructed solely for the purpose of implementing the Project purpose of adding additional IPR service trains between Sacramento and Roseville. UPRR will retain the right to use the new track and its use will be subject to UPRR's operational discretion and requirements. However, due to the operational priority and scheduling of passenger train services on the proposed new track, UPRR freight operations would be highly limited to incidental use of the track. Language has been added to Chapter 2 and Section 3.3 of the Draft EIR to clarify this point. See also Master Response 1. See Chapter 3 of this Final EIR, *Changes and Errata to the Draft EIR*.

Regarding analyzing the Project's effects on the approved development, please see response to Comment A13-4. Reasonably foreseeable impacts on McKinley Village-an approved project, are considered in the Draft EIR in Section 3.1, *Traffic and Transportation*, 3.3, *Noise and Vibration*, as well as in Section 4.2, *Cumulative Impacts*. These sections have been revised to clarify impacts to McKinley Village. See Chapter 3 of this Final EIR, *Changes and Errata to the Draft EIR*.

Response to Comment O5-3

The proposed construction staging areas within the McKinley Village boundaries shown in the Draft EIR (Figure 2-1a and Appendix A) have been removed from the Project. See Chapter 3, *Changes and Errata to the Draft EIR*, of this Final EIR.

Response to Comment O5-4

Please see Response to Comment O5-3.

Response to Comment O5-5

Future trees, landscaping, and fencing for the planned McKinley Village Project were and are not existing physical conditions to be assessed in this EIR. No change to the Draft EIR is required. Notwithstanding CEQA requirements, it is anticipated that construction damages would be remote. UPRR will construct on their property with all due diligence and standard construction best management practices. Damage to any future trees, landscaping, and fencing is not reasonably foreseeable, given the standard construction precautions the Project will take.

Response to Comment O5-6

The commenter asserts that the nighttime construction would be subject to the City's noise ordinance; however, as stated in Section 3.3 of the Draft EIR, the Project is subject to FTA/FRA criteria and thresholds; UPRR is not subject to local regulations within its own ROW. However, any activities that take place outside of the ROW would be subject to local noise ordinances, including the City of Sacramento Noise Ordinance. These regulations are described in the Noise and Vibration Technical Report prepared for the project (ATS 2015).

Noise impacts from nighttime construction are analyzed in Section 3.3 of the Draft EIR. Mitigation Measure NOI-1a in the Draft EIR addresses construction noise impacts and requires the contractor to prepare and implement a Noise Control Plan that will identify construction noise mitigation measures to limit construction noise to the appropriate impact threshold. The Draft EIR also outlines some of the noise control practices that can be used to reduce noise levels at the sensitive receivers. In addition to the noise mitigation measures identified, the loudest construction activities can be scheduled during the day, substantially reducing the predicted nighttime construction noise levels. If the Noise Control Plan identifies nighttime construction activities that would exceed the City's noise limits, the contractor would be required to file an application for a variance with the City of Sacramento as described in Section 8.68.260 of the City's noise code. Mitigation Measure NOI-2a_has been revised to indicate that nighttime construction noise would be minimized. See Chapter 3, *Changes and Errata to the Draft EIR*, of this Final EIR.

Nighttime lighting is discussed under Impact AES-2 of the Draft EIR. Mitigation Measure AES-2a would minimize nighttime construction lighting to a less-than-significant level. No change to the Draft EIR is required.

Response to Comment O5-7

The commenter raises the issue of Project construction vibration in the vicinity of the future McKinley Village development. All Project construction activity in this area will occur within the UPRR ROW. The commenter states that "the McKinley Village project includes single family homes located within 8 feet of the UPRR property line" and that "The EIR should be revised to include a construction mitigation measure that identifies the specific measures to avoid structural damage to residential areas, including McKinley Village."

The Draft EIR construction vibration section has been clarified to state that the closest existing residential building is 60 feet from Project construction, but that there are planned residences within 8 feet of the Project ROW. The Draft EIR includes a discussion of construction vibration impacts but does not specifically call out the approved McKinley Village development. However, the Draft EIR does include Mitigation Measure NOI-2a to implement vibration-reducing construction practices. To address the commenter's concerns, the mitigation measure has been revised to ensure that the potential for structural damage is minimized. Where high vibration-generating equipment will be used closer than 30 feet to residences, the Noise Control Plan will require that vibration levels be monitored. Where predicted levels approach the applicable impact criteria, vibration monitoring will be carried out and less vibration-intensive techniques will be use to avoid an exceedance of the vibration threshold levels. It is important to note that one of the highest vibration generating activities—drilling piles for new bridges—will not take place near the planned McKinley Village structures; moreover, it is likely that construction of those portions of the Project near McKinley Village would be completed with equipment that would not approach FTA's damage risk

thresholds for construction vibration. See Chapter 3, *Changes and Errata to the Draft EIR*, of this Final EIR.

Response to Comment O5-8

Please see Response to Comment O5-2.

Response to Comment O5-9

Please see Response to Comment O5-1.

O6

Union Pacific Railroad
10031 Foothills Blvd. Roseville, CA 95747

Clint E. Schelbitzki
General Dir. Network Development

September 10, 2015

Capitol Corridor Joint Powers Authority
Attn: Jim Allison
300 Lakeside Drive, 14th Floor East
Oakland, CA 94612

Re: Union Pacific Railroad Comments on the Sacramento to Roseville Third Main Track DEIR

Dear Mr. Allison:

This letter will serve as Union Pacific Railroad's comments to the Capitol Corridor Joint Power Authority's Draft Environmental Impact Report (DEIR) for construction of a third mainline track between Sacramento and Roseville. Union Pacific has a direct interest in the proposed project because it owns and operates this rail corridor. 1

The track connecting Sacramento and Roseville provides a vital link between our largest rail yard in Northern California, the J.R. Davis Yard in Roseville, and five critical freight corridors, the Fresno, Martinez, Roseville, Valley, and Sacramento Subdivisions, which connect the Bay Area to the Central Valley and Southern California. Rail lines extending east and north of Roseville provide key freight connections to the growing economy in the Pacific Northwest and Canada as well as to our eastern network stretching towards Chicago and St. Louis. In short, the railroad right of way connecting Roseville to Sacramento is today and will continue to be a primary freight corridor where growth capacity is of the utmost importance to providing reliable and fluid operations for our customers.

Capitol Corridor already operates passenger trains in this corridor and wishes to increase its operations by adding nine daily round trips between Sacramento and Roseville. For several years, Union Pacific and Capitol Corridor have been engaged in studies and discussions about improvements that would be required to create the capacity necessary to add more passenger trains. Those infrastructure needs are outlined in a Memorandum of Understanding (MOU) signed in August of 2010.

Union Pacific believes that the DEIR reasonably reflects the terms of the 2010 MOU. For this reason, and because the parties continue to be engaged in good-faith discussions about the proposed project, Union Pacific takes no exception to the DEIR as currently drafted. Union Pacific reserves the right to comment on any modified drafts of the DEIR and on the final EIR when it is presented in the future. Union Pacific likewise notes that construction of the improvements and any changes in passenger rail service will require execution of definitive agreements between the parties.

Sincerely,

Clint Schelbitzki

O6—Union Pacific Railroad, Clint E. Schelbitzki, September 10, 2015

Response to Comment O6-1

CCJPA thanks UPRR for its comments on the Project and its engagement in developing the Project. CCJPA looks forward to continuing work with UPRR to implement the Project. No change to the Draft EIR is required.

Comments on the Draft EIR and
Responses to Comments
Individual Parties

IP1

From: Megan Norris <megan.g.norris@gmail.com>
Sent: Friday, July 24, 2015 9:59 AM
To: info@sactoroseville3rdtrack.com
Subject: Newsletter Sign Up

Please add me to the list to stay informed | 1

--
Megan Norris
megan.g.norris@gmail.com

1

IP1—Megan Norris, July 24, 2015

Response to Comment IP1-1

The commenter requests to be added to the mailing list. CCJPA responded on July 27, 2015. No change to the Draft EIR is required.

IP2

From: WordPress <wordpress@sactoroseville3rdtrack.com>
Sent: Saturday, July 25, 2015 11:14 AM
To: info@sactoroseville3rdtrack.com
Subject: Scoping/DEIR Comments

Name: Michael Brady

Email: mbrady@ecm.org

Subject: Scoping/DEIR Comments

Comments:
Thank you for the opportunity to provide scoping comments.

The draft scoping process is described as an "early opportunity for agencies to provide input on the scope of the environmental review." Unfortunately, the public has been provided with no information about the project, its purpose, or its alternatives. Without this information, the public cannot provide meaningful comments on the scope of the EIR. | 1

As a result, agencies and the public are left to guess what the project is and what impacts it may have. Without a project description, the public cannot provide meaningful comments on the scope of the EIR. Additionally, the lack of information about the project makes it impossible for the public to provide meaningful comments on the adequacy of the EIR when it is released for public review. | 2

Because the scoping process is being conducted without a project description, it is unclear how the public can provide meaningful comments on the scope of the EIR. Please provide a project description and alternatives as soon as possible and allow for a second scoping period. | 3

I am requesting that the Capitol Corridor Joint Powers Authority prepare an EIR for the proposed project. | 4

Again, thank you for the opportunity to comment. | 5

IP2—Michael Brady, July 25, 2015

Response to Comment IP2-1

The commenter appears to question the difference between the scoping process and public comment process and review period for the Draft EIR. CCJPA responded on July 27, 2015, with a detailed description of the Project's public involvement process. No change to the Draft EIR is required.

Response to Comment IP2-2

The Air Quality and Greenhouse Gas Technical Report prepared for the Project was made available on the CCJPA Project website. Ground power will be a part of the layover facility. Some idling, although minimal, will take place. This impact is described in Table 3.2-10 of the Draft EIR. As stated on page 3.2-21 of the Draft EIR, due primarily to the use of Tier 4 engines, particulate matter emissions are anticipated to decrease with implementation of the Project. Diversion of single-occupant vehicle traffic is described in the Draft EIR both in Section 3.1, *Traffic and Transportation*, and Section 3.2, *Air Quality/Climate Change/ Greenhouse Gases*. Service vehicles used at the layover facility would be minimal because there are limited accommodations for passenger vehicles, with the exception of deliveries. Delivery vehicles are not dictated by CCJPA and mitigation of emission-related impacts from such vehicles is not enforceable or under the purview of CCJPA. No change to the Draft EIR is required.

Response to Comment IP2-3

The noise analysis in Section 3.3 of the Draft EIR shows that the locomotive engines would be shut down in the layover area. It is assumed that three engines would idle for 30 minutes each in the morning and three engines would idle for 10 minutes each in the evening. Because no regular freight traffic is anticipated on the new track, it was not included in the analysis. Please see Master Response 1.

Response to Comment IP2-4

The commenter appears to imply that a detailed landscaping plan is part of the Project. However, UPRR currently does not plan to disturb vegetated areas, and most construction would take place within the previously disturbed UPRR ROW. Mitigation Measure AES-2a of the Draft EIR entails minimizing visual disruption through vegetation retention. This includes preserving existing vegetation as much as possible and restoring any disturbed areas to pre-project conditions. No change to the Draft EIR is required.

Response to Comment IP2-5

CCJPA appreciates the commenter's feedback on the online meeting. No change to the Draft EIR is required.

IP3

Subject: Confirming that my comments will be a part of the final report

AMServiceURLStr: https://slingshot.hdrinc.com/CFSS/control?view=services/FTService

To: info@sactoroseville3rdtrack.com
From: Benjamin Etgen <etgenb@calweb.com>
Date: 07/26/2015 02:24PM
Subject: Confirming that my comments will be a part of the final report

Dear Jim,

I am writing to conform that my comments will be a part of the final report. 1

Please check that they are in their entirety, and then email back confirming that.

Also, when will the final report with public comments be available?

Thanks!

--Benjamin

1

IP3—Benjamin Etgen, July 26, 2015

Response to Comment IP3-1

The commenter requests to be provided the final report and that his request be included in the Final EIR. CCJPA responded on July 27, 2015. No change to the Draft EIR is required.

IP4

7/29/15

SACRAMENTO TO ROSEVILLE
third track project

COMMENT CARD

I support the project as outlined in the EIR. I think the benefits to carbon footprint and modal shift are well worthwhile for the investment. It is important to have a clear agreement with Union Pacific so that the public investment returns full value with non-interference and non-delay for passenger trains. 1

Submitted by:

Name: Dan Allison

Address: 1615 O St #303

Soc 95814

Phone Number:

E-mail: allisondan52@gmail.com

You may submit written comments to the comment box or address below by mail, fax or email:

Capitol Corridor Joint Powers Authority
Attn: Jim Allison
300 Lakeside Drive, 14th Floor East
Oakland, CA 94612
Phone: 510-464-6994
Fax: 510-464-6901
info@sactoroseville3rdtrack.com

IP4—Dan Allison, July 29, 2015

Response to Comment IP4-1

CCJPA appreciates the commenter's support of the Project. No change to the Draft EIR is required.

IP5

7/29/15

SACRAMENTO TO ROSEVILLE
third track project

COMMENT CARD

- Would be beneficial to have more info about bridge improvements — map was hard to understand. It sounds like you're building 11 new bridges which sounds overwhelming and like a large task? 1
- Is the new A.R. Crossing in the American River Parkway Plan? 2
- Will there be subsequent public meetings? 3
- [redacted]
- Has traffic analysis been done? How did you come up w/ 1.5 million cars off the road? Where did that come from? 4

Submitted by:

Name: Ashley Bullis

Address: 2340 American River Dr. Apt. A Sacramento, CA 95825

Phone Number:

E-mail: ashleyinsacramento@yahoo.com

You may submit written comments to the comment box or address below by mail, fax or email:

Capitol Corridor Joint Powers Authority
Attn: Jim Allison
300 Lakeside Drive, 14th Floor East
Oakland, CA 94612
Phone: 510-464-6994
Fax: 510-464-6901
info@sactoroseville3rdtrack.com

IP5—Ashley Ballinger, July 29, 2015

Response to Comment IP5-1

The commenter requests more information about bridge improvements and Project maps. As stated in Chapter 2 of the Draft EIR, 11 new railroad bridges, including a new bridge across the American River in Sacramento, would be built as part of the Project. A detailed map of the entire project corridor is shown in Appendix A of the Draft EIR. No change to the Draft EIR is required.

Response to Comment IP5-2

The new American River crossing is not in the American River Parkway Plan, which was adopted in 2008. No change to the Draft EIR is required.

Response to Comment IP5-3

No additional public information meetings are planned. However, there will be a CCJPA Board meeting on November18, 2015 to certify the EIR and approve the Project. Please see the Project website for additional updates to the Project schedule and public involvement opportunities.

Response to Comment IP5-4

The traffic analysis can be found in Section 3.1, *Transportation and Traffic*, of the Draft EIR. The commenter is incorrect that 1.5 million cars would be diverted from the roads/highways as a result of the Project. Project impacts were analyzed by quantifying VMT. Page 3.1-9 of the Draft EIR states that the reduction of nearly 12 million VMT resulting from the Build Alternative would be a beneficial impact of the Project. No change to the Draft EIR is required.

IP6

7/29/15

SACRAMENTO ROSEVILLE THIRD TRACK connecting communities

SACRAMENTO TO ROSEVILLE
third track project

COMMENT CARD

- appreciated info from env person
- should explain how no actual new bridges are to be built, instead existing budges simply being renovated 1
- how much will this new track actually divert traffic? 2
- if accommodating people going to arena, will late night service be provided? 3
- is wifi service going to be available on the line 4
- since a new track is being placed, are there any plans to change the Roseville station to a staffed station? 5

Submitted by:

Name: _____

Address: _____

_____

Phone Number: _____

E-mail: _____

You may submit written comments to the comment box or address below by mail, fax or email:

Capitol Corridor Joint Powers Authority
Attn: Jim Allison
300 Lakeside Drive, 14th Floor East
Oakland, CA 94612
Phone: 510-464-6994
Fax: 510-464-6901
info@sactoroseville3rdtrack.com

IP6—Anonymous, July 29, 2015

Response to Comment IP6-1

The commenter incorrectly states that existing bridges would be renovated. As stated in Chapter 2 of the Draft EIR, 10 new railroad bridges, including a new bridge across the American River in Sacramento, would be built as part of the Project. No change to the Draft EIR is required.

Response to Comment IP6-2

As stated in Section 3.1, *Transportation and Traffic*, of the Draft EIR, project impacts on roadway traffic were analyzed by quantifying VMT. Page 3.1-9 of the Draft EIR states that a reduction of nearly 12 million VMT would result from the Build Alternative. This would constitute a beneficial impact. No change to the Draft EIR is required.

Response to Comment IP6-3

The commenter asks if late-night service will be available to accommodate events at the new Golden One arena in Downtown Sacramento. CCJPA is not adopting a schedule at this time. In general, intercity service will be provided. The extension of the existing schedule would depend on when arena events are held. Arena events could represent a new ridership opportunity and a schedule to accommodate late-night events will be explored at a later date. No change to the Draft EIR is required.

Response to Comment IP6-4

High-speed internet service/wi-fi will be provided on the new passenger trains. No change to the Draft EIR is required.

Response to Comment IP6-5

There are currently no plans to change the Roseville Station to a staffed station. No change to the Draft EIR is required.

IP7

From: James R Allison <JimA@capitolcorridor.org>
Sent: Friday, August 07, 2015 10:07 PM
To: kazeem Alabi
Cc: info@sactoroseville3rdtrack.com
Subject: Re: CCJPA Online meeting

Go to sactoroseville3rdtrack.com

Sent on the go subject to typos and misplaced fingertip strikes

> On Aug 8, 2015, at 3:34 AM, kazeem Alabi <kbolabi@gmail.com> wrote:
>
> Hello,
>
> I am interested in the CCJPA online meeting. Kindly send me a link. | 1
>
> Kazeem Alabi, PE

IP7—Kazeem Alabi, August 8, 2015

Response to Comment IP7-1

The commenter requests a link to the online meeting. CCJPA responded on August 8, 2015. No change to the Draft EIR is required.

IP8

From: WordPress <wordpress@sactoroseville3rdtrack.com>
Sent: Tuesday, August 18, 2015 1:42 PM
To: info@sactoroseville3rdtrack.com
Subject: McKinley Village impacts

Name: David Edwards

Email: daverave@pacbell.net

Subject: McKinley Village impacts

[redacted] 1

IP8—David Edwards, August 18, 2015

Response to Comment IP8-1

The commenter expresses concerns about the Community Impact Assessment prepared for the Project. In that document, the property currently being approved as McKinley Village was evaluated as Farmland of Local Importance. At the time that report was prepared,, existing conditions, of the site was designated as Farmland of Local Importance under the California Department of Conservation's Farmland Mapping and Monitoring Program. The commenter is correct that this property is currently being developed for residential land uses, and this condition is reflected in the Draft EIR. Chapter 4, *Other CEQA Considerations*, discusses the McKinley Village project cumulatively. Impacts on future McKinley Village residences, including traffic, noise, air quality, and aesthetics, are discussed in Chapter 4. Please also see Response to Comment O6 and O7. No change to the Draft EIR is required.

IP9

From: WordPress <wordpress@sactoroseville3rdtrack.com>
Sent: Saturday, August 22, 2015 2:13 PM
To: info@sactoroseville3rdtrack.com
Subject: 3rd Rail Project Comments

Name: Sharon Hoepker

Email: sharonhoepker@yahoo.com

Subject: 3rd Rail Project Comments

Comments:

Sharon

IP9—Sharon Hoepker, August 22, 2015

Response to Comment IP9-1

CCJPA appreciates the commenter's support of the Project. No change to the Draft EIR is required.

IP10

From: WordPress <wordpress@sactoroseville3rdtrack.com>
Sent: Monday, August 24, 2015 4:32 PM
To: info@sactoroseville3rdtrack.com
Subject: Reviewed online meeting

Name: Jessica Dumont

Email: j.love3855@gmail.com

Subject: Reviewed online meeting

Comments:
Hi Jim,

I just wanted to write in support of this project. I think it will be a great option for those of us who live in Roseville and would like some alternative commuting options, whether for work or leisure. Thank you for hosting the online meeting so it\'s easier to access the information! 1

Best,
Jessica

1

IP10—Jessica Dumont, August 24, 2015

Response to Comment IP10-1

CCJPA appreciates the commenter's support of the Project and online meeting. No change to the Draft EIR is required.

IP11

From: Gary Gutowsky <gary.gutowsky@gmail.com>
Sent: Tuesday, August 25, 2015 1:13 PM
To: info@sactoroseville3rdtrack.com
Subject: Newsletter Sign Up

Please sign me up for your Newsletter. 1

Thanks,
Gary Gutowsky
Roseville, CA

IP11—Gary Gutowsky, August 25, 2015

Response to Comment IP11-1

The commenter requests to be added to the newsletter. CCJPA responded on August 25, 2015, and added the commenter to the mailing list. No change to the Draft EIR is required.

