

# Appendix A

## **NOP and Scoping Summary**

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## A. NOP and Scoping Summary

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This appendix summarizes the activities performed during the scoping process for the Valley Rail Sacramento Extension Project (proposed project) Environmental Impact Report (EIR).

On September 13, 2019, the San Joaquin Regional Rail Commission (SJRRC), serving as the lead agency for the proposed project, posted a Notice of Preparation (NOP) of an EIR to the California State Clearinghouse. This initiated the public scoping period from September 13, 2019 to October 14, 2019. The NOP is included as Attachment 1 of this appendix.

The NOP was posted to the county clerks/recorders offices in San Joaquin County and Sacramento County; mailed to elected officials and planning departments at cities and counties along the project corridor; mailed to federal, state, and regional resource and transportation agencies with jurisdiction over resources potentially affected by the project; emailed to a list of 176 email subscribers and stakeholders; posted to the Sacramento Bee, Lodi News-Sentinel, and Stockton Record; and posted to the project website. A sample of the newspaper advertisement is included as Attachment 2 to this appendix.

SJRRC and the San Joaquin Joint Powers Authority (SJJPA) held three scoping meetings during the scoping period to obtain feedback from agencies, jurisdictions, and interested members of the public on the scope and potential environmental impacts of the proposed project. These scoping meetings were held at the following locations on the dates listed below:

- September 30, 2019 at the Hutchins Street Square Community Center in Lodi.
- October 1, 2019 at the Stanford Settlement Neighborhood Center in Natomas.
- October 2, 2019 at the Coloma Community Center in Sacramento.

Due to community input and request, SJRRC and SJJPA extended the scoping period through November 30, 2019 and held an additional scoping meeting on November 13, 2019 at The Club at Natomas Park.

Between September 13, 2019 and November 30, 2019, SJRRC and SJJPA received a total of 77 scoping comments on the proposed project. Comments were reviewed for potential additional alternatives, environmental concerns, and proposed changes to the scope of the environmental analysis for consideration during preparation of the Draft EIR. Attachment 3 includes copies of all written scoping comments received. A summary of the topics raised during scoping is listed below.

### Summary of Key Issues Raised

#### A.1.1 Support for Project

- Proposed project will support statewide goals and High-Speed Rail (HSR) ridership by offering more connecting trains at the Merced HSR Station.
- Proposed project would save some commuters 5 hours a day of car travel.
- Proposed project would help reduce greenhouse gas emissions.
- Proposed project will provide connectivity to jobs in the Bay Area.

- Proposed project will provide improved access to jobs and other opportunities in the Tri-Valley area.

## **A.1.2 Environmental Analysis**

### **A.1.2.1 Aesthetics**

- Concerns regarding visual impacts from the proposed Maintenance and Layover Facility Alternatives.
- Lighting impacts to residences near the proposed Midtown Sacramento Station should be addressed in the EIR.

### **A.1.2.2 Air Quality**

- Concerns regarding air quality impacts surrounding the proposed Maintenance and Layover Facility Alternatives.
- Concerns regarding dust generated by trains at the proposed Midtown Sacramento Station from the passing siding, potential mitigation measures should be considered on the east side of the tracks.
- Assess air quality impacts from increased vehicles arriving at the proposed Midtown Sacramento Station via private vehicles, taxis, or transportation network companies.
- Assess and quantify impacts related to criteria pollutants, including construction emissions and operational emissions using CalEEMod.
- If significant air quality impacts are identified, include a discussion on implementing a Voluntary Emission Reduction Agreement for the project as a mitigation measure.
- Evaluate potential for the project to create nuisance odors.
- Evaluate potential health impacts to surrounding receptors resulting from toxic air contaminant emissions.
- An ambient air quality analysis should be performed if emissions exceed 100 pounds per day of any pollutant; if an ambient air quality analysis is performed, it should include emissions from project-specific permitted and non-permitted equipment and activities.
- Include a discussion of methodology, assumptions, inputs, and results for the air quality impacts assessment, the components and phases of the project with associated emissions at each phase, the effectiveness of mitigation measures, cumulatively considerable net increases in criteria pollutants or precursors for which the project area is in non-attainment, and the connection between adverse air quality impacts with potential health impacts.
- The proposed project could be subject to San Joaquin Valley Air Pollution Control District Regulation VIII, Rule 4102, Rule 4641, Rule 4002, and Rule 9510.
- Concerns regarding emissions of black carbon associated with the Maintenance and Layover Facility Alternatives.
- Evaluation of impacts related to construction and operational criteria pollutant emissions, greenhouse gas emissions, and toxic locomotive emissions should use mitigations

identified in the Sacramento Metropolitan Air Quality Management District *Guide to Air Quality Assessment in Sacramento County*.

### **A.1.2.3 Biological Resources**

- There have been occurrences of Swainson's Hawk near the proposed Lodi Station site.
- The proposed project is subject to the *San Joaquin County Multi-Species Habitat Conservation and Open Space Plan* and approval by the Habitat Technical Advisory Committee and the SJCOG Board.

### **A.1.2.4 Hazards and Hazardous Materials**

- Concerns that a Maintenance and Layover Facility could contaminate soil in the surrounding neighborhood.

### **A.1.2.5 Hydrology and Water Quality**

- Include the Central Valley Water Board's Basin Plan and Antidegradation Policy in the regulatory setting of the EIR.
- Provided information regarding permitting requirements for Construction Storm Water General Permit, Phase I and II Municipal Separate Storm Sewer System Permits, Industrial Storm Water General Permits, Clean Water Act Section 404 Permits, Clean Water Act Section 401 Permits, Waste Discharge Requirements, Dewatering Permits, Regulatory Compliance for Commercially Irrigated Agriculture, and National Pollutant Discharge Elimination System Permits.
- Concerns regarding impacts to Steelhead Creek and the levee from implementation of Maintenance and Layover Facility Alternatives.
- Address potential increases in peak surface water runoff due to construction and increase in impermeable surface area.
- Appropriate storm water quality Best Management Practices should be applied.
- A hydrology and hydraulic report pursuant to California Department of Transportation (Caltrans) requirements will be required for the proposed Lodi Station.
- If the proposed project meets the definition of a covered action pursuant to the Delta Plan, the applicant must file a Certification of Consistency with the Delta Stewardship Council.
- General Policy 1, Ecosystem Restoration Policy 5, Delta as Place Policy 1, and Risk Reduction Policy 3 of the Delta Plan may apply to the proposed project.
- The Delta Plan should be included in the regulatory setting for each applicable resource section of the EIR.
- The proposed Natomas/Sacramento Airport Station and the proposed Maintenance and Layover Facility Alternatives are in Federal Emergency Management Agency (FEMA) floodplains and must be compliant with all FEMA regulations.
- The levee underlying Levee Road is a federal project levee and subject to regulatory authority of the Central Valley Flood Protection Board and the United States Army Corps of Engineers (USACE).

- The levee is part of the federal flood protection project, and USACE is planning improvements and repairs. Coordination should occur to ensure the proposed project does not interfere with current or future plans for flood protection.
- Evaluate the potential for adverse hydraulic impacts to the County of Sacramento's Natomas East Main Drainage Canal (NEMDC) Pump Station operation.
- Evaluate potential for the proposed project to adversely impact operation and maintenance of the Dry Creek floodgate.
- Concerns regarding potential impacts to individual wells and aquifers in the Valley View Acres community of North Natomas.

#### **A.1.2.6 Land Use and Planning**

- A Maintenance and Layover Facility Alternative west of East Levee Road is incompatible with the 1994 *North Natomas Community Plan* and existing zoning.
- Include the proposed developments such as Panhandle, Greenbriar, and North Precinct projects in the EIR analysis.

#### **A.1.2.7 Noise and Vibration**

- Concerns regarding noise impacts from the proposed Maintenance and Layover Facility Alternatives to surrounding residences.
- Concerns regarding noise impacts to residences near the proposed Midtown Sacramento Station.

#### **A.1.2.8 Population and Housing**

- A Maintenance and Layover Facility Alternative west of East Levee Road would be on a site planned for residential use; displacing this use could result in impacts related to housing shortages.

#### **A.1.2.9 Public Services**

- Concerns regarding impacts to the potential future high school in Natomas associated with the Maintenance and Layover Facility Alternatives.
- Concerns regarding traffic impacts associated with eliminating the north-south roadway through the West Maintenance and Layover Facility Alternative area, which could restrict fire access to the proposed future school.
- Implementation of the West Maintenance and Layover Facility Alternative would necessitate compensation to the Twin Rivers Unified School District.

#### **A.1.2.10 Recreation**

- Assess to open space or park land will be impacted by the proposed project.
- Evaluate potential impacts to the Walter S. Ueda Parkway, which is part of a regional trail system that offers both recreation and commuter opportunities.

#### **A.1.2.11 Transportation**

- A Multi-Modal Transportation Impact Study will be required for each location alternative of the proposed stations. The study should include:

- State Route 99 and the West Elkhorn Boulevard interchange
- Southbound and northbound State Route 99 connectors to Interstate 5
- Length-of-queue analysis for W Street/20<sup>th</sup> Street and X Street/19<sup>th</sup> Street in the city of Sacramento
- Work proposed in the State's right-of-way is subject to a Caltrans Encroachment Permit prior to construction.
- Address how the proposed project will affect Caltrans operations.
- Concerns regarding traffic impacts from the proposed Maintenance and Layover Facility Alternatives.
- Evaluate the transportation and traffic impacts from the West Maintenance and Layover Facility Alternative assuming implementation of the proposed future high school.
- Assess impacts related to increased traffic on West Elkhorn Boulevard as a result of the proposed project, the Natomas Station and the Maintenance and Layover Facility Alternatives.
- Assess traffic impacts from passengers arriving at the Midtown Sacramento Station via private vehicles, taxis, or transportation network companies.
- Concerns regarding traffic impacts to Levee Road associated with the proposed project improvements in Natomas.
- Ensure the North Elk Grove Station design plans to accommodate the Laguna Creek Trail bike path.
- The City of Sacramento Department of Public Works requests to review the scope of work for the Transportation and Circulation section of the Draft EIR.
- Evaluate preferred access option to Cosumnes River Boulevard for vehicles traveling to the North Elk Grove Station.
- Evaluate delays during peak and off-peak periods at the Midtown Sacramento Station for opening day and maximum planned service.
- Analyze signal warrants where access to city streets is proposed.
- Access to parking lots and driveways shall conform to the City of Sacramento standards and specifications.
- Improvement plans for any street, sidewalk or planter repair; modifications to the existing signalized intersections; or abandonment of streets are subject to review and approval by the City of Sacramento Department of Public Works.
- The proposed project is required to comply with Sacramento City Code Section 12.20.020 to prepare a traffic control plan for any construction activities that may obstruct vehicular or pedestrian traffic on city streets.

### **A.1.2.12 Tribal Cultural Resources**

- Requirements pursuant to Assembly Bill 52 regarding notification, consultation, confidentiality, and mitigation measures related to potential impacts to tribal cultural resources.
- Requirements pursuant to Senate Bill 18 regarding tribal consultation and confidentiality.
- Recommendations from the Native American Heritage Commission for assessments of cultural resources.

### **A.1.2.13 Utilities and Service Systems**

- Sacramento Municipal Utilities District (SMUD) and Western Area Power Administration have major transmission lines that run through the proposed Maintenance and Layover Facility Alternative west of East Levee Road.
  - SMUD is planning a new 69 kV line along a similar alignment
- Evaluate potential impacts related to overhead or underground transmission and distribution line easements, utility line routing, electrical load needs, energy efficiency, climate change, and cumulative impacts related to the need for increased electrical delivery.
- Evaluate SMUD's ability to handle the proposed project's anticipated energy needs.
- Evaluate proposed on-site and off-site energy infrastructure improvements needed to construct and operate the proposed project.
- If proper clearances from any proposed roadway widening, lane extensions, auxiliary lanes, bike path, structure replacements cannot be maintained, coordination with SMUD will be required.
- SMUD has existing and proposed facilities on or adjacent to the proposed project site.

### **A.1.3 Maintenance Facility**

- Opposition to proposed Maintenance and Layover Facility Alternatives.
- Preference for the East Maintenance and Layover Facility Alternative over the West Maintenance and Layover Facility due to proximity of the proposed western alternative to Regency Park and Natomas Park and the future high school.
- The East Maintenance and Layover Facility Alternative preserves the ability for the Panhandle development to move forward.
- Construction of either of the Maintenance and Layover Facility Alternatives would adversely affect existing businesses on the site, potentially displacing jobs and economic impacts.
- The proposed East Natomas Education Complex high school could potentially not be constructed due to a Maintenance and Layover Facility Alternative west of East Levee Road.
- Concerns about property values in Natomas being affected by the West Maintenance and Layover Facility Alternatives.

- Consider locations farther north:
  - Near the Amazon facility for the Maintenance and Layover Facility Alternatives
  - Along West Elverta Road to the North Metro Air Park near Power Line Road
  - Closer to the Sacramento International Airport

#### **A.1.4 Outreach**

- Notification of the NOP to the Natomas community was insufficient.