IP12

9/1/15

SACRAMENTO TO ROSEVILLE
third track project

COMMENT CARD

I am very much in support of expanding rail capacity between Sacramento and Roseville. It seems that the biggest challenge is raising the money — and raising it in good time. I look forward to the project moving from the EIR phase to the stage when you do what is needed to raise the money. Do you have legislative supporters? 1

Submitted by:

Name: Jeffrey Callison

Address: 557 Belladonna Ln.
Lincoln CA 95648

Phone Number: 209-204-7383

E-mail: Jeffreycallison@yahoo.com

You may submit written comments to the comment box or address below by mail, fax or email:

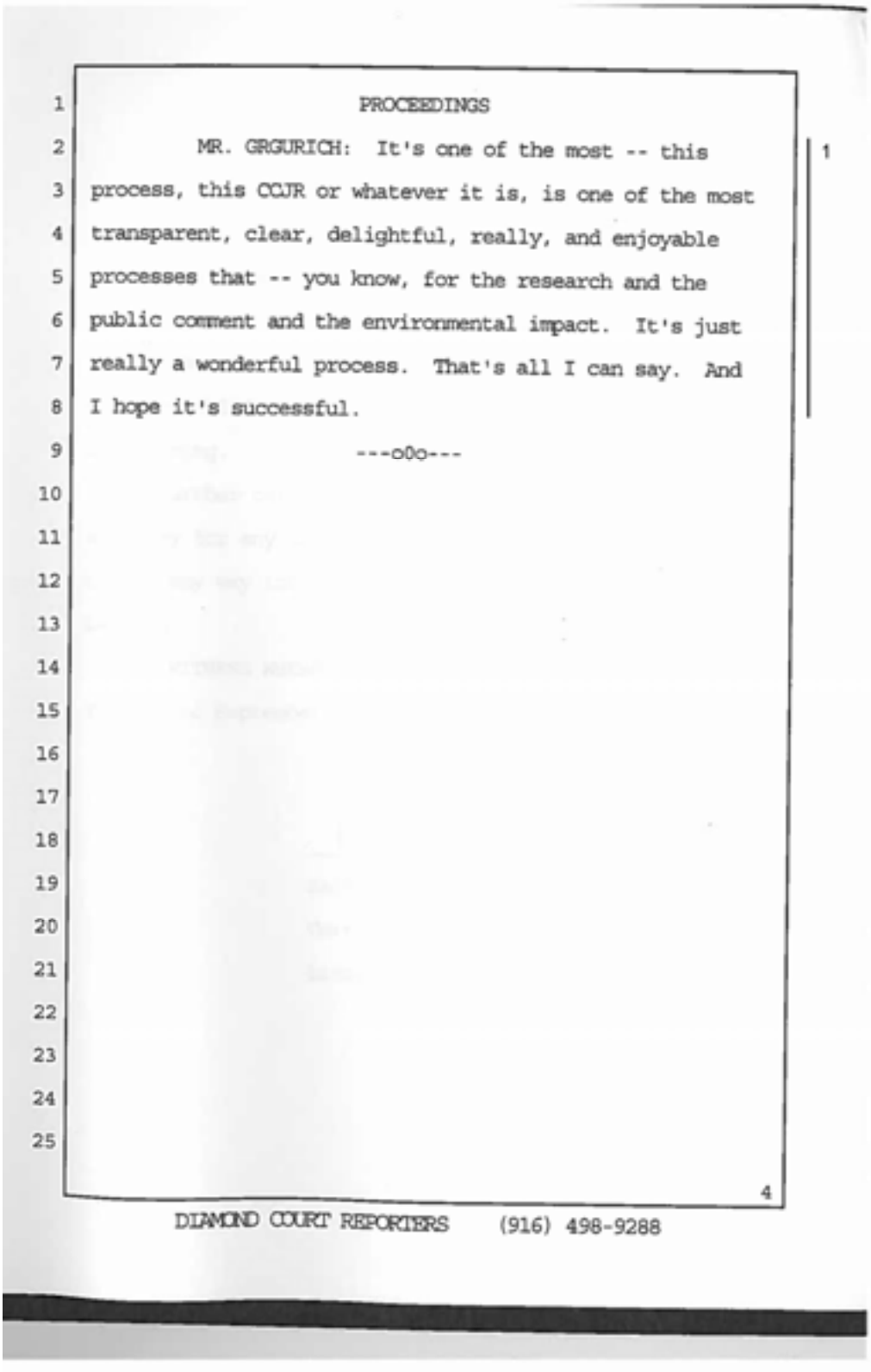
Capitol Corridor Joint Powers Authority
Attn: Jim Allison
300 Lakeside Drive, 14th Floor East
Oakland, CA 94612
Phone: 510-464-6994
Fax: 510-464-6901
info@sactoroseville3rdtrack.com

IP12—Jeffrey Callison, September 1, 2015

Response to Comment IP12-1

CCJPA appreciates the commenter's support. CCJPA will be working to identify and secure the necessary funding for the Project. Additional funding sources, specific costs, and construction dates are unknown at this time. CCJPA is supported by State Legislation. The Project would have to be approved by the CCJPA Board of Directors, who reports to the State Legislature. Chapter 1 of the Draft EIR describes the role of CCJPA. No change to the Draft EIR is required.

IP13



PROCEEDINGS

MR. GRGURICH: It's one of the most -- this process, this CCJR or whatever it is, is one of the most transparent, clear, delightful, really, and enjoyable processes that -- you know, for the research and the public comment and the environmental impact. It's just really a wonderful process. That's all I can say. And I hope it's successful. 1

---o0o---

4

DIAMOND COURT REPORTERS (916) 498-9288

IP13—Mark Grgurich, September 1, 2015

Response to Comment IP13-1

CCJPA appreciates the commenter's support of the Project and public meeting. No change to the Draft EIR is required.

IP14

From: Jim Pachl <jpachl@sbcglobal.net>
Sent: Tuesday, September 08, 2015 2:56 PM
To: CCJPA Third Track Project
Subject: remove

1

James P. Pachl
jpachl@sbcglobal.net
8867 Bluff Lane
Fair Oaks, Ca 95628
916 844-7515

On Sep 8, 2015, at 2:42 PM, CCJPA Third Track Project wrote:

1

IP14—Jim Pachl, September 8, 2015

Response to Comment IP14-1

The commenter requests to be removed from the mailing list. CCJPA removed the commenter from the mailing list on September 8, 2015. No change to the Draft EIR is required.

IP15

From: Pamela Keach <pakeach@ucdavis.edu>
Sent: Wednesday, September 09, 2015 1:48 PM
To: info@sactoroseville3rdtrack.com
Subject: Request for information - impact of 3rd track to existing residents

Hi! I currently live in the Larchmont subdivision on Foothills Blvd and South Bluff. I'm interested in the air quality and noise impact to existing residences with this 3rd track. As a longtime Roseville resident, I love the trains, but I do not enjoy the sleep disruptions that come from trains idling behind our house in the late evening or early morning – especially when they could idle about ½ mile further down the track and be in the middle of an industrial area instead of a residential area. 1

P.S. If there is a better map that shows the location of the 3rd track, that would be appreciated, too. 2

Sorry for the questions – just found out about this when I was looking for info on Wednesdays on Tap. Thanks!

Pamela A. Keach, M.S.
Research Administrator
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IP15—Pamela A. Keach, September 9, 2015

Response to Comment IP15-1

The commenter expresses interest in the air quality and noise impacts of the Project. Air quality impacts are presented in Section 3.2 of the Draft EIR, and noise impacts are presented in Section 3.3. The Larchmont subdivision is more than 1.5 miles northwest of the layover facility. In addition, as stated in Sections 3.2 and 3.3 of the Draft EIR, air quality and noise impacts are anticipated to be less than significant with mitigation. One air quality impact, related to NO_x in the Placer County portion of the Project area, would be significant and unavoidable. This impact is disclosed on page 3.2-17 of the Draft EIR. No change to the Draft EIR is required.

Response to Comment IP15-2

A detailed map of the entire project corridor is provided in Appendix A of the Draft EIR. Because slight revisions have been made to that appendix, the updated version is provided at the end of this chapter.

IP16

From:
Sent:
To:
Subject:

Dear Mark

I just wanted to write to express support for the Sacramento to Roseville Third Main Track Project. Having a third track will help improve the reliability of Capitol Corridor trains. Hopefully the result of this project will be to take the train I will include in my daily commute from Davis to Sacramento as well as stress less. 1

I was unable to attend the open house on July 9th but did review the comments that were posted on the project website. Because the third track project will run adjacent to the existing tracks, I would like to request that any construction noise mitigation be designed to minimize the impact to residents. 2

I would like to comment on the fact that the construction and future operation of the project will result in the loss of some trees. I would like to request that any trees removed as part of the project be replaced with trees of the same species. Additionally, I would like to request that the Army Corps of Engineers work with the City of Davis and the Yolo County Flood Control District to ensure that any trees removed as part of the project are replaced with trees of the same species. 3

As a Davis resident who regularly bicycles in the area, I would like to request that any construction activities that require the closure of bicycle facilities be limited to the minimum amount of time necessary. Additionally, I would like to request that any bicycle facilities that are closed as part of construction activities be replaced with temporary facilities that are of the same quality as the facilities that are closed. Finally, I would like to request that any bicycle facilities that are closed as part of construction activities be replaced with temporary facilities that are of the same quality as the facilities that are closed. 4

Working from my personal experience and knowledge of the area, I believe that the project will result in the loss of some trees. I would like to request that any trees removed as part of the project be replaced with trees of the same species. Additionally, I would like to request that the Army Corps of Engineers work with the City of Davis and the Yolo County Flood Control District to ensure that any trees removed as part of the project are replaced with trees of the same species. 5

I hope that the City of Davis will be given the opportunity to review the draft EIR and provide comments. I would like to request that the City of Davis be given the opportunity to review the draft EIR and provide comments. 6

Thanks
Mark Davis Bradley

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IP16—Melinda Dorin Bradbury, September 10, 2015

Response to Comment IP16-1

CCJPA appreciates the commenter's support of the Project. The commenter is correct that the Project would result in a reduction in GHG emissions. No change to the Draft EIR is required.

Response to Comment IP16-2

Mitigation measures identified in the Draft EIR are fully enforceable and a mitigation monitoring and reporting plan can be found in Chapter 4 of this Final EIR. No change to the Draft EIR is required.

Response to Comment IP16-3

Table S-1 of the Draft EIR summarizes impacts of the Project. Obtaining permits from regulatory and resource agencies such as the U.S. Fish and Wildlife Service (USFWS) and USACE is not considered mitigation, but are legal requirements with which the Project must comply. The commitments/conservation measures identified in the Draft EIR and the BA prepared for the National Marine Fisheries Service and USFWS are incorporated into the permits. Sections S.6 and S.7 of the Draft EIR acknowledge coordination with agencies. Also, please see Master Response 3. No change to the Draft EIR is required.

Response to Comment IP16-4

The BRE specifically states that timing and frequency of monitoring (including awareness training) will be determined through coordination with UPRR, and monitoring will take place at least weekly. The purpose of the monitoring is to ensure that measures identified in the EIR are properly implemented to avoid and minimize effects on sensitive biological resources and to ensure that the Project complies with all applicable permit requirements and agency conditions of approval. No change to the Draft EIR is required.

Response to Comment IP16-5

Buffers/setbacks are established based on the sensitive natural resource and consistency with federal, state, and local laws, regulations, and polices. In addition, species-specific avoidance and minimization measures have been identified for federally listed species that could potentially occur within the alignment. Where specific buffer/setback distances are required for sensitive biological resources, they are specified under the corresponding measures in the BRE and BA. Also, please see Master Response 3.

Prior to the permitting phase, a preliminary jurisdictional delineation of waters of the United States, including wetlands, will be prepared to determine the extent of vernal branchiopod habitat within the ROW. UPRR may conduct protocol-level surveys within the delineated wetland habitat within the ROW for Listed Large Branchiopods (U.S. Fish and Wildlife Service 2015) to determine presence/absence of vernal pool branchiopods.

Response to Comment IP16-6

Again, CCJPA thanks the commenter for her support. No change to the Draft EIR is required.

References Cited

Amtrak. 2015. *National Facts*. Available: http://www.amtrak.com/servlet/ContentServer?c=Page&pagename=am%2FLayout&cid=1246041980246. Accessed: October 15, 2015.

City of Roseville. 2009. *Downtown Specific Plan.* April. Available: http://www.roseville.ca.us/gov/development_services/planning/specific_plans_n_planning_areas/downtown_specific_plan.asp. Accessed: February 25, 2015.

City of Sacramento. 2013. *Sacramento Entertainment and Sports Center & Related Development Draft Environmental Impact Report*. December State Clearinghouse Number: SCH 2013042031. Prepared by Environmental Science Associates.

ICF International. 2015. *Sacramento to Roseville Third Main Track Air Quality and Greenhouse Gas Technical Report*. July. (ICF 00020.12.) Sacramento, CA. Prepared for Capitol Corridor Joint Powers Authority, Oakland, CA.

Sacramento Area Council of Governments. 2012. *Metropolitan Transportation Plan/Sustainable Communities Strategy 2035*. April 19. Available: http://sacog.org/mtpscs/mtpscs/. Accessed: February 26, 2015.

Chapter 3
Changes and Errata to the Draft EIR

State CEQA Guidelines Section 15132 provides that a Final EIR must include, among other things, the Draft EIR or a revision of the Draft EIR. This chapter identifies the text changes that have been made to the Draft EIR in response to the comments received or to otherwise make minor changes and corrections to the Draft EIR. The revisions are organized according to their order of appearance in the Draft EIR.

The text revisions are identified by Draft EIR page number and section number, as applicable. Where practical, revisions are included in the full paragraph where they are found in the Draft EIR. Deletions from the Draft EIR are shown as strikeout (e.g., ~~strikeout~~) text; additions are underlined (e.g., addition).

Changes to the Summary

Page S-3, Section S.6, Responsible Agencies—text has been added to the bulleted list after the first paragraph as follows.

> In addition to the lead agency (CCJPA), other entities—*responsible agencies* under CEQA—that may issue a permit for the Project or that have discretionary authority over aspects of the Project are listed below. Chapter 1 identifies specific approvals needed by these agencies.
>
> - County of Sacramento

Page S-5, Section S.8.1, Issues Raised During Scoping—text in the 13th bullet has been revised as follows.

- Vehicular tunnel connecting the approved ~~proposed~~ McKinley Village development to east Sacramento.

Table S-1, Impacts and Mitigation Measures, Page 1 of 13, Mitigation Measure TRA-3—text has been revised as follows.

Impact	Level of Significance	Mitigation Measure	Significance after Mitigation
Impact TRA-3: Generation of future parking demand that would exceed available supply in the vicinity of the Sacramento Valley Station or Roseville Station	Significant	Mitigation Measure TRA-3: ~~Provide sufficient all-day and multi-day parking supply at the Roseville station as Capitol Corridor service expands~~Delay expansion of Capitol Corridor service until sufficient all-day and multi-day parking supply is available at the Roseville Station	Less than significant

Table S-1, Impacts and Mitigation Measures, Page 2 of 13, Mitigation Measure NOI-2a—text has been revised as follows.

Impact	Level of Significance	Mitigation Measure	Significance after Mitigation
Impact NOI-2: Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels	Significant	Mitigation Measure NOI-2a: Implement noise and vibration-reducing construction practices Mitigation Measure NOI-2b: Install low-impact frog	Less than significant

Changes to Chapter 1, Introduction

Page 1-2, Traffic Congestion—text in the second paragraph has been revised as follows.

Accordingly, the Project, which includes additional Capitol Corridor train service, is identified as a key mobility project in the *California State Rail Plan 2013*~~, currently being updated by Caltrans Division of Rail;~~ the SACOG MTP/SCS~~;~~ , and Placer County Transportation Planning Agency (PCTPA) *2035 Transportation Plan*. Funding for development of the Project has been allocated by the California Transportation Commission (CTC) in the *2014/2015 State Transportation Improvement Program* (STIP). CCJPA's IPR service provides transportation to the residents of northern California. Increased IPR services in the Sacramento-to-Roseville portion of the corridor will offer a competitive, comfortable, and environmentally responsible alternative to automobile travel in the I-80 corridor. Moreover, the IPR service provides these benefits to travelers beyond the region and connects the residents of the Sacramento/Placer metro area to communities and transit services between Auburn and San Jose. This expanded transportation option, and the connectivity it would provide, could redirect many travelers from automobile travel along I-80 and regional arterials to IPR travel and in doing so, reduce traffic congestion.

Page 1-6, Table 1-1, Potential Environmental Permits and Approvals—text in the State portion of the table has been added as follows.

Agency	Permit/Approval	Required as part of CEQA or NEPA review?[a]
State		
California Department of Fish and Wildlife	California Endangered Species Act permits	CEQA
	California Department of Fish and Game Section 1602 Lake and Streambed Alteration Agreement	CEQA
Caltrans	Encroachment Permits	CEQA
Sacramento Department of Transportation	Encroachment Permits	CEQA
California Public Utilities Commission	Approval for construction and operation of railroad crossing of public road and for construction of new transmission lines and substations	CEQA
California State Lands Commission	Lease for crossing state sovereign lands	CEQA

Changes to Chapter 2, Description of Alternatives

Page 2-1, Section 2.1.1, CCJPA Background—text in the second paragraph has been revised as follows.

CCJPA trains operate over the privately owned Union Pacific Railroad (UPRR) Company line except for 2.5 miles of track between Santa Clara and San Jose, which is owned and operated by Caltrain. In addition, the City of Sacramento is the fee owner of the rail corridor from the Sacramento River to 12th Street and has given UPRR an easement to operate in this ROW. The line originally owned by Southern Pacific Lines was acquired by UPRR in 1996 through a merger of the two companies. In 2002, CCJPA entered into a new Master Track Access & Engineering Agreement and a subsequent Master & Construction Agreement with UPRR.

Page 2-5, New Bridges—text in the third paragraph has been revised as follows.

Currently, a two-span UPRR railroad bridge crosses over Watt Avenue just north of Roseville Road in Sacramento County. As a part of the Build Alternative, an additional new railroad bridge would be constructed adjacent to the existing bridge to convey the new third main track over Watt Avenue. The vertical clearances of the existing UPRR bridge over Watt Avenue are not sufficient to accommodate future road widening; accordingly, the new UPRR bridge would be constructed at an elevation that will provide sufficient vertical clearance over Watt Avenue to be compatible with future road improvement work, and the elevation of the existing bridge would be raised to match the elevation of the new bridge. All construction would be carried out within the existing UPRR ROW and would avoid any but temporary impacts on Watt Avenue.

Page 2-7, Operational Improvements—text has been revised as follows.

Operational improvements would consist of the addition of passenger train service between the Sacramento and Roseville stations in keeping with availability of funding and ridership demand. Following construction of the infrastructure improvements, the expanded passenger rail service would be implemented based on ridership demand projections and parking capacity at and near the Roseville Station. The new train services would be provided by existing train sets that would extend their operations between Sacramento and Roseville. Schedules would be adjusted to ensure that scheduled services are maintained along the entire CCJPA service corridor. No additional equipment is anticipated to be necessary for the Project. IPR services would be clustered at the a.m./p.m. commute hours, with additional services provided during the day. The new third main track would also be available for freight traffic at the UPRR dispatcher's discretion, thereby enhancing efficiency and flexibility in freight traffic as well as IPR service. However, due to the operational priority and scheduling of increased passenger train service on the new third track, the practicality of UPRR diverting existing freight traffic to the proposed third track along a relatively short segment (i.e., less than 18 miles) would be minimal and limited to incidental use. The third track would be prioritized for passenger trains throughout the day. If, due to some unforeseen circumstance (e.g., in the event that one or both of the existing tracks become temporarily out of service due to some emergency or natural disaster), the UPRR dispatcher needed to route freight trains to the proposed third track, it would not be a regular occurrence and would likely be during a narrow window when passenger trains are not in operation (i.e., during the early morning hours between approximately 12:00 a.m. and 4:00 a.m.). These would not be *additional* freight trains beyond current use resulting from use of the new track, but rather would be existing freight train traffic that would pass through the UPRR ROW at these times with or without the Project. Maintenance s~~S~~ervices currently provided during operation of the daily round trips (e.g., the existing waste disposal operations of the trains at the Sacramento Valley Station) would continue as part of the expanded service.

Figure 2-1a, Sacramento to Roseville Third Main Track Project Corridor—figure has been revised and is found at the end of this chapter.

Changes to Chapter 3, Existing Conditions, Environmental Impacts, and Mitigation Measures

Changes to Section 3.1, Traffic and Transportation

Page 3.1-3, City of Roseville—text following the first paragraph has been added as follows.

City of Roseville Bicycle Master Plan

The 2008 City of Roseville Bicycle Master Plan (City of Roseville 2008) guides bikeway policies, programs, and developments standards to improve bicycling in Roseville. It includes sections on existing conditions, goals, policies, and implementation measures, recommendations, funding sources, and cost estimates.

City of Roseville Pedestrian Master Plan

The 2011 City of Roseville Pedestrian Master Plan (City of Roseville 2011) was established to improve the pedestrian system in Roseville and increase pedestrian activity. It serves as a guide to influence design and development, and establish goals and programs to improve the pedestrian system. Similar to the City's Bicycle Master Plan, it identifies existing conditions, goals, policies, and implementation measures, recommendations, funding sources, and cost estimates. The Pedestrian Master Plan also includes an Implementation Plan, which identifies candidate projects and priority projects.

Page 3.1-4, Rail Crossings—text in the first paragraph has been revised and a new paragraph added as follows.

The Union Pacific Railroad (UPRR) track alignment crosses 20th and 28th Streets at grade in downtown Sacramento (Figure 3.1-1). The crossing at 28th Street currently comprises three tracks, two main tracks and a siding track. The Project will not affect the alignment of the existing main tracks and will realign and upgrade the current siding track to main track standards.

All modifications to at-grade rail crossings in California are subject to CPUC review and approval. UPRR will file an application pursuant to CPUC General Order GO88B for approval of modifications to the crossings.

Page 3.1-4, City of Sacramento—text has been revised as follows.