#### **A.1.5 Miscellaneous**

- The project could potentially create more opportunities for crime.
- Concerns regarding potential for crime at unattended parking lot for the proposed Lodi Station.
- Suggest alternative location for an Elk Grove Station in Franklin community.
- Proposed location for the North Elk Grove Station will not serve many riders.
- Concerns regarding security and crime at the proposed Midtown Sacramento Station location.
- Consider implementing voucher program for use with complementing local transit.



# **Attachment A1**

## **Notice of Preparation**

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# Notice of Preparation of an Environmental Impact Report Valley Rail Sacramento Extension Project

**Scoping Period: September 13, 2019 – October 14, 2019**

**DATE:** September 13, 2019  
**TO:** Agencies, Organizations, and Interested Parties  
**FROM:** San Joaquin Regional Rail Commission (SJRRRC) and San Joaquin Joint Powers Authority (SJJPA)  
**SUBJECT:** Notice of Preparation of an Environmental Impact Report

**NOTICE IS HEREBY GIVEN** that SJRRRC and SJJPA intend to jointly prepare an Environmental Impact Report (EIR) consistent with requirements under the California Environmental Quality Act (CEQA). The purpose of the EIR is to evaluate the environmental issues associated with the proposed improvements included in the Valley Rail Sacramento Extension Project (Project). SJRRRC will serve as the lead agency under CEQA for the EIR.

The purpose of this Notice of Preparation (NOP) is to notify agencies, organizations, and individuals that SJRRRC and SJJPA plan to prepare the EIR and to request input on the scope of the environmental analysis to be performed and the alternatives to be considered. SJRRRC invites comments on the scope and context of the environmental information from all relevant public agencies that are germane to each agency's statutory responsibilities with regard to the Project. We are also requesting interested individuals' or organizations' views on the scope of the environmental document.

## **A. Scoping Period**

Written responses and comments on the scope of the Valley Rail Sacramento Extension Project will be accepted until 6:00 PM on Monday, October 14, 2019.

Comments may be sent via email to [ace.sacramentoextension@gmail.com](mailto:ace.sacramentoextension@gmail.com), or via mail to:

San Joaquin Regional Rail Commission  
Attn: Valley Rail Sacramento Extension NOP  
949 E. Channel Street  
Stockton, CA 95202

Please include "Valley Rail Sacramento Extension NOP" in the subject heading for emailed comments. Public scoping meetings are scheduled for the times and dates listed below.

## **B. Scoping Meetings**

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

Date: Monday September 30, 2019 from 6:00 p.m. to 8:00 p.m.  
Location: Hutchins Street Square Community Center, Thomas Theatre Gallery  
125 South Hutchins Street  
Lodi, CA 95240

Date: Tuesday October 1, 2019 from 6:00 p.m. to 8:00 p.m.  
Location: Stanford Settlement Neighborhood Center  
450 West El Camino Avenue  
Sacramento, CA 95833

Date: Wednesday October 2, 2019 from 6:00 p.m. to 8:00 p.m.  
Location: Coloma Community Center, Grass Valley Room  
4623 T Street  
Sacramento, CA 95819

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

## **C. Project History**

SJJPA, which manages the Amtrak San Joaquins passenger rail service, and SJRRRC, which owns and operates the Altamont Corridor Express (ACE) passenger rail service, are jointly undertaking the planning, design, and environmental review of the Valley Rail Sacramento Extension Project, a proposed passenger rail service from Stockton to Sacramento with further connections south of Stockton to San Jose, Ceres (at the proposed Ceres Station included in the ACE Extension Lathrop to Ceres/Merced project), and Bakersfield.<sup>1</sup> As further described below, this service would include the construction of a new passenger rail station in Lodi, and five new stations in Sacramento (“Elk Grove” – along Cosumnes River Boulevard; City College; Midtown; Old North Sacramento; and Natomas/Sacramento Airport). In addition, the Project includes the construction of a maintenance and layover facility adjacent to the proposed Natomas/Sacramento Airport Station. Increased service to Sacramento is a core element of the SJJPA 2019 Business Plan and the SJRRRC 2019/2020 Work Program and Budget.

## **D. Project Location**

As shown in the attached Project Location Map, the Project spans San Joaquin and Sacramento Counties. Project improvements would expand existing passenger rail service to new markets, and increase frequency of service between Stockton and Natomas. The proposed rail alignment would be located entirely within existing Union Pacific Railroad (UPRR)-owned

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<sup>1</sup> On August 2, 2018, the San Joaquin Regional Rail Commission Board certified the Environmental Impact Report (EIR) and approved the ACE Extension Lathrop to Ceres/Merced project. Operation of Phase I of the ACE Extension Lathrop to Ceres/Merced project (which includes the Ceres Station) is anticipated to begin between 2020 and 2023.

right-of-way (ROW) along the Sacramento and Fresno Subdivisions.<sup>2</sup> However, the Project would also include the construction of new passenger rail stations in Lodi, and five stations in Sacramento (“Elk Grove”, City College, Midtown, Old North Sacramento, and Natomas/Sacramento Airport), as well as a maintenance and layover facility; all proposed for construction adjacent to UPRR ROW on ROW to be acquired for the project.

### ***Project Location Map***

See attached.

## **E. Project Objectives**

The primary objectives of the Project are to expand passenger rail service to new markets, increase frequency of service, increase passenger rail ridership and reduce travel time between the San Joaquin Valley and the Sacramento area; augment transit capacity and provide transit connections; alleviate traffic congestion, improve regional air quality, and reduce greenhouse gas (GHG) emissions; and to support local and regional land use development plans and policies.

## **F. Project Description**

The Project includes the implementation of new passenger rail service from the existing Stockton Downtown/ACE Station in Stockton, north to the North Natomas area of Sacramento. The Project includes the addition of both Amtrak San Joaquins trains and ACE trains along the Sacramento and Fresno Subdivisions serving the six proposed stations (further described below).

The Project includes the potential implementation of two new roundtrip San Joaquins operating on the Sacramento, Fresno, and BNSF Stockton Subdivisions. One roundtrip would operate between the proposed Natomas/Sacramento Airport Station and the existing Fresno Amtrak Station, and one round trip would operate between the proposed Natomas/Sacramento Airport Station and the existing Bakersfield Amtrak Station.

The Project also includes an extension of existing ACE service to the proposed Natomas Station. One existing ACE train would originate at the proposed Natomas Station in the morning and operate to the Stockton Downtown/ACE Station. Once at the Stockton Downtown/ACE Station, the train would operate in the same manner as the existing ACE service to the San Jose Diridon Station. In the afternoon, one existing ACE train would depart the San Jose Diridon Station and operate to the Stockton Downtown/ACE Station (as is current), then continue north to terminate at the proposed Natomas Station where it would layover overnight.

The Project also includes service from the proposed Natomas Station to the Ceres ACE Station included in the ACE Extension Lathrop to Ceres/Merced project. This service would provide three ACE trips that would originate at the Ceres Station in the morning, travel to the Natomas Station, and layover during the day. One of the trains would make a mid-day round trip south to

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<sup>2</sup> A *subdivision* is a portion of railroad or railway that operates under a single timetable (authority for train movement in the area).

the Stockton Downtown/ACE Station and back. In the afternoon the three ACE trains would return to the Ceres Station.

Improvements necessary for implementation of the Project will be analyzed at a project level of detail in the EIR based on preliminary engineering. Project improvements (including stations, track improvements, and a maintenance and layover facility) are summarized below:

- Stations
  - Lodi Station
    - There are two proposed alternatives for the Lodi Station. Both alternatives would include a new passenger platform, pedestrian bridge access, surface parking, a bus drop-off/pick-up area, and new station track.
    - Lodi Station Alternative 1 would be constructed along the south side of State Route 12 (SR 12) just east of the existing UPRR at-grade crossing.
    - Lodi Station Alternative 2 would be constructed along the north side of West Harney Lane just east of the UPRR at-grade crossing.
  - Elk Grove Station (located in South Sacramento)
    - The Elk Grove Station would be constructed along Cosumnes River Boulevard west of the existing Sacramento Regional Transit (Sac RT) Franklin Station. There are two proposed platform variants for this station, as well as two proposed access variants for this station, for a total of four different station layout variants. Each of the four variants would include new passenger platforms, pedestrian bridge access, surface parking, bus drop-off/pick-up areas, station tracks, and access to the station via a new frontage road just south of Cosumnes Boulevard.
    - The two passenger platform variants include one variant that would be located immediately south of the Cosumnes River Boulevard viaduct; and one variant that would be located approximately 50 feet south of the Cosumnes River Boulevard viaduct.
    - The two station access variants include one variant that would provide access via the Franklin Station access intersection on Cosumnes River Boulevard; and one variant that would provide access via a new intersection on Cosumnes River Boulevard west of the existing light rail station access intersection.
  - City College Station
    - The City College Station would be constructed adjacent to and east of the existing Sac RT City College Station in Sacramento. The station would include a new passenger platform and new station tracks that would allow for platform-to-platform transfers with light rail trains. No new parking is proposed for the City College Station.

- Midtown Station
  - The Midtown Station would be constructed along the existing UPRR tracks between P Street and S Street in Sacramento. This station would include a new passenger platform and two expanded at-grade crossings at P Street and Q Street (to accommodate an additional track). No new parking is proposed for the Midtown Station.
  - Additional improvements proposed for this station include enhanced passenger shelters, enhanced bike and pedestrian infrastructure, improved public areas, fencing upgrades, improvements to pedestrian crossings in the vicinity of the station and a bicycle/pedestrian path in UPRR ROW from the station north to C Street.
- Old North Sacramento Station
  - The Old North Sacramento Station would be constructed on a site near the northwest corner of the Acoma Street/El Monte Avenue intersection. This station would include a new passenger platform, pedestrian tunnel access for the parking lot, surface parking, bus drop-off/pick-up area, and station track.
- Natomas/Sacramento Airport Station
  - The Natomas/Sacramento Airport Station would be constructed along Elkhorn Boulevard in North Natomas. There are two station alternatives and an interim station under consideration for the Natomas/Sacramento Airport Station. All station alternatives would include a new passenger platform, bus drop-off/pick-up area, station track, and surface parking, as well as a 12- to 14-minute shuttle connection to and from the Sacramento International Airport.
  - The first alternative for this station would be located along the east side of Blacktop Road just south of West Elkhorn Boulevard. Access would be provided via a ramp connection along Blacktop Road to the new Elkhorn Boulevard grade separation included as part of one of the alternatives for a maintenance and layover facility (described below).
  - The second alternative for this station would be located south of West Elkhorn Boulevard and west of Levee Road. Access would be provided via a new intersection with West Elkhorn Boulevard.
  - Based on availability of funding and the possibility of phased construction of the Natomas Maintenance and Layover Facility (described below) an interim Natomas/Sacramento Airport Station could be constructed. The interim station would be located on a parcel south of Cement Way. Access to the station would be provided from West Elkhorn Boulevard via Blacktop Road and Cement Way. The interim station would include a passenger platform, bus drop-off/pick-up area, station track and an additional storage track, and parking.

- Natomas Maintenance and Layover Facility
  - The Natomas Maintenance and Layover Facility would be located in the same vicinity as the proposed Natomas/Sacramento Airport Station alternatives. There are two alternatives for the Natomas Maintenance and Layover Facility. Both alternatives would include multiple yard tracks, would be fully fenced, and would include a train wash and maintenance building. The alternatives are integral with the Natomas/Sacramento Airport Station alternatives described above.
  - One of the alternatives would be located west of the UPRR track and east of Levee Road, on both sides of Elkhorn Boulevard. Under this alternative, a grade separation of Elkhorn Boulevard would be constructed which would start just west of 6<sup>th</sup> Street and end just west of Levee Road.
  - The second alternative would be located south of Elkhorn Boulevard, west of Levee Road and east of the Natomas development.
- Rail infrastructure
  - Track curve reconstruction would occur at four locations:
    - Between East March Lane and East Swain Road
    - North of North New Hope Road
    - South of Desmond Road
    - North of the North Elk Grove Station
  - Upgrades to existing passing siding track would occur at six locations:
    - Hammer Lane Siding upgrade - between East Swain Road and Bear Creek in Stockton
    - Thornton Siding upgrade and extension - between West Kile Road and Barber Road through Thornton
    - Phillips Siding upgrade and extension - between just north of Lambert Road and just north of Core Road south of Elk Grove
    - Pollock Siding upgrade - between Meadowview Road and Florin Road in Sacramento
    - South Sacramento Siding upgrade - in the vicinity of City College
    - Del Paso Siding Upgrade and Extension - between Del Paso Boulevard and just north of Barros Drive in North Sacramento.
      - This upgrade and extension also includes expansion of the existing at-grade crossing at the bike/ped path just north of the proposed Old North Sacramento Station platform, expansion of the existing at-grade crossing at El Camino Avenue, and a new bridge. On each end of the bridge, existing flood gates will be modified to accommodate the additional track.