The Sacramento Valley Station area is ~~well~~ served by local and regional transit services. Bus services are provided by Sacramento Regional Transit (RT), Yolobus, e-Tran, and Roseville Transit. The station is also the western terminus of the RT light rail Gold Line. The transit routes serving the study area are described below.

Page 3.1-5, City of Roseville—text has been revised as follows.

Roseville Transit provides public transit service in the City of Roseville. Roseville Transit commuter services operate 10 trips each during the peak morning and evening travel periods, of which one morning bus (Commuter Route 3) and one evening bus (Commuter Route 5) stop directly at the Roseville Station. ~~The Roseville Station is directly served by a.m. Commuter Route 3 and p.m. Commuter Route 5.~~ Local service on Routes D and I is available within walking distance on Washington Street. The Civic Center transfer point, served by Routes A, B, D, I, and L, is across the railroad tracks at the intersection of Vernon Street and South Grant Street. On Routes A and B, buses run on 30-minute headways on weekdays between 6 a.m. and 6:30 p.m. with hourly headways thereafter until about 10:00 p.m. Hourly headways are offered on Saturdays. Routes D, I, and L operate on hourly headways Monday through Saturday. Roseville Transit does not provide local bus service on Sundays.

Page 3.1-5, Bicycle Facilities—text has been revised as follows.

Figure 3.1-3 depicts ~~the~~ existing and planned bicycle infrastructure in downtown Roseville and downtown Sacramento near the rail stations. Chapter 1000 of the *Highway Design Manual* (California Department of Transportation 2012) covers Bicycle Transportation Design. Section 1000.4 defines three classes of bikeways.

Page 3.1-6, City of Sacramento, Class I—text has been revised as follows.

There are two major bike paths near the Sacramento Valley Station and 20th and 28th Street at-grade crossings. The Sacramento Northern Bike Trail connects C Street with the American River Bike Trail and continues north to Rio Linda. A second bike path connects the northern terminus of 28th Street in Sutter's Landing Regional Park with the future Two Rivers Bike Trail on the southern bank of the American River. The City of Sacramento Department of Parks and Recreation secured Proposition 84 grant funding to develop this multi-use trail (Class I). Construction of the Two Rivers Trail is anticipated to begin in summer/fall 2016. Additional Class I facilities in downtown Sacramento include a bicycle and pedestrian path between Old Sacramento and the site of the future Downtown Arena and several paths within Capitol Park.

Page 3.1-6, City of Roseville, Class 1—following the first paragraph, text has been added as follows.

Several proposed bicycle facilities are planned in the City's 2008 Bikeway Master Plan, two of which would be in the vicinity of the Project corridor. The planned Miner's Ravine-Antelope Creek Connecting Trail (Segment 5e) would connect Antelope Creek Trail with Miner's Ravine Trail near Harding Boulevard and is ranked as a route with high suitability in the City's Bicycle Master Plan. The planned Dry Creek Greenway Trail is a proposed Class I bike trail along Dry Creek and parts of Cirby Creek and Linda Creek. According to the City's Bicycle Master Plan, this proposed bike trail will need additional feasibility studies to determine the actual level of improvement.

Page 3.1-10, Mitigation Measure TRA-2: Implement site-specific construction traffic management plan (TMP)—text has been added to the bulleted list after the second paragraph as follows.

UPRR shall be responsible for developing the TMPs in consultation with the applicable transportation entities listed below.

- Caltrans for state and federal roadway facilities.
- Local agencies including City of Sacramento, County of Sacramento, City of Citrus Heights, and City of Roseville for local transportation facilities such as roads and bike paths.
- Local Fire and Police Departments.
- Transit providers, including but not limited to, Regional Transit and Roseville Transit.
- Rail operators.
- U.S. Coast Guard.
- City and county parks departments.
- California Department of Parks and Recreation (DPR) for work in the American River Parkway.

Page 3.1-13, Mitigation Measure TRA-3—text has been revised as follows.

Mitigation Measure TRA-3: ~~Provide sufficient all-day and multi-day parking supply at the Roseville Station as Capitol Corridor service expands~~Delay expansion of Capitol Corridor service until sufficient all-day and multi-day parking supply is available at the Roseville Station

CCJPA shall not expand Capitol Corridor IPR service until a determination is made that ~~shall provide~~ sufficient all-day and multi-day parking supply (preferably within a 5-minute walk) and vehicle circulation is available at the Roseville Station, preferably within a 5-minute walk~~, as CCJPA IPR service expands~~. This determination shall be based on a project-level parking and circulation study approved by CCJPA and the City of Roseville. ~~consider shared parking opportunities with adjacent land uses and would be made in consultation with the City of Roseville. Project completion is anticipated to occur in conjunction with increased economic activity (e.g., funding availability) and as land use development occurs in the DSP area. Parking is currently available near the Roseville Station, in surface lots near City Hall, and at the City's parking garage south of the UPRR tracks.~~

~~CCJPA shall inform the City of Roseville about the timing of potential service expansion opportunities and the projected parking demand.~~

CCJPA shall ~~support efforts by the City to obtain grant or other funding that is necessary to construct parking supply or station access improvements.~~be responsible for funding the required circulation and parking study and shall support City efforts to obtain funding to construct the necessary improvements.

Page 3.1-16, Impact TRA-6: Disruption of existing bicycle and pedestrian facilities or interference with the implementation of planned facilities, Build Alternative (less than significant with mitigation), Construction—text has been revised as follows.

Construction activity could contribute to short-term disruptions to bicycle and pedestrian facilities, especially near stations, the 20th Street crossing, and in the American River Parkway. Implementation of Mitigation Measure TRA-2 would reduce this impact to a less-than-significant level. Additional mitigation is described in Section 3.11, *Parks, Recreation, and Open Space*.

Page 3.1-16, Impact TRA-6: Disruption of existing bicycle and pedestrian facilities or interference with the implementation of planned facilities, Build Alternative (less than significant with mitigation), Operation—text has been revised as follows.

Once constructed, the Project~~The Build Alternative~~ would operate exclusively within the UPRR ROW and would not affect existing or future bicycle and pedestrian facilities. The planned Miner's Ravine-Antelope Creek connection would cross the UPRR tracks at the Galleria Boulevard overcrossing, and the Project would not preclude or interfere with bikeway improvements on this overcrossing. The planned Dry Creek Greenway Trail parallels Dry Creek and would cross over the Roseville Railyard. Planning the proposed trail will necessitate additional analysis by the City to determine impacts on property owners and residents, as well as the feasibility of crossing the UPRR Railyard. Long-standing UPRR policy, as implemented in the *Joint Guidelines for Railroad Grade Separation*, Section 7.7.2, states: "The Railroad does not allow Trails parallel to the track on Railroad right-of-way and does not permit the use of Railroad Access Roads for Trail use. Railroad bridges cannot be used to serve Trail traffic or support a structure serving Trail traffic." Coordination with UPRR would be required for the City to proceed with planning this trail through UPRR property. The Project as proposed would not change the existing UPRR ROW near the planned trail improvement. There would be no impact.

Page 3.1-16, Printed References—references have been added as follows.

City of Roseville. 2008. *Bicycle Master Plan*. Roseville, CA: Public Works—Alternative Transportation. Prepared by Fehr & Peers in association with Alta Planning and Design. Available: http://www.roseville.ca.us. Accessed: October 29, 2015.

City of Roseville. 2011. *Pedestrian Master Plan*. Roseville, CA: Public Works—Alternative Transportation. Available: http://www.roseville.ca.us. Accessed: October 29, 2015.

Page 3.1-17, Personal Communications—text in the second personal communication has been revised as follows.

Hajeer, Samar. City of ~~Roseville~~ Sacramento Traffic Engineering Division, Senior Engineer. June 10, 2014—telephone conversation and email with Ronald Milam, Fehr & Peers.

Figure 3.1-2, Existing Transit Facilities—figure has been revised and is found at the end of this chapter.

Figure 3.1-3, Existing Bicycle Facilities—figure has been revised and is found at the end of this chapter.

Changes to Section 3.2, Air Quality/Climate Change/Greenhouse Gases

Page 3.2-19, Impact AQ-4: Exposure of sensitive receptors to substantial pollutant concentrations, Build Alternative (less than significant with mitigation), Localized Diesel Particulate Matter Concentrations, Construction—text in the third paragraph has been revised as follows.

The results of the HRA are summarized in Table 3.2-9 and are compared to SMAQMD's health risk thresholds. Note that Table 3.2-~~10~~9 presents the health risks associated with construction of each of the major features of the Build Alternative. DPM concentrations from construction of each feature would be constrained to the immediate surrounding area (i.e., generally within 1,000 feet) and would dissipate quickly as a function of distance. Accordingly, resultant health risks are not additive among the major Project features, and are therefore compared separately to SMAQMD's and PCAPCD's health risk thresholds.

Page 3.2-20, Impact AQ-4: Exposure of sensitive receptors to substantial pollutant concentrations, Build Alternative (less than significant with mitigation), Localized Diesel Particulate Matter Concentrations, Operation—text has been revised as follows.

Increased DPM emissions would be generated by expanded locomotive activity both along the rail line and during idling at the Roseville station and layover facility. Conversely, lower idle activity levels at the Sacramento station would decrease DPM in the Sacramento area. Cancer health risk from exposure to diesel exhaust is associated with chronic exposure, in which a 70-year exposure period is assumed. DPM exposure and associated health risks are dependent on a number of factors, including variation in receptor behavior and physiology, as well as meteorological conditions and the release characteristics of the engine exhaust. Depending on the release height and other variables, the highest exposure may not be at locations nearest to the track.

Page 3.2-21, Impact AQ-4: Exposure of sensitive receptors to substantial pollutant concentrations, Build Alternative (less than significant with mitigation), Localized Diesel Particulate Matter Concentrations, Operation—text in the last paragraph has been revised as follows.

As shown in Table 3.2-10, the chronic non-cancer hazard index (HI) is well below SMAQMD's and PCAPCD's risk threshold for all locations and conditions under design conditions (2035). Under existing conditions, the DPM cancer risk is above the threshold for moving trains and at the Roseville station; however, under design year (2035) conditions, health risks associated with locomotive operation and idling at the Roseville station and layover facility are below the health risk threshold. This reduction in risk is primarily due to the use of Tier 4 engines. Health risks adjacent to the Sacramento station are expected to decrease as a result of reduced idle activity. Since health risks at all locations under design year conditions would not exceed applicable air district thresholds, this impact would be less than significant.

Page 3.2-23, Impact AQ-6: Generation of greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment, No Build Alternative (no impact)—text has been revised as follows.

There would be no construction emissions impact under the No Build Alternative because construction would not occur. Existing service would continue, although emissions could slightly increase since older engines would be replaced with newer Tier 4 locomotives.[9] As discussed in Section 3.1, *Traffic and Transportation*, VMT would continue to increase under the No Build Alternative as a result of background growth, resulting in higher mobile source emissions. Emissions rates in general, however, would decline between existing conditions and 2035 due to continuing improvements in engine technology and emissions standards. While these improvements would help offset some emissions associated with the increased VMT, total GHG emissions from locomotives and onroad vehicles would ~~likely~~ increase under the No Build Alternative relative to existing conditions.

Changes to Section 3.3, Noise and Vibration

Page 3.3-1, 3.3, Noise and Vibration—text in the second paragraph has been revised as follows.

Changes in noise and vibration levels would result from constructing a new third track closer to some sensitive receivers and increasing the number of the CCJPA passenger train trips from 1 round trip per day to 10 round trips per day. The new third track would be used primarily by passenger rail traffic (CCJPA intercity passenger rail (IPR) trains and ~~California Zephyr~~Amtrak long-distance trains). Existing freight operations in the Project vicinity would remain largely unchanged as a result of the Project.

[9] Unlike criteria pollutants, which tend to decline with higher-tier engines, GHG emissions can increase because the pollutant controls required to meet Tier 4 emissions standards do not affect GHG exhaust rates. At the same time, Tier 4 engines typically have larger engines and consume more fuel.

Page 3.3-8, Table 3.3.3—table note has been revised as follows.

Table 3.3-3. Predicted Impact Distances for Major Construction Phases

	Impact Distance (feet)	
Construction Activity	Daytime Construction[a]	Nighttime Construction[b]
Demolition, clearing, and grubbing	130	320
Install drainage improvements	120	300
Site grading	130	310
Foundation work	140	360
Retaining walls	120	270
OH structures	160	400
Trackwork	160	400
Construct signal	90	220
Construct bridge	160	400
Road crossing	160	400
Construct stations	77	260

Source: ATS Consulting 2015.

Note: The closest distance between the construction area and existing sensitive receivers ~~receiver~~ is 60 feet. Typical distance of sensitive receivers would range between 150 and 200 feet from the existing tracks.

[a] Impact distance is based on an impact occurring when the work shift L_{eq} would exceed 77 dBA at a sensitive receptor for more than 30 days (equivalent to L_{dn} exceeding 75 dBA when there is limited construction during the nighttime hours of 10 p.m. to 7 a.m.). Estimated impact distances have been rounded off to the nearest 10 feet.

[b] Impact distance is based on an impact occurring when the work shift L_{eq} would exceed 69 dBA at a sensitive receptor for more than 30 days (equivalent to L_{dn} exceeding 75 dBA when there is extensive construction during the nighttime hours of 10 p.m. to 7 a.m.). Estimated impact distances have been rounded off to the nearest 10 feet.

Page 3.3-9, Impact NOI-1: Exposure of persons to or generation of noise levels in excess of applicable standards, Build Alternative (less than significant with mitigation), Operation—text in the first three paragraphs has been revised as follows.

Project operation would increase noise levels at the sensitive receivers identified north and west of the existing tracks because the third track would be closer to the receivers than the existing tracks and because CCJPA IPR service would increase from 1 round trip per day to 10 round trips per day. ~~Existing freight operations would remain largely unchanged~~. As stated in Chapter 2 of the Draft EIR, no additional freight traffic is anticipated as a result of the Project but the new third main track could be available for freight traffic at the UPRR dispatcher's discretion. This would most likely occur, if at all, during the early morning hours between approximately 12:00 a.m. and 4:00 a.m., when the passenger trains are not in service. As such, these would not be *additional* freight trains beyond current use resulting from use of the new track, but rather would be existing freight train traffic that would pass through the UPRR ROW at these times with or without the Project. Therefore, no new freight train impacts are expected as a result of Project operations. At sensitive receivers south and east of the existing tracks, there could be a slight increase in noise from the additional passenger train trips, but this would be offset by relocating the existing passenger trains onto a new track that is farther away. Currently, the 20th and 28th Street crossings are "no horn" zones, and this would not change with implementation of the Project.

Currently, many more freight trains than passenger trains operate in the rail corridor. Passenger trains are quieter than freight trains. D~~Moreover, d~~espite the proposed increase in number and frequency of passenger trains, freight trains would continue to dominate rail traffic in the rail corridor~~many more freight trains than passenger trains would operate in the rail corridor under Project conditions~~ under Project conditions. The resulting change in noise levels from the Project would be relatively small at most sensitive receivers because freight train noise is dominant, and there would be no change in freight ~~noise levels~~traffic as a result of the Project. Nevertheless, Project-related noise impacts are predicted at two clusters of residential sensitive receivers and at one institutional land use where new special trackwork would be installed. Special trackwork is needed to allow trains to switch from one track to another. Gaps in the rail associated with typical special trackwork can increase noise levels by up to 6 dB. Noise impacts are also predicted at Sutter's Regional Park and a cluster of residential receivers near the proposed layover track.

Table 3.3-4 summarizes the predicted noise impacts at existing sensitive receptors. Moderate noise impacts are predicted at the residential cluster R52. Cluster R52 is a group of six single-family residences on Church Street between Circuit Street and Birch Street close to the proposed Roseville Station. Severe noise impacts are predicted at cluster R5, a transitional housing community located on North A Street at North 16th Street. Special trackwork is proposed within 300 feet of the clusters R52 and R5.

Page 3.3-10, Impact NOI-1: Exposure of persons to or generation of noise levels in excess of applicable standards, Build Alternative (less than significant with mitigation), Operation—text in the second and third paragraphs has been revised as follows.

Noise impacts at Clusters R5, R52, and I12 are considered to be significant because moderate or severe noise impacts are predicted to occur. A moderate noise impact is also predicted at Sutter's Landing Regional Park (cluster I9). Train noise in the park is already very high because the existing tracks and special trackwork are within the park. The allowable noise increase at the park is 0.02 dB because the high existing noise levels. The predicted increase in noise levels attributable to CCJPA trains is 0.2 dB. A significant noise impact is not considered to occur at this location because the predicted increase in noise level (while technically classified as severe) is less than one decibel (well below the level of perception) and it is unlikely that visitors to the park would spend time directly adjacent to the tracks. Farther from the tracks, the increase in noise levels would not constitute a moderate noise impact. In addition, McKinley Village, an approved project, would result in new residential structures located as close as 8 feet to the UPRR right-of-way before construction of the Project begins. Mitigation Measure NOI-1b would reduce this impact to a less-than-significant level.

Implementation of Mitigation Measures NOI-1a and NOI-1b ~~and NOI-1c~~ would reduce this impact to a less-than-significant level.

Page 3.3-10, Mitigation Measure NOI-1a: Implement Noise Control Plan and noise-reducing construction practices—text has been added prior to the bulleted list as follows.

Measures that can be implemented to control noise include but are not limited to the following.

- Schedule loudest construction activities during the daytime to reduce predicted nighttime construction levels.

Page 3.3-11, Mitigation Measure NOI-1b: Relocate special trackwork farther from sensitive receivers or install low-impact frog—text in the paragraph following the bullet has been revised as follows.

A *frog* is the special insert used where two rails cross. Low-impact frogs are alternatives to typical frogs that provide a smoother transition of trains through the gap in the rails, resulting in lower noise levels. Examples of low-impact frogs include monoblock frogs, flange-bearing frogs, and moveable point frogs. Low-impact frogs are predicted to reduce noise levels at receivers R5, R52, and I12, and

also at future sensitive receivers at the McKinley Village-an approved project, to below the moderate noise impact threshold (i.e., to a less-than-significant level).

Page 3.3-11, Impact NOI-2: Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels, Building Alternative (less than significant with mitigation), Construction—text in the first two paragraphs has been revised as follows.

Construction activities, such as the use of tracked vehicles (e.g., bulldozers), drill rigs, and vibratory compactors, could result in perceptible levels of groundborne vibration. However, these activities would be carried out for a short duration, and vibration levels are generally well below thresholds for minor cosmetic damage to buildings.

Table 3.3-5 shows the predicted PPV at 25 feet and at the closest existing residential structure~~e~~ for construction activities where the use of high vibration–generating equipment is expected. The risk of damage threshold for nonengineered timber and masonry buildings is a PPV of 0.2 inches per second. The predicted construction vibration at 25 feet is at or below this limit for all construction activities. The closest existing residence is about 60 feet from the existing tracks. At a distance of 60 feet, the predicted vibration level for all of the construction activities is below the risk of damage impact threshold.

Page 3.3-12, Impact NOI-2: Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels, Build Alternative (less than significant with mitigation), Construction—text in the first paragraph has been revised as follows.

The predicted construction vibration levels show that it is unlikely that vibration generated from construction activities would generate vibration that poses a risk of damage to existing structures. However, vibration greater than about 0.016 in/sec has the potential to result in annoying and intrusive vibration. The results in Table 3.3-3 indicate that construction activities could result in annoying and intrusive vibration at nearby residences. In addition, McKinley Village, an approved project, may result in new residential structures located within 8 feet of the right-of-way before construction of the Project begins. Vibration levels from Project-related high-vibration-generating construction activities at the planned community could approach or exceed levels that would pose a risk of damage to structures. This impact is ~~therefore~~ considered to be significant. Implementation of Mitigation Measure NOI-2a would reduce this impact to a less-than-significant level.

Page 3.3-12, Mitigation Measure NOI-2a—text has been revised as follows.

Mitigation Measure NOI-2a: Implement noise and vibration-reducing construction practices

In the event that vibration generated by soil compaction and other high-vibration construction processes cause vibration inside residences that is intrusive to building occupants or poses a risk of damage to the structure, one or more of the measures below shall be implemented to reduce the potential for annoyance and structural damage from construction vibration.

- Schedule loudest construction activities during the daytime to reduce predicted nighttime construction levels.
- Avoid performing high-vibration construction activities such as soil compaction and pile driving near residences. For example, use drilled piles instead of impact pile driving.

Page 3.3-13, Mitigation Measure NOI-2b: Install low-impact frog—text has been revised as follows.

Install a low-impact frog at the crossover near cluster R5. A *frog* is the special insert used where two rails cross. Low-impact frogs are alternatives to typical frogs that provide a smoother transition of trains—either passenger or freight—through the gap in the rails, resulting in lower vibration levels. Examples of low-impact frogs include monoblock frogs, flange-bearing frogs, and moveable point frogs.

Changes to Section 3.4, Utilities, Public Services, and Energy

Page 3.4-3, Gas, Electricity, and Telecommunications—text in the second paragraph has been revised as follows.

> Qwest/MCI and Level 3 fiber optic conduits also parallel the tracks on the north side of the corridor. The line is carried on the existing American River bridge crossing, then continues underground north of the bridge where it remains on the northwest side of the corridor to Roseville. The Project corridor crosses over the Qwest/MCI conduits at the Marconi Avenue overpass and the Airbase Drive overpass. The proposed new platform in Roseville is directly over the Qwest/MCI fiber optic conduit. Three utility companies provide electricity and natural gas to the Project vicinity. The Sacramento Municipal Utilities District (SMUD) generates, transmits, and distributes electricity to a 900-square-mile territory that includes Sacramento, Sacramento County, and a small portion of Placer County (Sacramento Municipal Utilities District 2013). SMUD provides electric service to residents in the project vicinity from downtown Sacramento to Placer County. SMUD overhead transmission lines cross the tracks near I-80 and Roseville Parkway in Roseville. Two sets of transmission lines traverse the north side of the tracks near Elkhorn Boulevard, and a set of transmission lines traverse the north side of the tracks near McClellan Air Force Base. Two sets of overhead transmission lines cross the tracks near Business 80 in Downtown Sacramento. Two sets of underground transmission lines are located near the 20th Street crossing.