- New passing siding tracks at two locations:
  - Lodi Siding - from just south of the Lodi Station alternatives and extending north for 18,500 feet. Based on Lodi Station Alternative 1, this siding includes the expansion of the existing at-grade crossings at Highway 12, and at Sargent Road to accommodate another track parallel to the existing at-grade crossings. Based on Lodi Station Alternative 2, this siding includes the expansion of the existing at-grade crossings at West Harney Lane, at Devries Road, at Kingdon Road, at Highway 12, and at Sargent Road to accommodate another track parallel to the existing at-grade crossings.
  - North Elk Grove Siding – between Sims Road and the North Elk Grove Station. This siding includes the expansion of the existing at-grade crossings at Sims Road to accommodate another track parallel to the existing at-grade crossings.
- New crossover track in one location, just south of the proposed City College Station and north of 26<sup>th</sup> Avenue.

## **G. Potential Environmental Effects**

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

## **H. Alternatives**

As required by CEQA, the EIR will consider a reasonable range of alternatives in addition to the Project. At a minimum, the EIR will also consider a No Build Alternative.

SJRRC and SJJPA are seeking comments from agencies, stakeholders, and the public regarding feasible alternatives for evaluation in the EIR. After consideration of input from project scoping and development of environmental analysis of the Project, SJRRC and SJJPA will consider the need for analysis of additional alternatives. Only alternatives that are feasible, meet the project objectives, and reduce one or more significant environmental impacts of the Project will be analyzed in detail. Alternatives that are infeasible, that do not meet the project objectives, or that do not reduce one of more significant environmental impacts of the Project will be discussed in the EIR but will not be analyzed in detail as allowed by the requirements of CEQA.



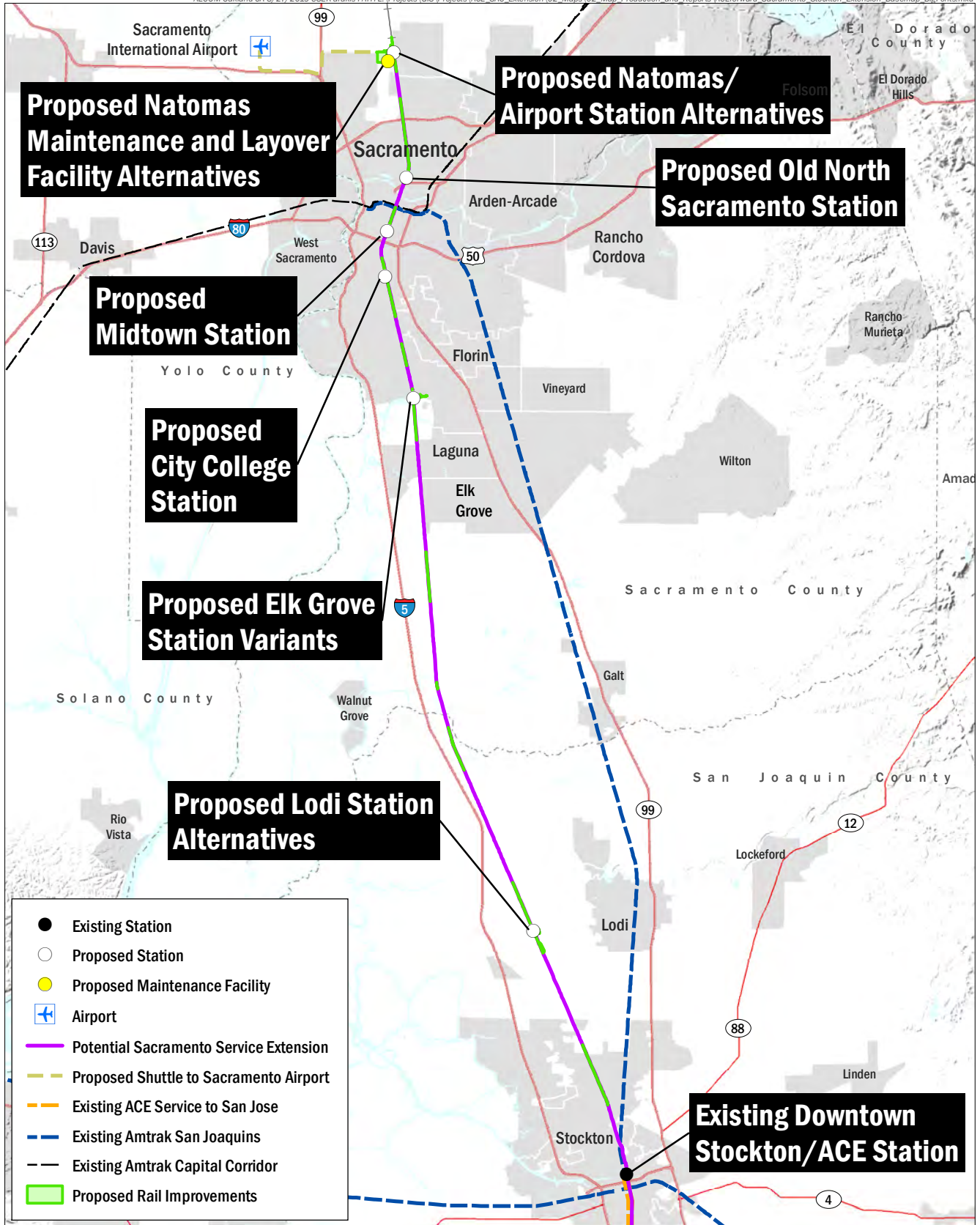
## **I. Environmental Review Process**

Following completion of the 30-day NOP public review period, SJRRC and SJJPA will incorporate relevant information into the Draft EIR, including results of public scoping and technical studies. The Draft EIR will be circulated for public review and comment for a 45-day public review period.

SJRRC and SJJPA requests that any potential Responsible or Trustee Agency responding to this notice do so in a manner consistent with CEQA Guidelines Section 15082(b). All parties that have submitted their names and email or mailing addresses will be notified as part of this CEQA review process.

A copy of the NOP can be found on the active applications website at [https://acerail.com/valley\\_rail/](https://acerail.com/valley_rail/).

If you wish to be placed on the mailing list or need additional information, please submit your request to [ace.sacramentoextension@gmail.com](mailto:ace.sacramentoextension@gmail.com).



# **Attachment A2**

## **Newspaper Ad**

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**Notice of Preparation of an Environmental Impact Report and Scoping Meetings for the Valley Rail Sacramento Extension Project**

**What:** The San Joaquin Regional Rail Commission (SJRRRC) and San Joaquin Joint Powers Authority (SJJPA) intend to jointly prepare an Environmental Impact Report (EIR) consistent with requirements under the California Environmental Quality Act (CEQA). The purpose of the EIR is to evaluate the environmental issues associated with the proposed improvements included in the Valley Rail Sacramento Extension Project (Project). SJRRRC will serve as the lead agency under CEQA for the EIR.