Page 3.4-3, Gas, Electricity, and Telecommunications—text in the last paragraph has been revised as follows.

> Roseville Electric, a municipally owned utility, provides electricity to businesses and residents in the city of Roseville. ~~None of this utility's lines either cross or parallel the Project corridor.~~ Roseville Electric has overhead lines that both cross and parallel the tracks, as well as underground lines that cross the tracks. In addition, a City of Roseville water main crosses under the tracks in the vicinity of Foothills Boulevard and the Roseville Yard.

Page 3.4-14, Mitigation Measure UT-8: Coordinate with utility service providers prior to construction—following the first paragraph, text has been added as follows.

> All work within 10 feet of the underground transmission lines near the 20th Street crossing shall be conducted in the presence of a SMUD Inspector (or a SMUD-Qualified Electrical Worker) prior to the start of work. A 72-hour advance notice will be provided.
>
> In addition, notification shall be provided to the Roseville Environmental Utilities Department a minimum of 48 hours prior to construction.

Changes to Section 3.5, Biological Resources

Page 3.5-13, Wildlife Movement Corridors—following the first paragraph, text has been added as follows.

> Annual grassland habitat is a relatively abundant habitat community within the region. Because suitable annual habitat would be available nearby within adjacent and surrounding areas, the relatively small amount of temporary disturbance associated with the project would not affect wildlife movement patterns within annual grassland habitats. An additional track, immediately adjacent to the existing tracks, would not result in new habitat barriers than already exist along annual grassland habitat.

Page3.5-15, Impact BIO-1: Permanent loss or temporary disturbance of waters of the United States, including wetlands, Build Alternative (less than significant with mitigation)—following the third paragraph, text has been added as follows.

Riparian habitats associated with the American River, Arcade Creek, and Dry Creek include great valley cottonwood riparian forest, great valley mixed riparian, and elderberry savannah that provide suitable wildlife corridors for many common species. These riparian habitats are relatively continuous and join two or more larger areas of wildlife habitat. Currently, UPRR railroad bridges span the American River, Arcade Creek, and Dry Creek. The existing railroad bridges are open below and allow wildlife an unimpeded travel corridor within the region. Adding an additional track immediately adjacent to the existing track and railroad bridges adjacent to existing bridges across the American River, Arcade Creek, and Dry Creek would not increase potential barriers for wildlife movement through the region. Additionally, if the proposed Project results in impacts on riparian trees, replacement will occur in accordance with the Project's CDFW Streambed Alteration Agreement to prevent loss of wildlife habitat along riparian corridors.

Page 3.5-25, Impact BIO-6: Potential disturbance of habitat for Central Valley steelhead, fall-/late fall–run Central Valley Chinook salmon, spring-run Central Valley Chinook salmon, and Sacramento winter-run Chinook salmon, Build Alternative (less than significant with mitigation)—text has been revised as follows.

The Build Alternative could result in the disturbance of habitat for Central Valley steelhead, fall-/late fall–run Central Valley Chinook salmon, spring-run Central Valley Chinook salmon, and Sacramento winter-run Chinook salmon. Activities associated with access, staging, storage, and disposal areas, in addition to activities associated with construction of the railroad bridge, have the potential to contribute sediment and increase turbidity in the affected waterbodies (i.e., lower American River) above those levels generally found under existing conditions. Activities associated with construction of the bridge (clearing, grubbing, and grading) may include the removal of riparian vegetation and large woody debris (LWD), thereby affecting the quantity and quality of SRA habitat. The American River and Dry Creek also serve as freshwater migration corridors for fish species. With implementation of the recommended avoidance and minimization measures, the Project would not interfere with the movement of any native resident fish or migratory fish. The disturbance of habitat for special-status fish species is considered a significant impact. UPRR would prepare and implement a SWPPP and obtain take authorization (if necessary) from NMFS and implement the conditions of the BO and other permits (e.g., water quality certification) as part of the Project. Finally, implementation of Mitigation Measures BIO-1a through BIO-1c and BIO-6 would reduce these impacts to a less-than-significant level.

Page 3.5-31, Impact BIO-10: Disturbance of nesting habitat for Swainson's hawks and other raptors, Build Alternative (less than significant with mitigation)—following the second paragraph, text has been added as follows.

Annual grassland habitat is a relatively abundant habitat community within the region. Because suitable foraging habitat is available nearby in adjacent and surrounding areas, the relatively small amount of temporary disturbance associated with the Build Alternative would not result in substantial effects on wildlife movement patterns. Annual grassland that is temporarily disturbed by the Project construction would be restored after construction. In addition to potential disturbance or temporary loss of foraging habitat for Swainson's hawk and other raptors, the long-term loss of Swainson's hawk foraging habitat could result from construction of the new third track on annual grassland habitat. In this analysis, the quantification of impacts on functional foraging habitat, and identification of the appropriate amount and type of mitigation, assumes that all annual grassland within the maximum boundary of a proposed ROW would become permanently unsuitable for foraging, equating to a loss of up to 8.8 acres of potential foraging habitat. This loss of annual grassland may be an overstatement of the actual biological impact and is based on a worst-case scenario.

Changes to Section 3.6, Hydrology and Water Resources

Page 3.6-3—following Section 404 Dredge/Fill Permitting, text has been added as follows.

Industrial General Permit

Pursuant to CWA Section 402(p), the State Water Board has a statewide NPDES General Industrial Permit for Discharges of Storm Water Associated with Industrial Activities (IGP) (WQO No. 97-03-DWQ). On April 1, 2014, the State Water Board adopted the new IGP (WQO No. 2014-0057-DWQ) to replace the previous IGP (97-03-DWQ). The new IGP became effective on July 1, 2015.

The IGP requires control of pollutant discharges using best available technology economically achievable (BAT)/best conventional pollutant control technology (BCT) to meet water quality standards. The IGP generally requires facility operators to (1) eliminate unauthorized non-stormwater discharges; (2) develop and implement a SWPPP; and (3) perform monitoring of stormwater discharges and authorized non-stormwater discharges.

A wide range of industries is covered under the IGP as determined by the facility Standard Industrial Classification (SIC) code (a 4-digit code that refers to the type of business conducted). Facilities with SICs 40XX through 45XX (except 4221–25) and 5171 include vehicle maintenance (e.g., vehicle rehabilitation, mechanical repairs, painting, fueling, lubrication) and washing, as well as equipment cleaning operations.

The Roseville Yard contains operation/maintenance facilities that involve train washing, fueling, and repair. These activities are required to be covered under the existing IGP.

Page 3.6-16, Impact WQ-5: Creation of or contribution to runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff, Build Alternative (less than significant), Operation—text has been revised as follows.

As discussed in Chapter 2, *Description of Alternatives*, some storm drains may need to be relocated along the Project corridor, and new drainage features would be constructed. In addition, the Build Alternative would result in a minor increase in impervious surfaces, slightly increasing the volume of runoff entering storm drains. However, the relocated storm drains would be sized appropriately to accommodate any additional runoff volumes. Potential additional sources of polluted runoff associated with increased impervious area would be minimized with implementation of BMPs, such as good housekeeping practices, in compliance with municipal stormwater requirements, as disclosed in the discussion of Impact WQ-1. The additional passenger trains would be serviced at the Roseville Yard, which is covered under the previous 1997 IGP. The SWPPP would be updated to reflect any changes that would occur as a result of the Project (i.e., storage of additional materials, maintenance/storage of additional train cars, washing, and fueling) as well as to be in compliance with the new 2014 IGP.

Changes to Section 3.10, Land Use

Page 3.10-2, Local—following the bulleted list, text has been added as follows.

In addition to the plans listed above, the East Sacramento Community Plan was evaluated for consistency with the Project (City of Sacramento 2015b). The East Sacramento Community Plan encompasses a 7.1 square mile area just east of Downtown Sacramento and borders the Project corridor along the Capitol City Freeway between Sutter's Landing Park and the American River. In this plan, the future McKinley Village neighborhood is listed as an "opportunity area". There are no specific goals or policies listed in the East Sacramento Community Plan related to the Project or McKinley Village.

Page 3.10-5, Section 3.10.3, References Cited—references have been revised as follows.

City of Sacramento. 2015a. *Sacramento 2035 General Plan.* Adopted March 5. Available: http://portal.cityofsacramento.org/Community-Development/Planning/Long-Range/General-Plan/General-Plan-Update#DocsandResources. Accessed: March 11, 2015.

City of Sacramento. 2015b. *East Sacramento Community Plan*. Adopted March 3. Available: http://portal.cityofsacramento.org/Community-Development/Planning/Online-Library/General%20Plan. Accessed October 30, 2015.

Changes to Section 3.11, Parks, Recreation, and Open Space

Page 3.11-5, Sacramento County Parks and Recreational Facilities—text in the fourth paragraph has been revised as follows.

Haggin Oaks Golf Course is located in Sacramento immediately southeast of the Project corridor. It is bordered by the UPRR on the northwest, I-80 on the north, the Capital City Freeway on the southeast, and Watt Avenue on the east. The golf course is owned by the City of Sacramento and operated under a lease agreement with Morton Golf, LLC. It~~privately owned and~~ is open to the public 7 days a week. It contains two 18-hole golf courses, a driving range, and special events facilities.

Page 3.11-5, Sutter's Landing Regional Park and Two Rivers Bike Trail—text has been revised as follows.

Sutter's Landing Regional Park is a planned regional park at the site of the City of Sacramento's former 28th Street landfill. It straddles the Project corridor south of the American River. The park currently contains basketball courts, a dog park, a bicycle trail, and parking areas. The park also provides access to the American River. ~~Much of the park is currently a covered landfill that is inaccessible to the public~~Once the closure plan for the landfill is complete (now in the 15th year of a minimum 30-year closure), the former landfill is anticipated to be developed for low-impact recreational uses such as hiking, biking, and natural study. According to the Sutter's Landing Regional Park Master Plan, this area will be used for future natural areas, with recreational opportunities such as disc golf, hiking trails, historic/natural interpretive signage, mountain biking, and overlook/vending areas (City of Sacramento Department of Parks and Recreation 2003). The Two Rivers Bike Trail is a paved bike trail that extends from the confluence of the American and Sacramento Rivers to 10th Street in the Sacramento River district. This trail will ultimately continue to H Street near California State University, Sacramento (de Beauvieres pers. comm.). Construction of the Two Rivers Trail is anticipated to begin in summer/fall 2016. Proposition 84 grant money will be used to develop this trail, as well as for restoration of natural vegetation along the southern bank of the American River.

Page 3.11-6, Placer County Parks and Recreation Facilities—the heading has been changed as follows.

~~Placer County~~City of Roseville Parks and Recreational Facilities

Page 3.11-9, Impact REC-3: Impairment of access to or quality of existing recreational facilities or activities, Build Alternative (less than significant with mitigation), Construction—text in the third paragraph has been revised as follows.

A temporary construction staging area adjacent to the new trestle immediately north of the American River would encroach on an equestrian and hiking trail that provides access to the American River. Such encroachment could constitute a significant impact. Construction activities within the American River Parkway are not anticipated to require a detour of the trail for more than several days, and the detour would be for a very short segment of the trail. It is anticipated that the rerouted portion of the trail would be within the established Project limits for the short construction duration.

Page 3.11-10, Mitigation Measure REC-3e: Coordinate and provide advance notice of construction activities in the American River Parkway—text has been revised as follows.

UPRR shall coordinate construction activities in the American River Parkway with the Sacramento County Regional Parks Department at least ~~10~~ 14 days in advance of start of construction and regularly while construction activities are ongoing in the Parkway. Written notices regarding construction activities shall be regularly and prominently posted in the Parkway to keep the public informed.

Page 3.11-11, Mitigation Measure REC-3g: Compensate for loss of 0.14 acre of American River Parkway—following the second bullet, text has been added as follows.

Examples of the types of projects that might be funded as mitigation include the following.

- Grant the County of Sacramento an easement under the bridge crossing on the south side of the American River.
- Construct any required safety measures for safe access under the rail crossing for cyclists and pedestrians.
- Install a new well for a water source to be used for restoration of the Woodlake Area and future mitigation sites related to this project.

Figure 3.11-1, Parks and Recreational Resources—figure has been revised and is found at the end of this chapter.

Changes to Section 3.13, Cultural Resources

Page 3.13-22, Mitigation Measure CUL-1b: Conduct archaeological construction monitoring during ground-disturbing activities in archaeologically sensitive areas and halt work if previously unrecorded cultural resources are encountered and determined to be NRHP eligible—text has been revised as follows.

CCJPA shall retain an archaeologist to conduct archaeological construction monitoring during ground-disturbing construction activities in previously undisturbed soil in archaeologically sensitive areas as identified in the cultural resources inventory and evaluation report (ICF International 2014). The monitoring shall be supervised by an archaeologist that meets the Secretary of Interior's Standards for archeological documentation. The onsite archaeological monitor shall observe the ground-disturbing activities to ensure that no archaeological material is present or disturbed during those activities. CCJPA may invite, and retain if so desired, a Native American monitor to assist in the archaeological monitoring. If potential archaeological material is observed, all work within 100 feet of the find shall cease, and the archaeologist and (if appropriate) a Native American representative shall assess the significance of the find. If the find is determined to be potentially (1) NRHP-eligible; (2) a historical resource pursuant to CEQA Guidelines Section 15064.5; or (3) a unique archaeological resource pursuant to PRC Section 21083.2, CCJPA shall consult with SHPO, appropriate Native American tribes, and other appropriate interested parties to determine treatment measures pursuant to 36 CFR 800.13. In addition, the final disposition of archaeological, historical, and paleontological resources recovered on State lands under the jurisdiction of the California State Lands Commission must be approved by the Commission.

Changes to Chapter 4, Growth-Inducing and Cumulative Impacts and Other CEQA Considerations

Page 4-3, Section 4.2.2, Methods—in the paragraph following the first bulleted list, text has been revised as follows.

~~This EIR uses a hybrid approach to assess cumulative impacts.~~ Section 3.10, *Land Use*, identifies the adopted general plans that were used in assessing the cumulative impacts; these are also discussed in detail in the Community Impact Assessment prepared for the Project (ICF International 2015).

Page 4-3, Section 4.2.2, Methods—text has been added to the end of the second bulleted list and in the paragraph following that bulleted list, text has been revised as follows.

- East Sacramento Community Plan (adopted 2015)

The adopted general plans are fairly recent and reflect past, most present, and reasonably foreseeable future projects. Therefore, the cumulative analysis in this EIR primarily relies on the projections approach method described above. In addition, these adopted g~~G~~eneral p~~P~~lans were supplemented by one additional project that has been approved by the City of Sacramento, the McKinley Village Development.~~; however, these plans were supplemented with additional projects identified in Chapter 3.~~

Page 4-5, Noise and Vibration—the second paragraph has been revised as follows.

The approved McKinley Village development entails a 328-unit residential development in the city of Sacramento, south of I-80 and north of the UPRR line, between Alhambra Boulevard and Lanatt Street. This development will be exposed to noise from both the Interstate and the UPRR rail line. The McKinley Village draft EIR (City of Sacramento 2013) provides a detailed assessment of train noise impacts on the McKinley Village site under cumulative conditions. McKinley Village would result in new residential structures located as close as 8 feet to the UPRR right-of-way before construction of the Third Track Project begins and noise or vibration levels from Project-related construction or high-vibration-generating construction activities near the planned community also could approach or exceed acceptable levels or levels that would pose a risk of damage to structures. However, Mitigation Measures NOI -1a, NOI-1b, and NOI-2a would also ensure that potential impacts on new residences that exist at the time of Project construction would not be significant.

The operation of the Project is predicted to increase the total future railroad noise exposure at the nearest residences of McKinley Village from 72 dB L_{dn} to 73 dB L_{dn}, This predicted increase of 1 dB is below the commonly accepted threshold of a perceptible change of 3 dB. Accordingly, the Project's contribution to cumulative noise at McKinley Village would not be cumulatively considerable. Mitigation Measures NOI-2a and NOI-2b would also ensure that potential operational impacts of the Project on new residences would not be significant.

Changes to Appendix A, Project Corridor Mapbook

Pages 5 and 6 of 23, Sacramento to Roseville Third Main Track Project Corridor—maps have been revised and are found at the end of this chapter.

Changes to Appendix D, Area of Potential Effects

Pages 5 and 6, Area of Potential Effects Sacramento to Roseville Third Main Track Project—maps have been revised and are found at the end of this chapter.

Changes to Appendix E, Scoping Process

Page 37, CCJPA Third Track Project – Hotline/Comments Matrix—two new rows of text have been added to the end of this matrix as follows.

CCJPA Third Track Project – Hotline/Comments Matrix

Date	Contact Info	Source	Comments/Questions	CCJPA Consideration
8/5/14	Dan Leavitt Manager of Regional Initiatives San Joaquin Joint Powers Authority	email	Dear Jim, The San Joaquin Joint Powers Authority (SJJPA) would like to participate in the development and review of your Sacramento-Roseville Third-Track Project. The San Joaquin intercity rail service currently only has two daily round trips to Sacramento. A key focus of the SJJPA is to increase the frequency of the San Joaquin service to/from Sacramento. Please see our June 2014 Business Plan which is available on our website (www.acerail.com). Segment 1 of your Third-Track Program is utilized by both the Capitol Corridor and the San Joaquin services. We think it is critical that we work cooperatively in this segment. The Third-Track Project analysis needs to include consideration of future frequency increases for the San Joaquin service. Please add me to your stakeholder list and the SJJPA would like to be included as part of your agency coordination efforts/groups.	
8/13/14	Mark Morse Environmental Coordinator City of Roseville	Letter	**Subject: Notice of Preparation (NOP) of an Environmental Impact Report/Environmental Assessment (EIR/EA) for the Capitol Corridor Joint Powers Authority (CCJPA) Sacramento to Roseville Third Main Track Project—City of Roseville Comments** Dear Mr. Allison: Thank you for the opportunity to provide comment on the Notice of Preparation for the subject project. **Bikeway Planning** The Draft EIR should evaluate consistency with the Roseville General Plan's Bikeway Plan and the City of Roseville Bicycle Master Plan, which include a proposed Class I Multi- use Trail along Dry Creek. The proposed trail is part of the regionally significant American River Parkway/Sacramento Northern/Dry Creek Greenway trail system that will result in approximately 80 miles of continuous Class 1 trails that will form a loop around the greater Sacramento/South Placer Region and provide critical active transportation and recreation opportunities . This trail is also listed in the SACOG Regional Bicycle, Pedestrian and Trails Master Plan. The 3rd Track railway improvements, including any crossing of Dry Creek, should be designed to facilitate and not preclude future construction of the trail along Dry Creek . Preliminary trail design has not yet started , but given the existing improvements in the area we anticipate that the trail would be located along the south bank of Dry Creek. **Support Infrastructure Timing Considerations** Increased passenger rail service from 1 to 10 trips per day at the Roseville station will create demand for additional parking and potentially related circulation improvements. It is expected that the project's increased parking demand will be met by currently planned parking improvements as identified in the Downtown Roseville Specific Plan. The draft EIR/EA should evaluate the overall adequacy of planned parking improvements and the combined demands of buildout of the Downtown Roseville Specific Plan and 3rd Track project operations. The draft EIR/EA should specifically examine the expected timing of increased rail service and the availability of required new support facilities. The draft EIR Project Description should include provisions to ensure increase in project rail service only occurs commensurate with available support facilities.	

Date	Contact Info	Source	Comments/Questions	CCJPA Consideration
			Other Improvements- Layover Facility and Passenger Platform Although not addressed in the NOP, the City understands full project implementation will require a layover facility for overnight storage of passenger trains. This facility would be located adjacent Roseville's Historic Old Town near the existing rail yard public viewing platform on Pacific Street. The project also proposes a new or modified passenger loading platform at the Roseville Station. The draft EIR/EA should analyze impacts related to development and operation of these facilities including potential utility impacts, impacts to existing parking lots and the viewing platform, noise impacts due to early morning train engine start and warm up at the layover facility, and increased train or other operational noise issues at the Roseville Station and platform (such as a public address system). Thank you for consideration of our comments . If you have any questions regarding Roseville bike trail planning please contact Mike Dour (916-746-1304); for questions concerning the Downtown Roseville Specific Plan please contact Gina McColl (916-774- 5452).	

CC = Comment card.

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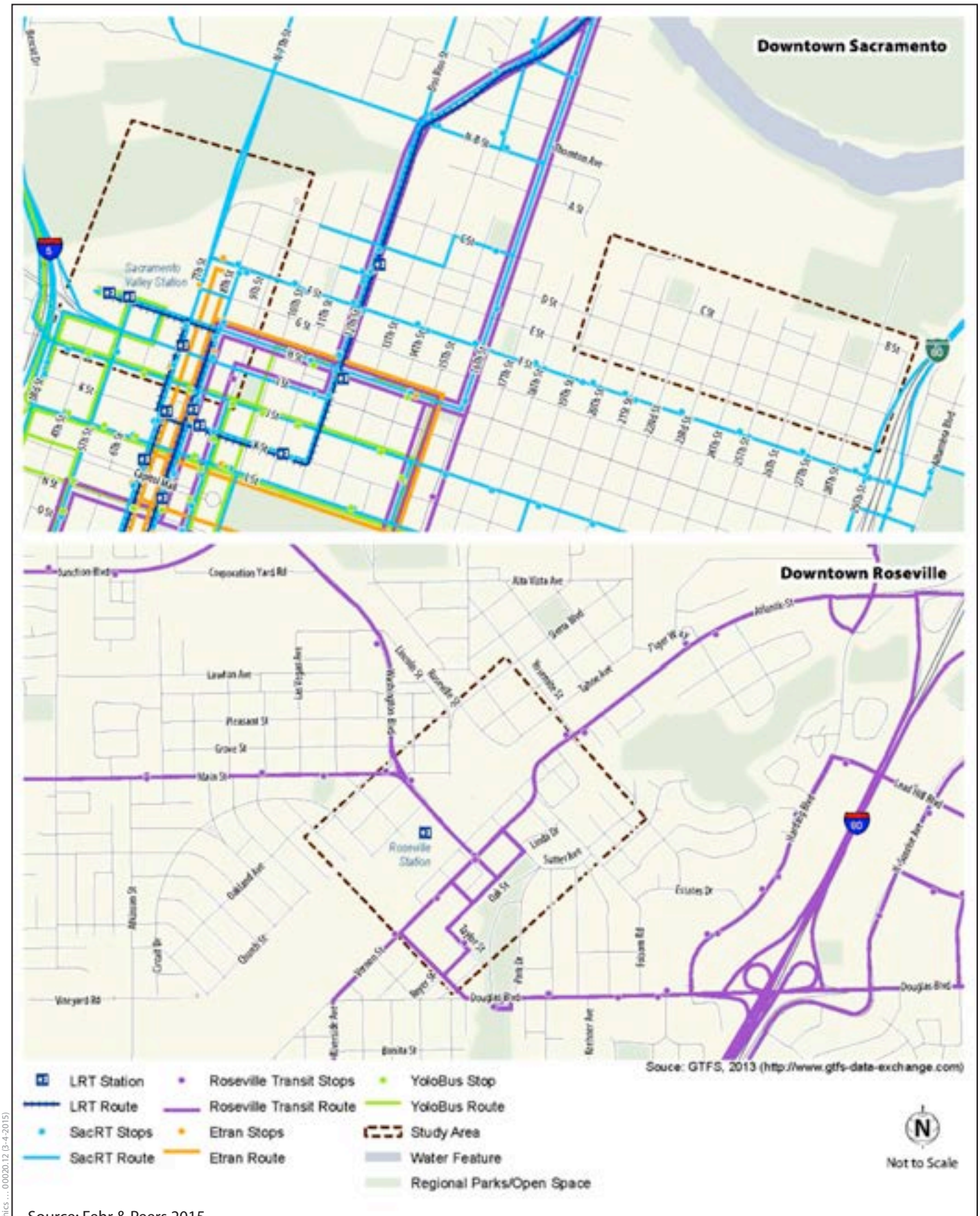
Figure 2-1a
Sacramento to Roseville Third Main Track
Project Corridor



Source: Fehr & Peers 2015.

Graphics ... 00020.12 (3-4-2015)

Figure 3.1-2
Existing Transit Facilities

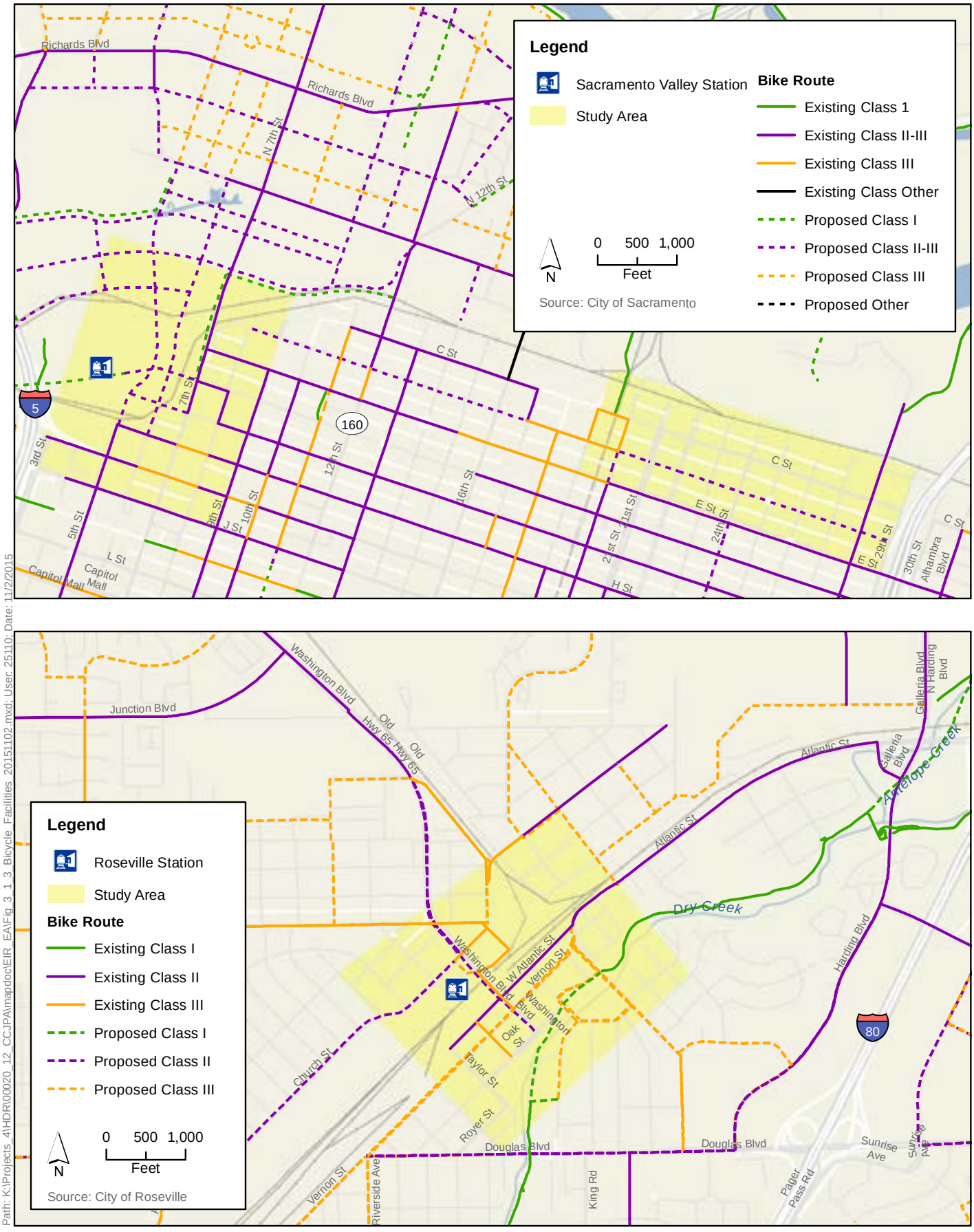


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Figure 3.1-3
Existing and Proposed Bicycle Facilities

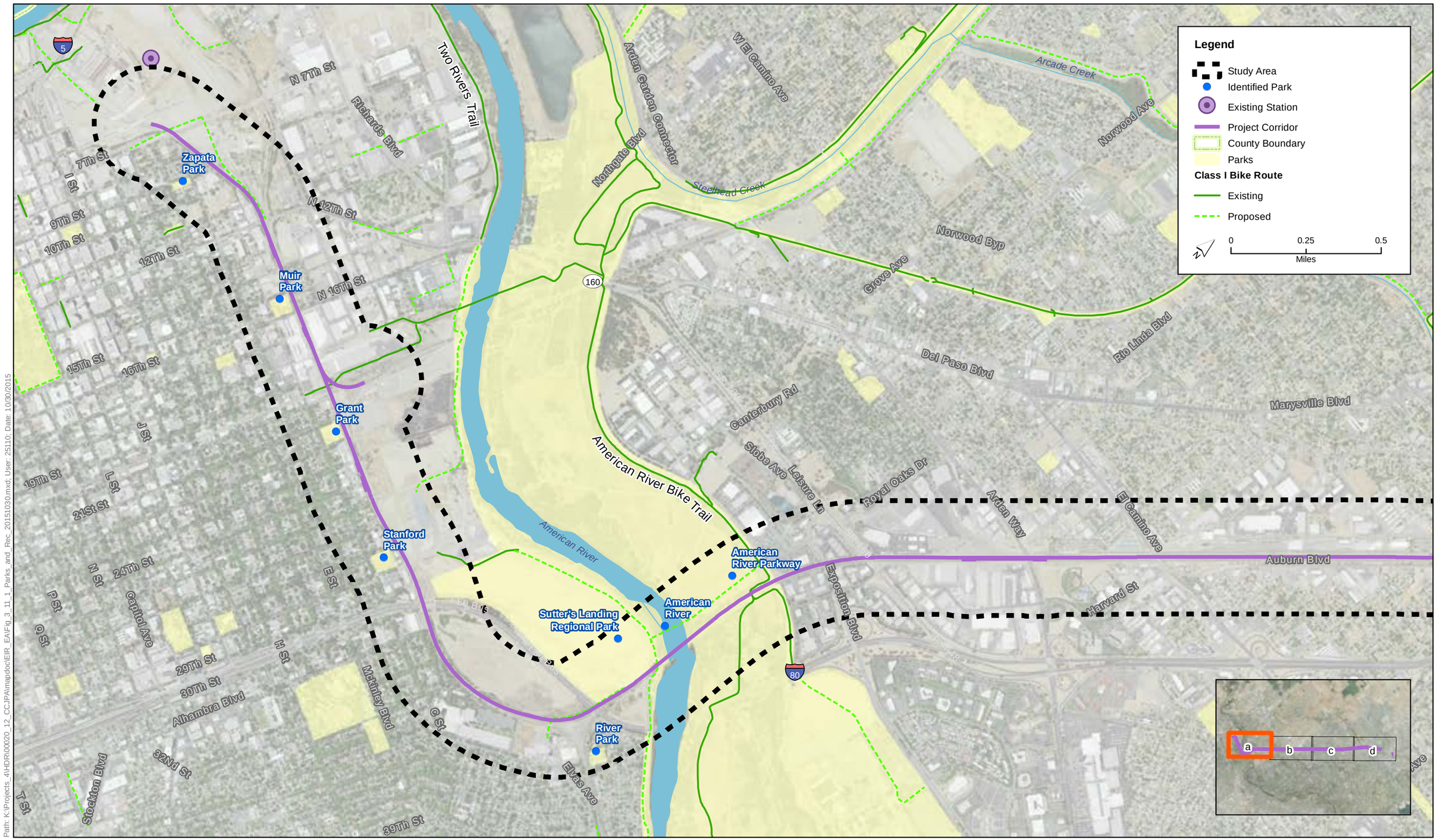

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Figure 3.11-1a
Parks and Recreational Resources

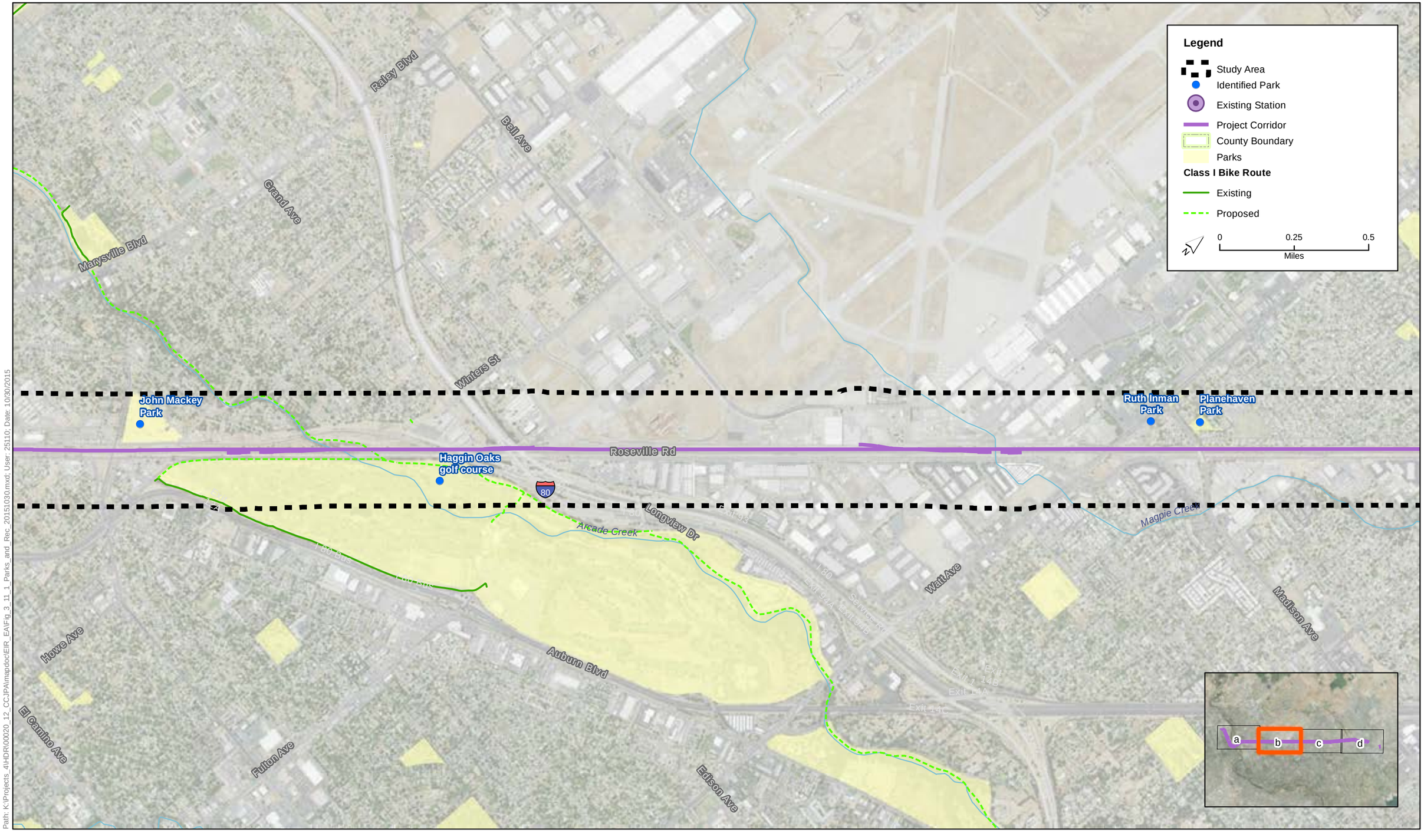

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Figure 3.11-1b
Parks and Recreational Resources

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Figure 3.11-1c
Parks and Recreational Resources

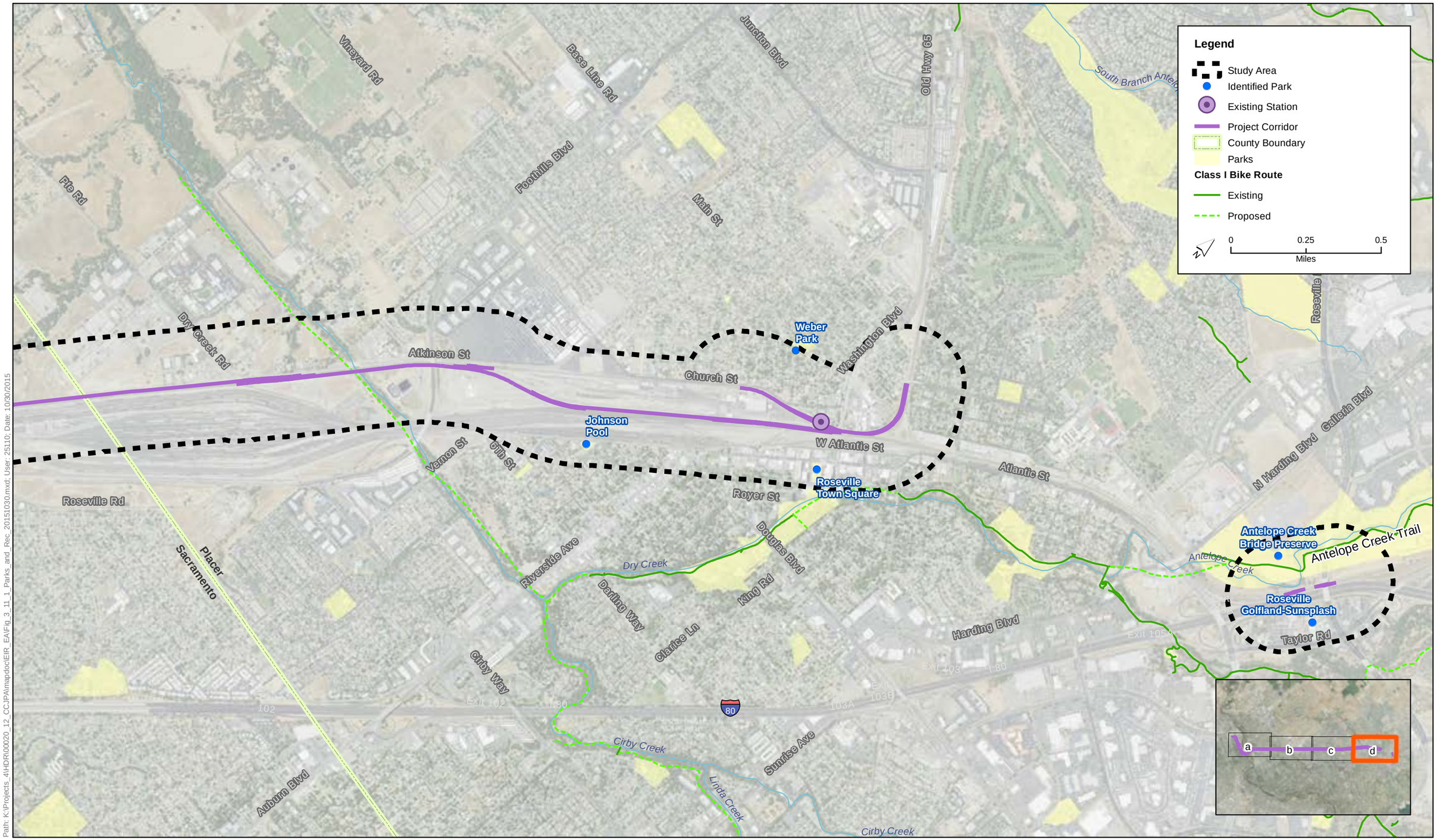

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Figure 3.11-1d
Parks and Recreational Resources

Project Components

- Proposed 3rd Track
- Fences
- Proposed Platform
- Building
- Bridge
- Bridge Pier
- Layover Area
- Crashwall
- Construction Staging Areas
- Mile Post
- Project Corridor
- Other Track

Appendix A
Sacramento to Roseville Third Main Track Project Corridor

0 250 500
Feet

Source: NAIP 2012

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Project Components

- Proposed 3rd Track
- Fences
- Proposed Platform
- Building
- Bridge
- Bridge Pier
- Layover Area
- Crashwall
- Construction Staging Areas
- Mile Post
- Project Corridor
- Other Track

Appendix A
Sacramento to Roseville Third Main Track Project Corridor

0 250 500
Feet

Source: NAIP 2012

K:\Projects_4\HDR\00020_12_CC-JPA\mapdoc\AppendixA_ProjectArea_20151015.mxd 19393 Date: 15 Oct 2015/

Construction Staging Areas

Area of Potential Effects

Source: NAIP 2014

Signature: FRA	Date:
Signature: CCJPA	Date:

Appendix D
Area of Potential Effects
Sacramento to Roseville Third Main Track Project

0 250 500
Feet

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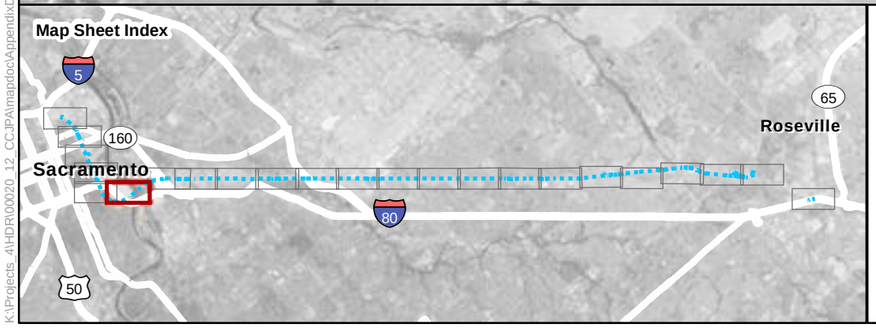

Construction Staging Areas

Area of Potential Effects

Source: NAIP 2014

Signature: FRA	Date:
Signature: CCJPA	Date:

Appendix D
Area of Potential Effects
Sacramento to Roseville Third Main Track Project

0 250 500
Feet

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Chapter 4
Mitigation Monitoring and Reporting Program

Purpose of and Need for Monitoring

In compliance with CEQA, an EIR has been prepared for the proposed Project. The EIR identified potentially significant impacts in the resource areas listed below, as well as mitigation measures to reduce these impacts to a less-than-significant level where possible.

- Traffic and Transportation
- Air Quality/Climate Change/Greenhouse Gases
- Noise and Vibration
- Utilities, Public Services, and Energy
- Biological Resources
- Hydrology and Water Resources
- Paleontological Resources
- Hazards and Hazardous Materials
- Parks, Recreation, and Open Space
- Aesthetics and Visual Resources
- Cultural Resources

One impact that cannot be reduced to a less-than-significant level, even with implementation of mitigation measures identified in the Draft EIR, is listed below.