The purpose of this Notice of Preparation (NOP) is to notify agencies, organizations, and individuals that SJRRRC and SJJPA plan to prepare the EIR and to request input on the scope of the environmental analysis to be performed and the alternatives to be considered. SJRRRC invites comments on the scope and context of the environmental information from all relevant public agencies that are germane to each agency's statutory responsibilities regarding the Project. We are also requesting interested individuals' or organizations' views on the scope of the environmental document.

The Project would include the implementation of new passenger rail service from the existing Stockton Downtown/Altamont Corridor Express (ACE®) Station in Stockton, north to the North Natomas area of Sacramento. The Project would include the addition of both Amtrak® San JoaquinsSM trains and ACE® trains along the Sacramento Subdivision serving six proposed stations.

The Project includes the potential implementation of two new round-trip San Joaquins operating on the Sacramento, Fresno, and Burlington Northern Santa Fe, LLC (BNSF) Stockton Subdivisions, as well as an extension of existing ACE service to the proposed Natomas Station. The Project also includes service between the proposed Natomas Station to the Ceres ACE Station included in the ACE Extension Lathrop to Ceres/Merced project.

Improvements necessary for implementation of the Project will be analyzed at a project level of detail in the EIR based on preliminary engineering. Six new stations would be constructed in the following locations: Lodi, south Sacramento (to be named the "Elk Grove" station), Sacramento City College, Midtown, Old North Sacramento, and Natomas (with a shuttle connection to and from the Sacramento International Airport). A new Maintenance and Layover Facility would also be constructed in the vicinity of the proposed Natomas/Sacramento Airport Station.

In addition, track curve reconstruction would occur at four locations along the proposed alignment; upgrades to existing passing siding track would occur at six locations; new passing siding tracks at two locations; and new crossover track would be constructed in one location. Track improvements would take place within the existing railroad right-of-way.

The NOP provides a more detailed description of the project and can be viewed online at [www.acerail.com/valley\\_rail](http://www.acerail.com/valley_rail).

**Potential Environmental Effects:** The lead agency has initially determined that the following topics will be included for evaluation in the EIR: Aesthetics, Agricultural Resources, Air Quality, Biological Resources, Cultural Resources, Energy, Geology and Soils, Greenhouse Gas Emissions, Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Noise and Vibration, Population and Housing, Public Services, Recreation, Transportation and Traffic, and Utilities and Service Systems. The EIR will consider both temporary construction-period and permanent impacts. The EIR will also include a cumulative impact analysis of the impacts of the project in combination with other planned railway projects, transportation improvements, and land use plans and projects in the various cities along the project corridor. SJRRRC and SJJPA are seeking comments from agencies, stakeholders, and the public regarding the environmental effects and potential alternatives to be analyzed in the EIR.

**Scoping Meetings:** Public scoping meetings will be held for the Project at the following locations:

- Monday, September 30, 2019 from 6:00 p.m. to 8:00 p.m.  
Hutchins Street Square Community Center, Thomas Theatre Gallery  
125 South Hutchins Street  
Lodi, CA 95240
- Tuesday, October 1, 2019 from 6:00 p.m. to 8:00 p.m.  
Stanford Settlement Neighborhood Center  
450 West El Camino Avenue  
Sacramento, CA 95833
- Wednesday, October 2, 2019 from 6:00 p.m. to 8:00 p.m.  
Coloma Community Center, Grass Valley Room  
4623 T Street  
Sacramento, CA 95819

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

**Scoping Comments:** Written responses and comments on the scope of the Valley Rail Sacramento Extension Project will be accepted until 6:00 PM on Monday, October 14, 2019. Comments may be sent via email to [ace.sacramentoextension@gmail.com](mailto:ace.sacramentoextension@gmail.com), or via mail to:

San Joaquin Regional Rail Commission  
Attn: Valley Rail Sacramento Extension NOP  
949 E. Channel Street  
Stockton, CA 95202

Please include "Valley Rail Sacramento Extension NOP" in the subject heading for emailed comments.

**#155523 9/17/19**

# **Attachment A3**

## **Scoping Comments**

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



September 24, 2019

Kevin Sheridan  
San Joaquin Regional Rail Commission  
949 East Channel Street  
Stockton, CA 95202

RE: SCH# 2019090306, Valley Rail Sacramento Extension Project, San Joaquin and Sacramento Counties

Dear Mr. Sheridan:

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

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

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

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

## AB 52

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

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



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

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: [http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation\\_CalEPAPDF.pdf](http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf)

## SB 18

SB 18 applies to local governments and requires local governments to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code §65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: [https://www.opr.ca.gov/docs/09\\_14\\_05\\_Updated\\_Guidelines\\_922.pdf](https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf).

Some of SB 18's provisions include:

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

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

### NAHC Recommendations for Cultural Resources Assessments

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

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

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

If you have any questions or need additional information, please contact me at my email address:  
[Andrew.Green@nahc.ca.gov](mailto:Andrew.Green@nahc.ca.gov).

Sincerely,



Andrew Green  
Staff Services Analyst

cc: State Clearinghouse

## Central Valley Regional Water Quality Control Board

30 September 2019

Kevin Sheridan  
San Joaquin Regional Rail Commission  
949 East Channel Street  
Stockton, CA 95202

**CERTIFIED MAIL**  
7019 0700 0002 0112 0255

### **COMMENTS TO REQUEST FOR REVIEW FOR THE NOTICE OF PREPARATION FOR THE DRAFT ENVIRONMENTAL IMPACT REPORT, VALLEY RAIL SACRAMENTO EXTENSION PROJECT, SCH#2019090306, SAN JOAQUIN AND SACRAMENTO COUNTIES**

Pursuant to the State Clearinghouse's 13 September 2019 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Request for Review for the Notice of Preparation for the Draft Environmental Impact Report* for the Valley Rail Sacramento Extension Project, located in San Joaquin and Sacramento Counties.