- Cumulatively considerable net increase of any criteria pollutant for which the project region is in a non-attainment area for an applicable federal or state ambient air quality standard (for PCAPCD).

CEQA requires that a lead agency adopt a Mitigation Monitoring and Reporting Program (MMRP) for the measures the agency has proposed to avoid or mitigate significant environmental effects (State CEQA Guidelines Section 15097). The purpose of the MMRP is to ensure that the mitigation measures identified in the EIR are implemented and to identify who is responsible for their implementation.

Table 4-1, which follows this introductory section, identifies the mitigation measures for the proposed project, the parties responsible for implementing and monitoring the measures, the timing of each measure, and a summary of the actions necessary to implement and monitor each measure.

Mitigation Monitoring and Reporting Program Requirements

The MMRP has been prepared for the Project in accordance with Public Resources Code 21081.6, which specifies that when a public agency makes findings required by paragraph (1) of subdivision (a) of Section 21081, it "shall adopt a reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment." Public Resources Code 21081.6 further specifies that the MMRP will "ensure compliance during project implementation."

This MMRP is intended to ensure the effective implementation of mitigation measures that are within the County's authority to implement, including monitoring where identified, throughout all phases of development and operation of the proposed project.

Table 4-1. Mitigation Monitoring and Reporting Program

Mitigation Measure	Timing	Implementing Party	Monitoring Actions
Traffic and Transportation			
TRA-2: Implement site-specific construction traffic management plan (TMP) CCJPA, in coordination with UPRR, shall prepare site-specific TMPs for each road crossing prior to the initiation of construction. UPRR shall be responsible for project management, or may contract with one or more construction management firms to in ensure that construction contractors' crews and schedules are coordinated and that the plans and TMP specifications are being followed. The TMPs shall address the specific steps to be taken before, during, and after construction to minimize transportation impacts on all modes, including the mitigation measures and environmental commitments identified in this environmental document. Such measures include but are not limited to signage, flagging, limits on periods of closure, and provision for passage of emergency vehicles during construction. UPRR shall be responsible for developing the TMPs in consultation with the applicable transportation entities listed below. • Caltrans for state and federal roadway facilities. • Local agencies including City of Sacramento, County of Sacramento, City of Citrus Heights, and City of Roseville for local transportation facilities such as roads and bike paths. • Local fire and police departments. • Transit providers, including but not limited to, Regional Transit and Roseville Transit. • Rail operators. • U.S. Coast Guard. • City and county parks departments. • California Department of Parks and Recreation (DPR) for work in the American River Parkway. UPRR shall ensure that the TMPs are implemented prior to beginning construction at any given site, including in-water construction sites. If necessary to minimize unexpected operational impacts or delays experienced during real-time construction, UPRR shall be responsible for modifying the TMP in coordination with the appropriate transportation entities to address these effects.	Prior to construction	UPRR	

Mitigation Measure	Timing	Implementing Party	Monitoring Actions
Each TMP shall include the following provisions, as applicable to the conditions. • Description and deployment of signage warning of roadway surface conditions such as loose gravel, steel plates, or similar conditions that could be hazardous to road cycling activity on roadways open to bicycle traffic. • Description and deployment of signage and barricades to be used around the work sites. • Description and deployment of buoys, signage, or other effective means to warn boaters of in-water work areas and restrictions on access. Description of warning devices and signage (e.g., buoys labeled "boats keep out" or "no wake zone") in compliance with U.S. Coast Guard Private Aid to Navigation requirements and effective during non-daylight hours and periods of dense fog. • Use of flag people or temporary traffic signals/signage as necessary to slow or detour traffic. • Notifications for the public, emergency service providers, cycling organizations, bike shops, schools, the U.S. Coast Guard, boating organizations, marinas, city and county parks departments, and DPR, where applicable, describing construction activities that could affect transportation and water navigation. • Outreach (through public meetings and/or flyers and other advertisements). • Procedures for construction area evacuation in the case of an emergency declared by county or other local authorities. • Designation of alternate access routes via detours and bridges to maintain continual circulation for local travelers in and around construction zones, including bicycle riders, pedestrians, and boaters, where applicable. • Description of construction staging areas, material delivery routes, and specification of construction vehicle travel hour limits. • Notifications to commercial and leisure boating communities of proposed operations in the waterways, including posting notices at local marinas and public launch ramps. This information shall provide details regarding construction site location(s); construction schedules; and identification of no-wake zones, speed-restricted zones, and detours, where applicable. ○ No-wake zones and speed restrictions shall be established as part of development of the site-specific plans and shall be designated to protect the safety of construction workers and recreationists. • Scheduling for oversized material deliveries to the work site to minimize peak hour traffic conflicts, and location of haul routes.			

Mitigation Measure	Timing	Implementing Party	Monitoring Actions
• Provisions that direct haulers pull over in the event of an emergency. If an emergency vehicle is approaching on a narrow two-way roadway, specify measures to ensure that appropriate maneuvers shall be conducted by the construction vehicles to allow continual access for the emergency vehicles at the time of an emergency. • Control for any temporary road closure, detour, or other disruption to traffic circulation, including any temporary partial closures of the water channel. • Designation and posting of offsite vehicle staging and parking areas. • Posting of information for contact in case of emergency or complaint. • Designation of daily construction time windows during which construction is restricted or rail operations would need to be suspended for any activity within the UPRR ROW. • Coordination with rail providers (i.e., Amtrak, UPRR) to develop alternative interim transportation modes (e.g., trucks or buses) that could be used to provide freight and/or passenger service during any longer term railroad closures. • Coordination with transit providers (i.e., RT, Roseville Transit) to develop, where feasible, daily construction time windows during which transit operations would not be either detoured or substantially slowed. • Routine posting of information to the 511.org website regarding construction delays and detours. • Other actions to be identified and developed as necessary by the construction manager/resident engineer to ensure that temporary impacts on transportation facilities are minimized. Implementation of this measure would ensure that physical and operational transportation impacts and delays experienced during construction would be minimized.			
TRA-3: Delay Expansion of Capitol Corridor service until sufficient all-day and multi-day parking supply is available at the Roseville Station CCJPA shall not expand Capitol Corridor IPR service until a determination is made that sufficient all-day and multi-day parking supply (preferably within a 5-minute walk) and vehicle circulation is available at the Roseville Station, preferably within a 5-minute walk. This determination shall be based on a project-level parking and circulation study approved by CCJPA and the City of Roseville. CCJPA shall be responsible for funding the required circulation and parking study and shall support City efforts to obtain funding to construct the necessary improvements.	Following construction; concurrent with increases in IPR service.	CCJPA, City of Roseville	

Mitigation Measure	Timing	Implementing Party	Monitoring Actions
Air Quality/Climate Change/Greenhouse Gases			

AQ-2a: Implement air district–recommended basic and enhanced best management practices to reduce construction-related NOX emissions (SMAQMD and PCAPCD)
CCJPA shall require construction contractors to implement basic and enhanced NO_X construction mitigation measures recommended by SMAQMD and PCAPCD. Emission reduction measures shall include, at a minimum, the following applicable measures (additional measures may be identified by SMAQMD, PCAPCD, or the contractor, as appropriate). All measures shall be included in the final design and contractor specifications for the Project.
• Minimize idling time either by shutting equipment off when not in use or by reducing the time of idling to 5 minutes [required by California Code of Regulations, Title 13, sections 2449(d)(3) and 2485]. Provide clear signage that posts this requirement for workers at the entrances to the site. Many construction companies comply with the idling restriction through equipment inspection and maintenance programs.
• Maintain all construction equipment in proper working condition in accordance with manufacturer's specifications. The equipment must be checked by a certified mechanic and determined to be running in proper condition before it is operated.
• Submit to SMAQMD and PCAPCD a comprehensive inventory of all offroad construction equipment of 50 or more horsepower that shall be used an aggregate of 40 or more hours during any portion of construction.
  ○ The inventory shall include the horsepower rating, engine model year, and projected hours of use for each piece of equipment.
  ○ The Project representative shall provide the anticipated construction timeline including start date, and name and phone number of the project manager and onsite foreman.
  ○ This information shall be submitted at least 4 business days prior to the use of subject heavy-duty offroad equipment.
  ○ The inventory shall be updated and submitted monthly throughout the duration of the Project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs.
• Provide a plan for approval by SMAQMD and PCAPCD demonstrating that the heavy-duty offroad vehicles (50 horsepower or more) to be used in Project construction, including owned, leased, and subcontractor vehicles, shall achieve a Project-wide fleet-average 20 percent NOX reduction and 45 percent particulate reduction
	During construction	UPRR	

Mitigation Measure	Timing	Implementing Party	Monitoring Actions
compared to the most recent ARB fleet average. ○ This plan shall be submitted in conjunction with the equipment inventory. ○ Acceptable options for reducing emissions may include use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available. • Ensure that emissions from all offroad diesel powered equipment used on the project site do not exceed 40 percent opacity for more than three minutes in any one hour. ○ Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately. ○ Noncompliant equipment shall be documented and a summary provided to SMAQMD and PCAPCD monthly. ○ A visual survey of all in-operation equipment shall be made at least weekly. ○ A monthly summary of the visual survey results shall be submitted throughout the duration of the Project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey. SMAQMD, PCAPCD, and/or other officials may conduct periodic site inspections to determine compliance.			
AQ-2b: Use modern fleet for on-road material delivery and haul trucks during construction to reduce NOX emissions (SMAQMD and PCAPCD) CCJPA shall ensure that construction contracts stipulate that all onroad heavy-duty diesel trucks with a gross vehicle weight rating of 19,500 pounds or greater used at the project site shall comply with EPA 2007 onroad emission standards for PM10 and NOX (0.01 and 0.20 grams per break horsepower-hour, respectively). These PM10 and NOX standards were phased in through the 2007 and 2010 model years on a percent of sales basis (50 percent of sales in 2007–2009 and 100 percent of sales in 2010). This mitigation measure assumes that all onroad heavy-duty diesel trucks are compliant with EPA 2007 onroad emission standards.	During construction	UPRR	
AQ-2c: Reduce construction emissions to below SMAQMD NOX thresholds (SMAQMD) CCJPA shall ensure that construction-related emissions do not exceed SMAQMD's construction NO_X threshold of 85 pounds per day. Potential measures in addition to those listed in Mitigation Measures AQ-2a and AQ-2b include but are not limited to those listed below.	During construction	UPRR	

Mitigation Measure	Timing	Implementing Party	Monitoring Actions
• Require the usage of EPA-rated Tier 3 or higher rated construction equipment. In general, the following NO_X reductions can be achieved when replacing Tier 2 equipment (fleet average) with higher rated engine tiers. ○ Tier 3—38 percent NO_X reduction. ○ Tier 4 interim—68 percent NO_X reduction. ○ Tier 4 final—94 percent NO_X reduction. Work with SMAQMD to purchase NO_X credits to offset remaining NO_X construction emissions exceeding SMAQMD thresholds.			
AQ-4: Implement air district–recommended basic best management practices to reduce construction-related fugitive dust emissions (SMAQMD and PCAPCD) CCJPA shall require construction contractors to implement basic fugitive dust construction mitigation measures recommended by SMAQMD and PCAPCD. Emission reduction measures shall include, at a minimum, the following applicable measures (additional measures may be identified by SMAQMD, PCAPCD, or the contractor, as appropriate). • Water all exposed surfaces two times daily. Exposed surfaces include but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads. • Cover or maintain at least 2 feet of freeboard space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that travel along freeways or major roadways shall be covered. • Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited. • Limit vehicle speeds on unpaved roads to 15 miles per hour (mph). All roadways, driveways, sidewalks, and parking lots to be paved shall be completed as soon as possible. In addition, building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.	During construction	UPRR	

Mitigation Measure	Timing	Implementing Party	Monitoring Actions
Noise and Vibration			
NOI-1a: Implement Noise Control Plan and noise-reducing construction practices The construction contractor shall implement noise-reducing construction practices to limit construction noise to the maximum levels recommended by FTA. On days when work is limited to the hours of 7:00 a.m. to 10:00 p.m., the 1-hour L_{eq} at any noise-sensitive receiver shall be limited to 77 dBA where feasible. On days when work will include nighttime activity, the 1-hour L_{eq} at any noise sensitive receiver shall be limited to 69 dBA. The construction contractor shall prepare a Noise Control Plan that demonstrates how the contractor will comply with the noise limits specified above. Measures that can be implemented to control noise include but are not limited to the following. • Use specialty equipment with enclosed engines and/or high-performance mufflers. • Locate equipment and staging areas as far from noise-sensitive receivers as possible. • Limit unnecessary idling of equipment. • Install temporary noise barriers between noise sources and noise sensitive uses. • Route construction-related truck traffic away from residential streets to the extent permitted by the relevant jurisdiction. Avoid impact pile driving when possible (the current construction plans do not include any impact pile driving).	During construction	UPRR	
NOI-1b: Relocate special trackwork farther from sensitive receivers or install low-impact frog One of the two noise mitigation options below shall be implemented to reduce predicted noise levels near crossovers to below the FTA/FRA moderate noise impact threshold. • Relocate the special trackwork so that it is farther from sensitive receivers. • If the special trackwork cannot be relocated away from sensitive receivers, install a low-impact frog. A *frog* is the special insert used where two rails cross. Low-impact frogs are alternatives to typical frogs that provide a smoother transition through the gap in the rails, resulting in lower noise levels. Examples of low-impact frogs include monoblock frogs, flange-bearing frogs, and moveable point frogs. Low-impact frogs are predicted to reduce noise levels at receivers R5, R52, and I12 to below the moderate noise impact threshold (i.e., to a less-than-significant level).	During construction	UPRR	

Mitigation Measure	Timing	Implementing Party	Monitoring Actions
NOI-2a: Implement noise and vibration-reducing construction practices In the event that vibration generated by soil compaction and other high-vibration construction processes cause vibration inside residences that is intrusive to building occupants or poses a risk of damage to the structure, one or more of the measures below shall be implemented to reduce the potential for annoyance and structural damage from construction vibration. • Avoid performing high-vibration construction activities such as soil compaction and pile driving near residences. For example, use drilled piles instead of impact pile driving. • Alert residents and building owners when there will be construction activities that could cause vibration amplitudes sufficient to be intrusive to building occupants. An understanding as to what is causing vibration can often reduce the potential for annoyance. • Provide residents and building owners a liaison to contact for reporting vibration levels that are annoying. If a sufficient number of complaints are made, measure the vibration levels to determine if vibration reduction efforts are required.	During construction	UPRR	
NOI-2b: Install low-impact frog Install a low-impact frog at the crossover near cluster R5. A frog is the special insert used where two rails cross. Low-impact frogs are alternatives to typical frogs that provide a smoother transition through the gap in the rails, resulting in lower vibration levels. Examples of low-impact frogs include monoblock frogs, flange-bearing frogs, and moveable point frogs.	During construction	UPRR	
Utilities, Public Services, and Energy			
UT-8: Coordinate with utility service providers prior to construction UPRR shall coordinate with all utility providers during final design and construction stages to identify utility relocation and disruption plans that would minimize any service outages and safely relocate any affected utilities. Strategies for addressing potential utility disruptions shall be developed. UPRR shall coordinate with all affected utility providers to restrict utility service disruption by time duration and geographic extent. As part of this effort, UPRR shall assist utility and service providers in developing a communications plan to minimize effects on end users. All work within 10 feet of the underground transmission lines near the 20th Street crossing shall be conducted in the presence of a SMUD Inspector (or a SMUD-Qualified Electrical Worker) prior to the start of work. A 72-hour advance notice will be provided.	Prior to construction	UPRR	

Mitigation Measure	Timing	Implementing Party	Monitoring Actions
In addition, notification shall be provided to the Roseville Environmental Utilities Department a minimum of 48 hours prior to construction.			
Biological Resources			
BIO-1a: Install fencing and/or flagging to protect sensitive biological resources Prior to construction, UPRR's contractor shall install high-visibility orange construction fencing and/or flagging, as appropriate, along the perimeter of the work area adjacent to Environmentally Sensitive Areas (e.g., sensitive habitats and elderberry shrubs). Where specific buffer distances are required for sensitive biological resources, they shall be specified under the corresponding measures below. UPRR shall ensure that the final construction plans show the locations where fencing will be installed. The plans shall also define the fencing installation procedure. UPRR or contractor (at the discretion of UPRR) shall ensure that the fencing is maintained throughout the duration of the construction period. If the fencing is removed, damaged, or otherwise compromised during the construction period, construction activities shall cease until the fencing is repaired or replaced. The Project's special provisions package shall provide clear language regarding acceptable fencing material and prohibited construction-related activities, vehicle operation, material and equipment storage, and other surface-disturbing activities within Environmentally Sensitive Areas.	Prior to and during construction	Construction contractor	
BIO-1b: Implement a worker environmental awareness training program for construction personnel Before any equipment staging, grading, or tree removal is undertaken in the PIA, UPRR shall prepare and implement a worker environmental awareness training program. The training program shall be provided to all construction personnel (contractors and subcontractors) to brief them on the need to avoid effects on sensitive biological resources (e.g., riparian habitat, active bird nests, bat roosts) located in the PIA and the penalties for not complying with applicable state and federal laws and permit requirements. The training program shall be delivered by a biologist who will inform all construction personnel about the life history and habitat requirements of special-status species with potential for occurrence onsite, the importance of maintaining habitat, and the terms and conditions of the BOs and other permits. The training program shall also cover general restrictions and guidelines that must be followed by all construction personnel to reduce or avoid effects on sensitive biological resources during construction of the Build alternative.	Prior to and throughout construction	Construction contractor	

Mitigation Measure	Timing	Implementing Party	Monitoring Actions
BIO-1c: Retain a qualified biologist to conduct periodic monitoring during construction in sensitive habitats UPRR shall retain a qualified biologist to implement the worker environmental awareness training program and to conduct periodic site visits during construction activities that involve ground disturbance (e.g., vegetation removal, grading, excavation, bridge construction) within or adjacent to Environmentally Sensitive Areas. The timing and frequency shall be determined through coordination with UPRR, but monitoring shall take place at least weekly. The purpose of the monitoring is to ensure that measures identified in this report are properly implemented to avoid and minimize effects on sensitive biological resources and to ensure that the Project complies with all applicable permit requirements and agency conditions of approval. The biologist shall ensure that fencing around Environmentally Sensitive Areas remains in place during construction and that no construction personnel, equipment, or runoff/sediment from the construction area enters Environmentally Sensitive Areas. The monitor shall complete a monitoring log for each site visit, and a final monitoring report shall be prepared at the end of construction for submittal to CCJPA, the Federal Railroad Administration (FRA), and other overseeing agencies (i.e., CDFW, USFWS, and NMFS), as appropriate.	Prior to and throughout construction	UPRR	
BIO-1d: Compensate for temporary and permanent impacts on waters of the United States, including wetlands To compensate for temporary and permanent Project impacts on waters of the United States, UPRR shall purchase credits at an approved mitigation bank to ensure no net loss of wetland functions and values. The acreage or value of compensatory mitigation for the loss of aquatic habitat for vernal pool crustaceans and giant gartersnake (discussed in Impacts BIO-5 and BIO-7) may be counted toward compensatory mitigation for waters of the United States. The minimum compensation ratio for wetlands and other waters shall be 1:1 (1 acre of wetland or other waters habitat credit for every 1 acre of impact) to ensure no net loss of habitat functions and values.	Prior to disturbance	UPRR	
BIO-2a: Minimize potential for the long-term loss of riparian communities To the extent possible, UPRR shall ensure that the contractor minimizes the potential for the long-term loss of riparian vegetation by trimming vegetation rather than removing entire shrubs. Shrubs that need to be trimmed shall be cut at least 1 foot above ground level to leave the root systems intact and allow for more rapid regeneration. Cutting shall be limited to the minimum area necessary within the construction zone. Cutting shall be allowed only for shrubs (all trees shall be avoided) in areas that do not provide habitat for special-status species. Disturbance or removal of vegetation shall not exceed the minimum necessary to complete construction and future operations. Except for the	During construction	UPRR	Project biologist to monitor relevant activities

Mitigation Measure	Timing	Implementing Party	Monitoring Actions
vegetation specifically identified for trimming and/or removal in the notification, no native oak trees with a trunk diameter at breast height (dbh) greater than 6 inches will be removed or damaged without prior consultation and approval. Using hand tools (e.g., clippers, chainsaw), trees may be trimmed to the extent necessary to gain access to the work sites. All cleared material/vegetation shall be removed out of the riparian/stream zone. SRA habitat or natural woody riparian habitat shall be avoided or preserved to the maximum extent practicable. Emergent and submergent vegetation shall be retained where feasible.			
BIO-2b: Compensate for the loss of riparian communities (including SRA cover) UPRR shall compensate for temporary and permanent impacts on riparian communities and the associated SRA cover by preparing and implementing a riparian mitigation plan. The primary goals of the plan will be to compensate for Project-related loss or degradation of riparian habitats toward achieving no net loss of habitat acreage and functions over the long term through vegetation planting, habitat enhancement, and/or offsite compensation (mitigation bank credit purchase). The plan shall consider and incorporate the applicable policies (CO- 58, CO-59, CO-60, CO-61, CO-62, CO-138, CO-139, CO-140, and CO-141) in the Sacramento County 2030 General Plan (Sacramento County 2011) and their associated implementation measures. The following compensatory mitigation options shall be described in detail in the plan. • **Mitigation bank credit purchase.** UPRR may choose to purchase mitigation bank credits for non-SRA riparian communities if this approach is determined to be appropriate and is acceptable to the resource agencies. UPRR shall provide written evidence to the resource agencies that compensation has been established through the purchase of mitigation credits. The amount to be paid will be the fee that is in effect at the time the fee is paid. The mitigation will be approved by CDFW and may be modified during the permitting process. • **Onsite and/or offsite restoration in the local watersheds.** Restoration activities shall be undertaken for both SRA communities and non-SRA communities as specified below. Onsite restoration shall be required for all areas temporarily disturbed by construction. For onsite or offsite replacement plantings, UPRR shall prepare a mitigation planting plan that specifies the species list, number of each species, planting locations, and maintenance requirements. Plantings shall consist of cuttings taken from local plants or plants grown from local material. Planted species for mitigation plantings shall be similar to those removed from the PIA and shall include native species such as valley oak, Fremont cottonwood, Oregon ash, black willow, red willow, and arroyo willow. All plantings shall be fitted with exclusion cages or other	Compensatory mitigation and preparation of restoration plans completed prior to construction; restoration activities to be completed in same year as construction occurs	UPRR	Performance monitoring of restoration areas

Mitigation Measure	Timing	Implementing Party	Monitoring Actions
suitable protection from herbivory. Plantings shall be irrigated for up to 3 years or until established. Onsite restoration efforts should occur in the same year as construction impacts. Plantings shall be monitored annually for 3 years or as required in the Project permits. If 75 percent of the plants survive at the end of the monitoring period, the revegetation shall be considered successful. If the survival criterion is not met at the end of the monitoring period, planting and monitoring shall be repeated after mortality causes have been identified and corrected. Riparian forest compensation shall be consistent with the requirements of the local tree ordinances to ensure compensation for losses of individual protected trees. To provide a more accurate estimate of tree loss, an arborist survey shall be conducted upon completion of 90 percent design plans for the Project. In addition to a description of the potentially affected trees, the arborist survey report shall include the precise location of the trunk and the size of the dripline for all trees whose trunk or canopy overlap with the PIA. To satisfy NMFS and compensate for the loss of SRA cover, this measure includes the following provisions. ○ Replace affected SRA cover vegetation at a 2:1 linear replacement ratio by planting native riparian trees in temporary impact areas and along existing unshaded banks (i.e., 2 linear feet replaced for every 1 foot affected). This ratio will be confirmed with NMFS and should be consistent with the BO issued for the Project. ○ Plant native riparian trees onsite to the maximum extent practicable, followed by planting on adjacent reaches of affected streams to minimize the need for offsite mitigation. ○ Plant riparian trees that are intended to provide SRA cover along the water's edge at summer low flows and at levels sufficiently dense to provide shade along at least 85 percent of the bank's length when the plant reaches maturity. ○ Ensure that riparian plantings intended for SRA cover mitigation are planted within 10 feet (horizontal distance) of the summer wetted channel. This maximum planting distance will ensure that riparian plantings will contribute to SRA cover once they approach maturity. ○ Monitor and evaluate the revegetation success of riparian plantings intended for SRA cover mitigation as described above.			

Mitigation Measure	Timing	Implementing Party	Monitoring Actions
BIO-3: Implement measures to avoid long-term effects on special-status plants documented in the Project impact area If special-status plant species are found during the floristic survey, to the extent practicable and in consideration of other design requirements and constraints (e.g., meeting Project objectives and needs, avoidance of other sensitive resources) UPRR shall design the third track alignment to avoid or minimize potential impacts on special-status plants. If special-status plants cannot be avoided, UPRR shall consult with CDFW and USFWS (if federally listed species are found) to determine the appropriate compensatory measures for direct and indirect impacts that could result from Build Alternative construction. Measures may include preserving and enhancing existing populations, creation of offsite populations on Project mitigation sites through seed collection or transplantation, and restoring or creating suitable habitat in sufficient quantities to achieve no net loss of occupied habitat or individuals. A mitigation and monitoring plan shall be developed that describes how unavoidable effects on special-status plants will be compensated.	Prior to and during construction	UPRR	
BIO-4: Implement measures to avoid and minimize impacts on valley elderberry longhorn beetles and their habitat A buffer zone of 100 feet or more shall be established and maintained around elderberry shrubs within the PIA, as feasible. Complete avoidance may be assumed when a 100-foot (or wider) buffer is established and maintained around elderberry plants with stems measuring 1 inch or more in diameter at ground level. In addition, the following avoidance and minimization efforts shall be implemented for construction operations in the vicinity of any elderberry shrubs that are not removed. • All areas to be avoided during construction activities, specifically the 100-foot buffer zone around elderberry shrubs, shall be fenced and flagged. In areas where encroachment on the 100-foot buffer has been approved by USFWS, a minimum setback of at least 20 feet from the dripline of each elderberry shrub shall be provided to the extent practicable. In some cases, construction activity may be required within 20 feet of a shrub; in such cases, k-rails shall be placed at the greatest possible distance from the shrubs. • Signage shall be erected every 50 feet along the edge of avoidance areas with the following information: "This area is habitat of the valley elderberry longhorn beetle, a federally listed threatened species, and must not be disturbed. This species is protected by the Endangered Species Act of 1973, as amended. Violators are subject to prosecution, fines, and imprisonment." The signage shall be clearly readable from a distance of 20 feet and shall be maintained for the duration of construction.	Prior to and during construction	UPRR	Project biologist to monitor sensitive areas; performance monitoring of transplantation and restoration areas

Mitigation Measure	Timing	Implementing Party	Monitoring Actions
• Preconstruction surveys shall be conducted for elderberry shrubs in the PIA and within 100 feet of the PIA. Preconstruction surveys shall be conducted to comply with mitigation measures. • Temporary construction impacts within the buffer area (i.e., within 100 feet of elderberry shrubs) shall be restored. If any portion of the buffer area is temporarily disturbed during construction, it shall be revegetated with native plants and erosion control shall be provided. • No insecticides, herbicides, fertilizers, or other chemicals that might harm the beetle or its host plant shall be used within 100 feet of any elderberry plant with one or more stems measuring 1 inch or more in diameter at ground level. All drainage water during and following construction shall be diverted away from elderberry shrubs. • A written description of how buffer areas are to be restored, protected, and maintained after construction is completed shall be provided to USFWS. Mowing of grass can occur from July through April to reduce fire hazard; however, no mowing should occur within 5 feet of elderberry shrub stems. Mowing shall be conducted in a manner to avoid damaging shrubs. • Dirt roadways and other areas of disturbed bare ground within 100 feet of elderberry shrubs shall be watered at least twice a day to minimize dust emissions. Water shall not be sprayed directly on elderberry shrubs to avoid attracting Argentine ants. • For those shrubs that require being moved, direct impacts on valley elderberry longhorn beetles could occur during transplanting. Transplanting of elderberry shrubs has the potential to result in take of individual beetles because larvae or adults, if present in the stems, could be crushed or dislodged from the stems and become separated from the shrub. Transplanted elderberry shrubs may also experience stress, decline in health, or die due to changes in soil, hydrology, microclimate, or associated vegetation. The following measures shall be implemented in the event that transplantation or replacement of existing elderberry shrubs is required. ○ The transplantation guidelines outlined in the *Conservation Guidelines for the Valley Elderberry Longhorn Beetle* (U.S. Fish and Wildlife Service 1999) shall be followed. These transplantation guidelines dictate the necessary timing and details of the transplanting. At the discretion of USFWS, shrubs that are unlikely to survive transplantation because of poor condition or location, or plants that would be extremely difficult to move because of access problems, may be exempted from transplantation. ○ The loss of elderberry shrubs that must be transplanted or removed to facilitate construction of the Project shall be mitigated according to the requirements contained in the *Conservation Guidelines for the Valley Elderberry Longhorn Beetle*			

Mitigation Measure	Timing	Implementing Party	Monitoring Actions
(U.S. Fish and Wildlife Service 1999). Elderberry shrubs shall be transplanted to or replaced in an offsite conservation area along with the appropriate number of elderberry seedlings/cuttings and associative native species as described in the Guidelines. ○ In cases where transplantation is not possible, minimization ratios shall be increased to offset the additional habitat loss. Each elderberry stem measuring 1 inch or more in diameter at ground level that is adversely affected (i.e., transplanted, removed, or trimmed) shall be replaced, in the conservation area, with elderberry seedlings or cuttings at a ratio ranging from 1:1 to 8:1 (new plantings to affected stems) depending on the size class of the affected stem, presence or absence of exit holes, and whether the shrub is located in a riparian or a nonriparian area.			
BIO-5: Compensate for direct and indirect effects on vernal pool fairy shrimp and vernal pool tadpole shrimp habitat UPRR shall compensate for direct and indirect effects on vernal pool fairy shrimp and vernal pool tadpole shrimp habitat by implementing habitat preservation and creation as mitigation. Mitigation credits shall be purchased prior to commencement of any Project activities that could result in habitat loss or degradation. • **Habitat preservation:** UPRR shall compensate for the direct permanent and temporary loss of habitat and indirect (habitat degradation) impacts on habitat for vernal pool fairy shrimp and vernal pool tadpole shrimp at a ratio of 2:1 by purchasing vernal pool preservation credits from a USFWS-approved conservation bank. • **Habitat creation:** UPRR shall compensate for the direct permanent or temporary loss of habitat for vernal pool fairy shrimp and vernal pool tadpole shrimp at a ratio of 1:1 by purchasing vernal pool creation credits from a USFWS-approved conservation bank.	Prior to disturbance	UPRR	
BIO-6: Implement avoidance and minimization measures to reduce potential impacts on special-status fish UPRR shall comply with all water pollution protection provisions and conditions established by all regulatory authorities with jurisdiction over the Project. These measures include but are not limited to those listed below. • Risk of direct take of special-status fish species will be minimized by avoiding in-channel construction on the main channel of the American River during the peak migration period (November through May). • Prior to excavation activities at abutments, temporary sediment control structures shall be placed downslope of the area where disturbance of native soil is anticipated.	Prior to and during construction	UPRR	

Mitigation Measure	Timing	Implementing Party	Monitoring Actions
Excavated soil shall be hauled away from the job site and disposed of at an appropriately permitted disposal facility. • All disturbed areas that will not be covered by paving shall be stabilized to prevent erosion by using temporary soil stabilization BMPs. • An erosion control and water quality protection plan shall be prepared subject to review and approval by the Central Valley Water Board. The plan will include but not be limited to the following measures to protect water quality during construction. ○ Construction activities within the area delineated by the OHWM on both sides shall be limited to the period from May 30 to October 1 of each construction year. ○ Construction activities that take place between October 15 and May 15 within the leveed floodway, but above the OHWM, shall be limited to those actions that can adequately withstand high river flows without resulting in the inundation of and entrainment of materials during flood flows. ○ Temporary stockpiling of construction material, including vehicles, portable equipment, supplies, fuels and chemicals, and stockpiled or exposed soils, shall be restricted to designated construction staging areas within the PIA. ○ Sheet metal cofferdams shall be used for all areas of extended in-water work, and pumped water will be routed to either: (1) a sedimentation pond located on a flat stable area above the OHWM that prevents silt-laden runoff to enter the river, or (2) a sedimentation tank/holding facility that allows only clear water to return to the river, with settled solids disposed of at an appropriate offsite location. ○ Erosion control measures that prevent soil or sediment from entering the river shall be implemented, monitored for effectiveness, and maintained throughout construction operations. ○ Refueling of construction equipment and vehicles within the leveed floodway shall only occur where conditions meet all the following criteria: above the OHWM; within designated, paved, bermed areas where possible spills shall be readily contained; and away from all wetlands avoidance areas. ○ Truck and cement equipment shall not be cleaned within the leveed floodway. Equipment and vehicles operated within the leveed floodway shall be checked and maintained daily prior to operation to prevent leaks of fuels, lubricant, or other fluids to the river. ○ Litter and construction debris shall be removed from below the OHWM daily and disposed of at an appropriate site. All litter, debris, unused materials, equipment, and supplies shall be removed from construction staging areas above the OHWM at the end of each summer construction season.			

Mitigation Measure	Timing	Implementing Party	Monitoring Actions
○ No onsite harvesting of in-situ gravels shall be allowed for temporary landings and ramps. Where additional earth material is required below the OHWM, clean gravels (from an offsite commercial/permitted source) shall be the preferred material. If another type of engineered fill is required, it shall likewise be obtained from an offsite permitted source, and all excess earth material shall be properly disposed of outside the leveed floodway upon completion of the construction phase. If CDFW determines that the excess gravels used for fill would benefit fisheries, these gravels may be left onsite, consistent with an approved CDFW Streambed Alteration Agreement. • An effluent monitor plan that includes routine monitoring and reporting of discharge water and receiving water conditions must be prepared by the contractor and approved by the Central Valley Water Board. • All tailings and drilling fluids from the construction of any cast-in-hole pilings for the new railroad bridge shall be contained and end-hauled from the site for proper disposal. • To avoid or minimize potential impacts on listed salmonids related to increased turbidity and sedimentation, turbidity increases associated with Project construction activities should not exceed the Central Valley Water Board water quality objectives for turbidity in the Sacramento River Basin (California Regional Water Quality Control Board Central Valley Region 2011). Turbidity levels are defined in nephelometric turbidity units (NTUs). The current threshold for turbidity levels in the American River, as listed in the Water Quality Control Plan for the Central Valley, is 10 NTUs. Increases in turbidity attributable to controllable water quality factors in response to Project activities may not exceed the following limits. ○ Where natural turbidity is between 0 and 5 NTUs, increases shall not exceed 1 NTU. ○ Where natural turbidity is greater than 5 NTUs, increases shall not exceed 20 percent. To ensure that turbidity levels do not exceed these thresholds during instream Project construction activities, UPRR shall retain a qualified water quality specialist to monitor turbidity levels from 50 feet upstream to 300 feet downstream of the point of in-stream construction activities. When construction activities potentially have the greatest water quality impact (e.g., during installation of temporary construction platform), water samples shall be collected four times daily or as outlined by the agencies. In the event of a detectable plume, work shall halt until the plume has dissipated to satisfactory levels.			

Mitigation Measure	Timing	Implementing Party	Monitoring Actions
BIO-7: Implement avoidance and minimization measures to reduce potential impacts on giant gartersnake In areas that are identified as suitable upland and aquatic habitat for giant gartersnake, the following avoidance and minimization measures shall be implemented in accordance with the programmatic consultation. • Minimize disturbed areas to only those required to complete Project construction. • Limit construction windows to warm months (May 1–October 1) when snakes are more likely to be active and able to avoid construction activities. • Use exclusionary fencing to avoid wetland and other areas outside the proposed construction ROW. • Survey for giant gartersnakes in suitable aquatic or upland habitat in the PIA and within 200 feet of the PIA within 24 hours prior to the onset of construction and any time activities are halted for more than 2 weeks thereafter. • Allow any giant gartersnakes encountered to move away from construction activities on their own. • Prohibit the use of plastic, monofilament, jute, or similar erosion control matting that could entangle snakes in the PIA. • In giant gartersnake habitat, restore temporary impact areas to preproject conditions within the same season or, at most, the same calendar year. Monitor restored habitat and the construction zone for 1 calendar year, including a photodocumentation report containing pre- and postconstruction photos, for submittal to USFWS 1 year from the date the restoration is completed. • Permanent Project-related impacts on aquatic and upland GGS habitat shall be replaced at a minimum ration of 3:1 (acres preserved to acres affected).	Prior to and during construction	UPRR	Project biologist to monitor activities that could affect giant gartersnake
BIO-8: Implement measures to avoid and minimize impacts on western pond turtles UPRR shall implement the following measures to avoid and minimize impacts on western pond turtle. • Preconstruction surveys for western pond turtle shall be conducted within the BSA by a CDFW-approved biologist prior to the initiation of construction activities. If western pond turtle is found in the BSA during preconstruction surveys, CDFW shall be notified within 72 hours to determine the appropriate measures to prevent impacts on the species. • A qualified biologist shall be present during initial construction activities in Dry Creek, Magpie Creek, and the American River and during any dewatering activities. If any	Prior to and during construction	UPRR	Project biologist to conduct preconstruction surveys and monitor activities in potential habitat

Mitigation Measure	Timing	Implementing Party	Monitoring Actions
western pond turtles are observed in the construction area, including any dewatered areas, they shall be captured and relocated to an appropriate location up or downstream of the construction area.			
BIO-9: Implement measures to avoid and minimize impacts on tricolored blackbirds during the breeding season If construction is scheduled to start during the breeding season (February 15–September 15), UPRR shall retain a CDFW-approved biologist to conduct preconstruction surveys for tricolored blackbird in the BSA. If tricolored blackbird nesting colonies are found in the BSA during preconstruction surveys, CDFW shall be notified within 72 hours to determine the appropriate measures to prevent impacts on the species. At a minimum, a 250-foot no disturbance buffer shall be established between the nesting colony and Project activities. The buffer distance may be modified based on coordination with CDFW and additional avoidance measures, such as periodic monitoring, may be required to ensure that the buffer distance is sufficient to avoid adverse effects.	Prior to construction	UPRR	Project biologist to conduct preconstruction surveys and monitor maintenance of necessary buffers
BIO-10a: Implement measures to avoid and minimize impacts on Swainson's hawk and other nesting raptors UPRR shall implement the following measures to avoid and minimize impacts on Swainson's hawk and other nesting raptors. • If construction activities occur during the Swainson's hawk nesting period (February 15–September 15), UPRR shall retain a qualified biologist to conduct preconstruction surveys to identify active nests in accessible areas within 0.5 mile of the PIA according to the *Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in California's Central Valley* established by the Swainson's Hawk Technical Advisory Committee (2000). The surveys shall be conducted before the approval of grading and/or improvement plans (as applicable) and no more than 14 days before the beginning of construction for all Project phases. If no nests are found, no further measures are required. • If active nests are found, impacts on nesting Swainson's hawk shall be avoided by establishment of a 1,000-foot no-disturbance buffer between the nest and Project activities. No Project activity shall commence within the buffer area until a qualified biologist confirms that any young have fledged and the nest is no longer active. The size of the buffer may be adjusted if a qualified biologist and the City of Sacramento, in consultation with CDFW, determine that such an adjustment would not be likely to adversely affect the nesting hawks. If the buffer distance is reduced, nest monitoring	Prior to and during construction	UPRR	Project biologist to conduct preconstruction surveys and monitor maintenance of necessary buffers

Mitigation Measure	Timing	Implementing Party	Monitoring Actions
may be required by CDFW to ensure that the Project does not result in adverse effects (nest failure). • If construction begins during the typical breeding season for other raptors (February 15–September 15), preconstruction surveys shall be conducted by a qualified biologist within 72 hours prior to commencement of construction to determine presence/absence of nests in and directly adjacent to the BSA. If no nests are found during the survey, no further actions are necessary. If construction begins outside the breeding season, no preconstruction surveys are necessary. • If active nests for other raptors are identified during the preconstruction surveys, they shall be protected during the breeding season while the nest is occupied by adults or young. The occupied nest shall be monitored by a qualified biologist to determine when the nest is no longer in use. Protection will include the establishment of a 500-foot no-disturbance buffer around the nest, and highly visible temporary construction fencing will delineate the identified buffer zone. This buffer may be reduced in areas with dense vegetation, buildings, or other habitat features between Project activities and the active nest, or as determined by a qualified biologist coordinating with CDFW. No construction shall take place within this buffer zone unless approved by CDFW.			
BIO-10b: Implement measures to avoid and minimize impacts on burrowing owls The following avoidance and minimization measures for western burrowing owl shall be implemented to reduce potential impacts on the species. • A qualified biologist shall conduct western burrowing owl surveys inside and adjacent to the PIA to identify burrow locations within 14 days prior to site mobilization in accordance with the 2012 *Staff Report on Burrowing Owl Mitigation* (California Department of Fish and Wildlife 2012). If construction is delayed or suspended for more than 30 days after the survey, the area shall be resurveyed. • Surveys for occupied burrows shall be completed within all construction areas and within 250 feet from the proposed Project work areas (where possible and appropriate based on habitat). All occupied burrows will be mapped on an aerial photo. At least 15 days prior to the expected start of any Project-related ground-disturbing activities or the restart of activities, UPRR shall report any western burrowing owl observations to the CNDDB. • If no burrowing owls are detected during the preconstruction survey, no further action is necessary. • Based on the burrowing owl survey results, the following actions shall be taken by UPRR to offset impacts on occupied burrows during construction (as outlined in the 2012 *Staff Report on Burrowing Owl Mitigation*).	Prior to and during construction	UPRR	Project biologist to conduct preconstruction surveys and monitor maintenance of necessary buffers