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

#### **I. Regulatory Setting**

##### **Basin Plan**

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

The Basin Plan is subject to modification as necessary, considering applicable laws, policies, technologies, water quality conditions and priorities. The original Basin Plans were adopted in 1975, and have been updated and revised periodically as required, using Basin Plan amendments. Once the Central Valley Water Board has adopted a Basin Plan amendment in noticed public hearings, it must be

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

approved by the State Water Resources Control Board (State Water Board), Office of Administrative Law (OAL) and in some cases, the United States Environmental Protection Agency (USEPA). Basin Plan amendments only become effective after they have been approved by the OAL and in some cases, the USEPA. Every three (3) years, a review of the Basin Plan is completed that assesses the appropriateness of existing standards and evaluates and prioritizes Basin Planning issues. For more information on the *Water Quality Control Plan for the Sacramento and San Joaquin River Basins*, please visit our website:

[http://www.waterboards.ca.gov/centralvalley/water\\_issues/basin\\_plans/](http://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/)

#### **Antidegradation Considerations**

All wastewater discharges must comply with the Antidegradation Policy (State Water Board Resolution 68-16) and the Antidegradation Implementation Policy contained in the Basin Plan. The Antidegradation Implementation Policy is available on page 74 at:

[https://www.waterboards.ca.gov/centralvalley/water\\_issues/basin\\_plans/sacsjr\\_201805.pdf](https://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/sacsjr_201805.pdf)

In part it states:

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

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

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

## **II. Permitting Requirements**

### **Construction Storm Water General Permit**

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

### **Phase I and II Municipal Separate Storm Sewer System (MS4) Permits<sup>1</sup>**

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/](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](http://www.waterboards.ca.gov/water_issues/programs/stormwater/phase_ii_municipal.shtml)

### **Industrial Storm Water General Permit**

Storm water discharges associated with industrial sites must comply with the regulations contained in the Industrial Storm Water General Permit Order No. 2014-0057-DWQ. For more information on the Industrial Storm Water General Permit, visit the Central Valley Water Board website at:

[http://www.waterboards.ca.gov/centralvalley/water\\_issues/storm\\_water/industrial\\_general\\_permits/index.shtml](http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/industrial_general_permits/index.shtml)

### **Clean Water Act Section 404 Permit**

If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed from the United States Army Corps of Engineers (USACE). If a Section 404 permit is required by the USACE, 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 USACE at (916) 557-5250.

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<sup>1</sup> 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.

**Clean Water Act Section 401 Permit – Water Quality Certification**

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

[https://www.waterboards.ca.gov/centralvalley/water\\_issues/water\\_quality\\_certification/](https://www.waterboards.ca.gov/centralvalley/water_issues/water_quality_certification/)

**Waste Discharge Requirements – Discharges to Waters of the State**

If USACE determines that only non-jurisdictional waters of the State (i.e., “non-federal” waters of the State) are present in the proposed project area, the proposed project may require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation. For more information on the Waste Discharges to Surface Water NPDES Program and WDR processes, visit the Central Valley Water Board website at:

[https://www.waterboards.ca.gov/centralvalley/water\\_issues/waste\\_to\\_surface\\_water/](https://www.waterboards.ca.gov/centralvalley/water_issues/waste_to_surface_water/)

Projects involving excavation or fill activities impacting less than 0.2 acre or 400 linear feet of non-jurisdictional waters of the state and projects involving dredging activities impacting less than 50 cubic yards of non-jurisdictional waters of the state may be eligible for coverage under the State Water Resources Control Board Water Quality Order No. 2004-0004-DWQ (General Order 2004-0004). For more information on the General Order 2004-0004, visit the State Water Resources Control Board website at:

[https://www.waterboards.ca.gov/board\\_decisions/adopted\\_orders/water\\_quality/2004/wqo/wqo2004-0004.pdf](https://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2004/wqo/wqo2004-0004.pdf)

**Waste Discharge Requirements – Discharges to Land**

Pursuant to the State Board’s Onsite Wastewater Treatment Systems Policy, the regulation of the septic system may be regulated under the local agency’s management program.

For more information on waste discharges to land, visit the Central Valley Water Board website at:

[http://www.waterboards.ca.gov/centralvalley/water\\_issues/waste\\_to\\_land/index.shtml](http://www.waterboards.ca.gov/centralvalley/water_issues/waste_to_land/index.shtml)

**Dewatering Permit**

If the proposed project includes construction or groundwater dewatering to be discharged to land, the proponent may apply for coverage under State Water Board

General Water Quality Order (Low Risk General Order) 2003-0003 or the Central Valley Water Board's Waiver of Report of Waste Discharge and Waste Discharge Requirements (Low Risk Waiver) R5-2013-0145. Small temporary construction dewatering projects are projects that discharge groundwater to land from excavation activities or dewatering of underground utility vaults. Dischargers seeking coverage under the General Order or Waiver must file a Notice of Intent with the Central Valley Water Board prior to beginning discharge.

For more information regarding the Low Risk General Order and the application process, visit the Central Valley Water Board website at:  
[http://www.waterboards.ca.gov/board\\_decisions/adopted\\_orders/water\\_quality/2003/wgo/wgo2003-0003.pdf](http://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2003/wgo/wgo2003-0003.pdf)

For more information regarding the Low Risk Waiver and the application process, visit the Central Valley Water Board website at:  
[http://www.waterboards.ca.gov/centralvalley/board\\_decisions/adopted\\_orders/waivers/r5-2013-0145\\_res.pdf](http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/waivers/r5-2013-0145_res.pdf)

### **Regulatory Compliance for Commercially Irrigated Agriculture**

If the property will be used for commercial irrigated agricultural, the discharger will be required to obtain regulatory coverage under the Irrigated Lands Regulatory Program.

There are two options to comply:

1. **Obtain Coverage Under a Coalition Group.** Join the local Coalition Group that supports land owners with the implementation of the Irrigated Lands Regulatory Program. The Coalition Group conducts water quality monitoring and reporting to the Central Valley Water Board on behalf of its growers. The Coalition Groups charge an annual membership fee, which varies by Coalition Group. To find the Coalition Group in your area, visit the Central Valley Water Board's website at:  
[https://www.waterboards.ca.gov/centralvalley/water\\_issues/irrigated\\_lands/regulatory\\_information/for\\_growers/coalition\\_groups/](https://www.waterboards.ca.gov/centralvalley/water_issues/irrigated_lands/regulatory_information/for_growers/coalition_groups/) or contact water board staff at (916) 464-4611 or via email at [IrrLands@waterboards.ca.gov](mailto: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 11-100 acres are currently \$1,277 + \$8.53/Acre); the cost to prepare annual monitoring reports; and water quality monitoring costs. To enroll as an Individual Discharger under the Irrigated Lands Regulatory Program, call the Central Valley Water Board phone line at (916) 464-4611 or e-mail board staff at [IrrLands@waterboards.ca.gov](mailto:IrrLands@waterboards.ca.gov).



**Limited Threat General NPDES Permit**

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

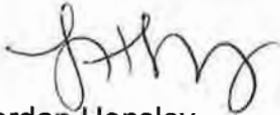
[https://www.waterboards.ca.gov/centralvalley/board\\_decisions/adopted\\_orders/general\\_orders/r5-2016-0076-01.pdf](https://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2016-0076-01.pdf)

**NPDES Permit**

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

<https://www.waterboards.ca.gov/centralvalley/help/permit/>

If you have questions regarding these comments, please contact me at (916) 464-4812 or [Jordan.Hensley@waterboards.ca.gov](mailto:Jordan.Hensley@waterboards.ca.gov).