Mitigation Measure	Timing	Implementing Party	Monitoring Actions
○ During the nonbreeding season (September 1–January 31), no disturbance shall occur within an approximately 160-foot radius of an occupied burrow. During the nesting season (February 1–August 31), occupied burrows shall not be disturbed within an 820-foot radius unless a CDFW-approved biologist verifies through noninvasive methods that either (1) the birds have not begun egg-laying and incubation, or (2) that juveniles from the occupied burrows are foraging independently and are capable of independent survival. ○ If owls must be moved away from the disturbance area, passive relocation techniques (as outlined by CDFW [i.e., use of one-way doors]) rather than trapping should be used. At least 1 or more weeks will be necessary to accomplish this and allow the owls to acclimate to alternate burrows. ○ If unpaired or paired owls are present in or adjacent to areas scheduled for disturbance or degradation (e.g., grading) and nesting is not occurring, owls are to be removed per CDFW-approved passive relocation protocols. Passive relocation requires the use of one-way exclusion doors, which must remain in place at least 48 hours prior to site disturbance to ensure that owls have left the burrow prior to construction. For active burrows with nonbreeding owls that are outside the PIA but within 150 of Project activities, CDFW shall be consulted to determine if relocation is necessary. An exclusion plan shall be required subject to CDFW approval. ○ If paired owls are nesting in areas scheduled for disturbance or degradation, nest(s) shall be avoided from February 1 through August 31 by establishing a minimum 500-foot no-disturbance buffer or until fledging has occurred. Following fledging, owls may be passively relocated. This buffer may be reduced in areas with dense vegetation, buildings, or other habitat features between Project activities and the active nest, or as determined by a qualified biologist coordinating with CDFW.			
BIO-11: Implement measures to avoid and minimize impacts on other migratory birds UPRR shall implement the following measures to avoid and minimize impacts to other migratory birds. • If construction begins during the typical breeding season for migratory birds (February 15–September 15), preconstruction surveys shall be conducted by a qualified biologist within 72 hours prior to commencement of construction to determine presence/absence of nests in and directly adjacent to the BSA. If no nests are found during the survey, no further actions are necessary. If construction begins outside the breeding season, no preconstruction surveys are necessary.	Prior to and during construction	UPRR	Project biologist to conduct preconstruction surveys and monitor maintenance of occupied nests and any necessary buffers

Mitigation Measure	Timing	Implementing Party	Monitoring Actions
• If active bird nests are identified during the preconstruction surveys, they shall be protected during the breeding season while the nest is occupied by adults or young. The occupied nest shall be monitored by a qualified biologist to determine when the nest is no longer in use. Protection shall include the establishment of a minimum 50-foot no-disturbance buffer around the nest and highly visible temporary construction fencing will delineate the identified buffer zone. The extent of the buffer shall be determined by a qualified biologist, coordinating with USFWS as necessary, and shall be based on the species, type of construction activity, presence of barriers between the nest and Project activities, and ambient noise levels. The following additional avoidance and minimization measures shall be incorporated if nesting barn or cliff swallows, black phoebes, purple martins, or song sparrows are identified in the BSA. Swallows, black phoebes, and purple martins could attempt to establish nests and/or occupy existing nests under bridges in the BSA prior to construction. The following measures shall be followed to prevent impacts on bridge-nesting swallows, black phoebes, or other migratory birds. • All existing unoccupied swallow and black phoebe nests found on the undersides of the bridges shall be removed between September 16 and February 14 prior to the year of construction. • Exclusionary netting shall be installed around the undersides of the bridges before February 15 of the construction year to prevent new nests from being constructed and to prevent the reoccupation of existing nests that were not removed. Netting will remain in place until the end of the typical nesting season (September 15) or the completion of construction activities, whichever is first. During the nesting season, the netting shall be monitored weekly to ensure that it remains intact and does not entrap birds. More frequent monitoring visits shall be made as necessary, especially in areas with high foot-traffic.			
BIO-12: Implement measures to avoid and minimize impacts on pallid bats UPRR shall implement the following measures to avoid and minimize impacts on bats. • Preconstruction visual bat surveys shall be conducted by a bat specialist to inspect the undersides of bridges and potential roost trees in the BSA for roosting bats within 72 hours prior to commencement of construction. If no potential bat roosts are found, no further actions are necessary. • If construction activities in the vicinity of potential roosting sites stop for a period of 2 weeks or longer, surveys shall be repeated prior to reinitiating construction activities.	Prior to and during construction	UPRR	Project biologist to conduct preconstruction surveys, monitor activity near roosts, and implement protective measures in consultations with CDFW

Mitigation Measure	Timing	Implementing Party	Monitoring Actions
• If an active bat roost is identified during the preconstruction survey but the structure or tree will not be disturbed, then the roost shall be identified as a sensitive resource and will be avoided; no additional measures are necessary. • If it is determined that bats are using bridges/structures or trees that will be removed or disturbed, the bat specialist shall consult with CDFW to identify protective measures to avoid and minimize impacts on roosting bats based on the type of roost and timing of activities. These measures could include but are not limited to the following. ○ If feasible, tree removal/trimming and removal or modification of structures containing an active roost shall be avoided between April 15 and September 15 (the maternity period) to avoid impacts on reproductively active females and dependent young. ○ If a nonmaternity roost is located within a structure that would be removed or modified in a manner that would expose the roost, bats shall be excluded from the structure by a qualified wildlife management specialist working with a bat biologist. An exclusion plan shall be developed in coordination with CDFW that identifies the type of exclusion material/devices to be used, the location and method for installing the devices, and a monitoring schedule for checking the effectiveness of the devices. Because bats are expected to tolerate temporary construction noise and vibrations, bats will not be excluded from structures if no direct impacts on the roost are anticipated. ○ If a maternity roost is located, whether solitary or colonial, that roost shall remain undisturbed until September 15 or until a qualified biologist has determined that the roost is no longer active. ○ If avoidance of nonmaternity roost trees is not possible, tree removal or trimming shall be monitored by a qualified biologist. Prior to removal/trimming, the tree will be gently shaken, and several minutes should pass before felling trees or trimming limbs to allow bats time to arouse and leave the tree. The tree then will be removed in pieces, rather than felling the entire tree. • At the discretion of UPRR, additional bat boxes could be installed along Dry and Magpie Creeks and the American River to provide alternate roost sites for any bats displaced by construction activities.			

Mitigation Measure	Timing	Implementing Party	Monitoring Actions
BIO-14: Avoid and minimize the spread of invasive plant species during Project construction UPRR or its contractor shall be responsible for avoiding and minimizing the introduction of new invasive plants and the spread of invasive plants previously documented in the BSA. Two or more of the BMPs listed below shall be written into the construction specifications and implemented during Project construction. • Retain all fill material onsite to prevent the spread of invasive plants to uninfested areas. • Use a weed-free source for erosion control materials (e.g., straw wattles for erosion control that are weed-free or contain less than 1 percent weed seed). • Prevent invasive plant contamination of Project materials during transport and when stockpiling (e.g., by covering soil stockpiles with a heavy-duty, contractor-grade tarpaulin). • Use sterile wheatgrass seed and native plant stock during revegetation. • Revegetate and/or mulch disturbed soils within 30 days of completion of ground-disturbing activities to reduce the likelihood of invasive plant establishment. The goal for implementation of two or more of these BMPs is to minimize the disturbance and transport of soil and vegetation to the greatest extent feasible to complete the work. Detailed information about implementing these BMPs can be found in Cal-IPC's *Preventing the Spread of Invasive Plants: Best Management Practices for Transportation and Utility Corridors* (2012).	During and immediately following construction	UPRR	
Hydrology and Water Resources			
WQ-8: Implement bridge design modifications and field studies to minimize potential flood-related impacts Additional design modifications to reduce the overall impact of the proposed bridge structures on the potential for flooding shall be considered in the design phase to reduce potential flood-related impacts. Any additional changes to the bridge configuration during a future design process will need to be incorporated into the HEC-RAS (hydraulic modeling software) model and results recomputed. It is anticipated that additional field survey and bathymetry (i.e., underwater topography) data cross sections would be collected during a future design phase to verify HEC-RAS model results and help determine potential bridge design modifications.	During Project design	UPRR, Project engineer	

Mitigation Measure	Timing	Implementing Party	Monitoring Actions
Geology, Soils, Seismicity, Minerals, and Paleontological Resources			
GEO-8a: Educate construction personnel in recognizing fossil material Prior to construction, UPRR shall ensure that all construction personnel receive training provided by a qualified professional paleontologist who is experienced in teaching non-specialists to ensure that construction personnel can recognize fossil materials in the event any are discovered during construction.	Prior to and during construction, as needed	UPRR	
GEO-8b: Stop work if substantial fossil remains are encountered during construction If substantial fossil remains (particularly vertebrate remains) are discovered during earth-disturbing activities, the construction contractor shall stop activities immediately until a State-registered professional geologist or qualified professional paleontologist can assess the nature and importance of the find and a qualified professional paleontologist can recommend appropriate treatment. Treatment may include preparation and recovery of fossil materials so that they can be housed in an appropriate museum or university collection and may also include preparation of a report for publication describing the finds. UPRR shall be responsible for ensuring that recommendations regarding treatment and reporting are implemented.	During construction	UPRR	Registered professional geologist or paleontologist
GEO-8c: Retain a qualified professional paleontologist to monitor significant ground-disturbing activities Prior to construction, UPRR shall retain a qualified professional paleontologist as defined by SVP's Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources (2010) to monitor activities with the potential to disturb sensitive paleontological resources. Data gathered during detailed Project design shall be used to determine the activities that will require the presence of a monitor. In general, these activities include any ground-disturbing activities involving excavation deeper than 3 feet in areas with high potential to contain sensitive paleontological resources. Recovered fossils shall be prepared so that they can be properly documented. Recovered fossils shall then be curated at a facility that will properly house and label them, maintain the association between the fossils and field data about the fossils' provenance, and make the information available to the scientific community.	Prior to and during construction	UPRR	

Mitigation Measure	Timing	Implementing Party	Monitoring Actions
Hazardous Materials			
HAZ-1: Ensure safe handling and storage of hazardous materials Before the commencement of Project construction, the construction contractor shall ensure that any employee handling hazardous materials is trained in the safe handling and storage of hazardous materials per all applicable regulations (e.g., OSHA hazardous materials standards listed in 29 CFR 1910 Subpart H), and staging areas where hazardous materials would be stored during construction shall be identified in accordance with applicable state and federal regulations. Similarly, during operations, UPRR and CCJPA personnel shall be likewise trained in the safe handling and storage of hazardous materials.	Prior to and during construction; during operations	UPRR, CCJPA, and construction contractor	
HAZ-2a: Conduct Phase II Environmental Site Assessment studies Prior to construction of the Build Alternative, Phase II soil studies shall be conducted to assess areas of proposed improvements to provide site-specific data upon which to rely when developing the Soil Management Plan (discussed in Mitigation Measure HAZ-3). The Phase II studies can include but are not limited to the following. • A scope of work consisting of prefield activities, such as preparation of a Health and Safety Plan (HASP), marking boring locations, and obtaining utility clearance; and field activities, such as identifying appropriate sampling procedures, health and safety measures, chemical testing methods, and quality assurance/quality control (QA/QC) procedures in accordance with the ASTM Standard. • Necessary permits for boring advancement. • A Sampling and Analysis Plan (SAP) in accordance with the scope of work. Laboratory analyses conducted by a state-certified laboratory.	Prior to construction	UPRR	
HAZ-2b: Prepare a Soil Management Plan The Soil Management Plan (SMP) shall address the concerns associated with releases of contaminated soil within and adjacent to the railroad ROW and railyard areas. The SMP shall include specifications for procedures to manage affected soil during construction.	Prior to construction	UPRR	
HAZ-4: Minimize risk of wildland fire Before the commencement of construction of the Build Alternative, the construction contractor shall ensure that staging areas, welding areas, or other areas slated for construction equipment are cleared of dried vegetation or other materials that could serve as fire fuel. Any construction equipment that normally includes a spark arrester shall be equipped with an arrester in good working order.			

Mitigation Measure	Timing	Implementing Party	Monitoring Actions
Parks, Recreation, and Open Space			
REC-3a: Coordinate and provide advance notice of construction activities in Sutter's Landing Regional Park UPRR shall coordinate construction activities at Sutter's Landing Regional Park with the City of Sacramento so that the City can inform users regarding construction activities. At least 10 days advance notice shall be provided regarding any trail closures or detours. To the extent possible, trails shall be kept open at all times.	Prior to and during construction	UPRR	
REC-3b: Maintain safe access to the Jedediah Smith Memorial Bike Trail and other trails Because the Jedediah Smith Memorial Bike Trail passes beneath the existing trestle of the American River Bridge, a detour shall be implemented during construction of the new bridge to ensure that safe access remains available. Pedestrian, bike, and equestrian access to the river would be maintained. Similarly, access to the unnamed bike trail in Sutter's Landing Regional Park would be maintained by use of a detour.	During construction	UPRR, construction contractor	
REC-3c: Maintain an open channel in the American River at all times An open channel for boat traffic shall be maintained under the bridge at all times. Construction equipment in the river and other potential impediments to recreation shall be equipped with required safety markings (e.g., lights).	During construction	UPRR, construction contractor	
REC-3d: Coordinate construction activities in the American River with Sacramento County and California State Parks UPRR shall coordinate construction activities with Sacramento County and California State Parks, providing at least 10 days advance notice for any construction activities in the American River.	Prior to and during construction	UPRR, construction contractor	
REC-3e: Coordinate and provide advance notice of construction activities in the American River Parkway UPRR shall coordinate construction activities in the American River Parkway with the Sacramento County Regional Parks Department at least 14 days in advance of start of construction and regularly while construction activities are ongoing in the Parkway. Written notices regarding construction activities shall be regularly and prominently posted in the Parkway to keep the public informed.	Prior to and during construction	UPRR, construction contractor	

Mitigation Measure	Timing	Implementing Party	Monitoring Actions
REC-3f: Provide potential impediments to recreation with appropriate safety markings All construction equipment and other potential impediments to recreational activities and access in the American River Parkway shall be equipped with required safety markings (e.g., lights, signage).	During construction	UPRR, construction contractor	
REC-3g: Compensate for loss of 0.14 acre of American River Parkway In accordance with Section 5404 of the California Public Park Preservation Act, the loss of acreage at the American River Parkway shall be compensated for by either providing new acreage at a suitable location or improving the unacquired portion of the parkland and facilities. CCJPA shall work with the County of Sacramento to identify sites that are considered suitable as replacement land or to identify appropriate park improvements following the steps listed below. • Conduct a fair-market value assessment of the value of the land being acquired. • Coordinate with the County regarding compensation and appropriate enhancement measures. • Grant the County of Sacramento an easement under the bridge crossing on the south side of the American River. • Construct any required safety measures for safe access under the rail crossing for cyclists and pedestrians. • Install a new well for a water source to be used for restoration of the Woodlake Area and future mitigation sites related to this project.	To be determined in consultation between CCJPA and County of Sacramento	CCJPA	
Aesthetics and Visual Resources			
AES-2a: Minimize visual disruption through vegetation retention and placement of staging areas To minimize visual disruption, construction activities would implement the following measures. • Limit preconstruction vegetation removal to that necessary for construction. • Where possible, preserve existing vegetation, particularly along the edge of construction areas, to help screen views. • After construction, regrade and revegetate areas disturbed by construction and staging to pre-project conditions. • To the extent feasible, do not site construction staging areas immediately adjacent to existing residential, recreational, or other sensitive visual receptors.	During and following construction	UPRR, construction contractor	

Mitigation Measure	Timing	Implementing Party	Monitoring Actions
AES-2b: Minimize fugitive light from portable sources used for construction The construction contractor shall minimize fugitive light from portable lighting sources used during construction by adhering to the following practices. • Project-related light and glare shall be minimized to the maximum extent feasible within the constraints of safety considerations. • Color-corrected halide lights shall be used. • Portable lights shall be operated at the lowest allowable wattage and height and shall be raised to no more than 20 feet above ground level. • All lights shall be screened and directed down toward work activities and away from the night sky and nearby residents to the maximum extent within the constraints of safety considerations. • The number of nighttime lights used shall be minimized to the greatest extent possible. Implementation of this measure will reduce—to the extent feasible as governed by site-specific safety requirements—the overall amount of nighttime light and glare introduced to the Project vicinity during construction.	During construction	UPRR, construction contractor	
AES-2c: Screen ancillary Project facilities Ancillary Project facilities shall not be sited near residences, parks, or other sensitive visual receptors. Where avoidance is not feasible, facilities shall be screened with perimeter landscape screening.	During Project design and construction	UPRR	
Cultural Resources			
CUL-1a: Conduct archaeological presence/absence testing in areas of the APE adjacent to the American River prior to final design Prior to completion of final design, CCJPA shall retain a qualified archaeologist meeting the Secretary of Interior's Standards for archeological documentation, to conduct archaeological presence/absence testing (in areas of the APE adjacent to the American River where bridge construction activities shall occur. The purpose of the testing will be to determine whether buried archaeological resources are present in these portions of the APE. The study shall include contacting the NAHC and interested parties, conducting presence/absence testing, and reporting. The testing shall consist of at least six mechanically excavated trenches, three on each side of the American River where the proposed bridge would be constructed. All attempts shall be made to place trenches in those locations where the proposed bridge footings would be located. Trenches shall measure at least 15 feet long and shall be	Prior to final Project design	CCJPA	Project archaeologist

Mitigation Measure	Timing	Implementing Party	Monitoring Actions
excavated with a backhoe equipped with a bucket at least 3 feet wide. Trenches shall be excavated to at least 2 feet below the maximum depth of ground disturbance that would result from bridge construction, or until trenching is no longer feasible or safe. An archaeologist shall study excavated sediments placed in backfill piles on a backhoe bucket-by-bucket basis and shall examine trench sidewalls for evidence of archaeological deposits. When potential archaeological material is observed in either excavated sediments or trench sidewalls, an archaeologist shall enter trenches to better view the material and determine its nature. Buried archaeological material can range from a single flake (lithic debitage) or discolored soil to an obvious buried midden component. Indicators of archaeological sensitivity or the presence of archaeological deposits may include patches of reddish oxidized soils, fire-affected rock (FAR), carbon, bone, shell, or artifacts. The location and potential extent of the site shall be taken into consideration to determine appropriate next steps. For the purposes of the subsurface survey, the threshold for terminating the investigation and requiring either avoidance measures or archaeological evaluative testing shall be the identification of more than three pieces of lithic debitage per trench, any midden soil, formal tools, any culturally associated prehistoric faunal remains, any discrete prehistoric or historic-period features, or historic-period refuse with multiple artifact types. The archaeologist shall document the results of the testing in a cultural resources technical report. The report shall include: (1) a summary of relevant background information; (2) a complete discussion of methods and results; (3) recommendations of NRHP and CRHR eligibility for any identified resources; (4) assessment of Project impacts on the resources; and (5) recommended mitigation measures for any identified resources, if applicable. If a site is determined to be eligible for listing in the NHRP, further consultation with SHPO will be necessary for treatment of this site. Examples of potential treatment measures include modifying Project design for avoidance of identified archaeological resources and additional archaeological testing of the archaeological resources to evaluate them for NRHP-eligibility, eligibility as a historical resource pursuant to CEQA Guidelines Section 15064.5, and eligibility as a unique archaeological resource pursuant to PRC Section 21083.2.			

Mitigation Measure	Timing	Implementing Party	Monitoring Actions
CUL-1b: Conduct archaeological construction monitoring during ground-disturbing activities in archaeologically sensitive areas and halt work if previously unrecorded cultural resources are encountered and determined to be NRHP eligible CCJPA shall retain an archaeologist to conduct archaeological construction monitoring during ground-disturbing construction activities in previously undisturbed soil in archaeologically sensitive areas as identified in the cultural resources inventory and evaluation report (ICF International 2014). The monitoring shall be supervised by an archaeologist that meets the Secretary of Interior's Standards for archeological documentation. The onsite archaeological monitor shall observe the ground-disturbing activities to ensure that no archaeological material is present or disturbed during those activities. CCJPA may invite, and retain if so desired, a Native American monitor to assist in the archaeological monitoring. If potential archaeological material is observed, all work within 100 feet of the find shall cease, and the archaeologist and (if appropriate) a Native American representative shall assess the significance of the find. If the find is determined to be potentially (1) NRHP-eligible; (2) a historical resource pursuant to CEQA Guidelines Section 15064.5; or (3) a unique archaeological resource pursuant to PRC Section 21083.2, CCJPA shall consult with SHPO, appropriate Native American tribes, and other appropriate interested parties to determine treatment measures pursuant to 36 CFR 800.13. In addition, the final disposition of archaeological, historical, and paleontological resources recovered on State lands under the jurisdiction of the California State Lands Commission must be approved by the Commission.	During construction	CCJPA	Archaeological construction monitoring
CUL-3: Conduct archaeological construction monitoring during ground-disturbing activities in archaeologically sensitive areas and halt work if human remains are encountered CCJPA shall retain an archaeologist to conduct archaeological construction monitoring during ground-disturbing construction activities in previously undisturbed soil in archaeologically sensitive areas as identified in the cultural resources inventory and evaluation report (ICF International 2014). The monitoring shall be supervised by an archaeologist that meets the Secretary of Interior's Standards for Archeology. The onsite archaeological monitor shall observe the ground-disturbing activities to ensure that no human remains are present or disturbed during those activities. CCJPA may invite, and retain if so desired, a Native American monitor to assist in the archaeological monitoring. During any Project excavation, regardless of the presence of an archaeological monitor, if human remains (or remains that are suspected to be human) are discovered, all work shall cease in the vicinity of the find (within a minimum of 100 feet) and the appropriate county coroner shall be notified immediately. If the coroner	During construction	CCJPA	Archaeological construction monitoring

Mitigation Measure	Timing	Implementing Party	Monitoring Actions
determines the remains to be Native American in origin, the coroner shall be responsible for notifying the NAHC, which will appoint a most-likely descendant (MLD) (PRC Section 5097.99). The archaeologist, CCJPA, lead federal agency, SHPO, and MLD shall make all reasonable efforts to develop an agreement for the dignified treatment of human remains and associated or unassociated funerary objects (CCR Title 14 Section 15064.5[d]). The agreement shall take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects. The MLD shall have 24 hours after notification by the NAHC to make their recommendation (PRC Section 5097.98). If the MLD does not agree to the reburial method, the Project shall follow PRC Section 5097.98(b), which states, "the landowner or his or her authorized representative shall reinter the human remains and items associated with Native American burials with appropriate dignity on the property in a location not subject to further subsurface disturbance."			