Jordan Hensley  
Environmental Scientist

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



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## Caltrans Comments: SCH# 2019090306, NOP for Valley Rail Sacramento Extension DEIR

1 message

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**Adams, Douglas@DOT** <Douglas.Adams@dot.ca.gov>

Fri, Oct 11, 2019 at 3:30 PM

To: "ace.sacramentoextension@gmail.com" <ace.sacramentoextension@gmail.com>

Cc: "state.clearinghouse@opr.ca.gov" <state.clearinghouse@opr.ca.gov>

Hello Mr. Sheridan,

Attached is the Caltrans comment letter for the Notice of Preparation for the Valley Rail Sacramento Extension Project Draft Environmental Impact Report. Please contact me if you have any questions.

Thank you for the opportunity to comment on the document,

Doug Adams

Transportation Planner

Planning, Local Assistance, and Sustainability

California Department of Transportation, District 3

[703 B Street | Marysville CA 95901](#)

Office: (530) 741-4543

Email: [douglas.adams@dot.ca.gov](mailto:douglas.adams@dot.ca.gov)

[www.dot.ca.gov/d3/](http://www.dot.ca.gov/d3/)

For real-time highway conditions: <http://quickmap.dot.ca.gov/>



**03-SAC-2019-00525\_Valley Rail Sacramento Extension\_Caltrans Comments.pdf**  
972K

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 3  
PLANNING DIVISION  
703 B Street, MS-4130  
Marysville CA 95901  
PHONE (530) 634-7616  
www.dot.ca.gov  
TTY 711  
www.dot.ca.gov



*Making Conservation  
a California Way of Life.*

October 14, 2019

GTS# 03-SAC-2019-00525  
SCH # 2019090306

Mr. Kevin Sheridan  
San Joaquin Regional Rail Commission  
949 East Channel Street  
Stockton, CA 95202

**Valley Rail Sacramento Extension Project – Notice of Preparation of Environmental Impact Report**

Dear Mr. Sheridan,

Thank you for including the California Department of Transportation (Caltrans) in the review process for the project referenced above. Caltrans' new mission, vision, and goals signal a modernization of our approach to California's transportation system. We review this local development 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.

The proposed project (Project) is located between the City of Stockton and North Natomas in the City of Sacramento. The Project will extend Amtrak and Altamont Corridor Express (ACE) passenger rail service from the existing Stockton Downtown Amtrak/ACE Station to North Natomas, within the existing Union Pacific-owned right-of-way along the Sacramento and Fresno Subdivisions. Six new stations are proposed at the City of Lodi and various locations in the City of Sacramento, including South Sacramento (Elk Grove Station), Sacramento City College, Midtown Sacramento, Old North Sacramento, and Natomas community. The stations at the City of Lodi, South Sacramento (Elk Grove), Old North Sacramento, and Natomas stations would include parking. The Project would include shuttle service from Natomas to the Sacramento International Airport, track curve reconstruction at four locations, and new or upgraded passing siding tracks at eight locations. Based on the information received, Caltrans provides the following comments:

***Forecasting / Traffic Operations***

To determine the Project's near-term and long-term impacts to State facilities – both existing and proposed – and to propose appropriate mitigation measures and funding responsibility, a Multi-Modal Transportation Impact Study (TIS) will be required for each location alternative of the six new passenger rail stations. This study and accompanying

electronic files must be submitted to Caltrans for review prior to project approval. For each station, the TIS should include the following:

- Trip Generation
- Trip Distribution
- Existing Year Traffic Conditions
- Project Completion Year Traffic Conditions
- Cumulative Year Traffic Conditions
- Vehicle Miles Traveled Analysis
- Analysis of off-ramp Intersections near the stations

Additionally, we request the following locations also be included in the TIS:

- State Route 99 (SR 99) and West Elkhorn Boulevard Interchange, and southbound and northbound SR 99 connectors to Interstate 5 (I-5), as travelers to the Sacramento International Airport are anticipated to use the Natomas station.
- Length of Queue analysis for the W Street/20<sup>th</sup> Street and X Street/19<sup>th</sup> Street intersections in the City of Sacramento. It is anticipated that the increase in frequency of rail service would introduce additional delay/congestion on these intersections. Since both streets are parallel to U.S. Highway 50 (US-50) and provide supplemental capacity, this project may contribute to additional congestion on US-50.

For the new stations at the City of Lodi (Alternatives 1 and 2), please include the following:

- Location that the proposed Lodi Station Alternative #1 would be constructed along the south of State Route 12 (include the new passenger platform, pedestrian bridge, surface parking, a bus drop-off/pick-up area, and new station track).
- Provide the access from State Route 12 to the proposed Lodi Station Alternative #1.
- Show the location of pedestrian bridge access.

We also request that the Project works with local agencies to ensure that the proposed stations have adequate bus service and inclusion of secure bicycle parking facilities at stations.

## Hydraulics

The Project will potentially result in an increase in peak surface water runoff due to construction and an increase in impermeable surface area. Peak runoff discharge for the 10 and 100-year storm events to the State's Right of Way and to Caltrans' highway drainage facilities must be reduced to at or below the pre-construction levels. This may be accomplished through the implementation of storm water management Best Management Practices (i.e. detention/retention ponds or basins, sub-surface galleries, on-site storage and/or infiltration ditches, etc.). Once installed, the property owner must properly maintain these systems. The proponent/developer may be held liable for future damages due to impacts for which adequate mitigation was not undertaken or sustained.

In addition, runoff from the proposed project that will enter the State's Right of Way and/or Caltrans drainage facilities must meet all regional water quality control board water quality standards prior to entering the State's Right of Way or Caltrans drainage facilities. Appropriate storm water quality Best Management Practices may be applied to ensure that runoff from the site meets these standards (i.e., is free of oils, greases, metals, sands, sediment, etc.). Once installed, the property owner must properly maintain these systems in perpetuity.

For the City of Lodi Station (Alternative #1), a hydrology and hydraulic report is required to determine if grading would divert drainage from this proposed project and cause an increase in runoff to existing State facilities. The report must include hydraulic calculations for both existing and proposed conditions, using 25-year storm events at the project site location. The calculations should identify the affected drainage inlets, the amount of flow being intercepted and spread width calculations. Please submit this report to Caltrans for review and comment.

All work proposed and performed within the State's Right of Way must be in accordance with Caltrans' standards and require a Caltrans Encroachment Permit prior to commencing construction.

For the encroachment permit application, provide drainage plans and calculations for the pre and post 10 and 100 peak run-off (quantities and velocities) and water quality treatment for all discharge to the State's Right of Way and to Caltrans' highway drainage facilities.

### **Environmental**

There are several occurrences of State Threatened Swainson's Hawk near the City of Lodi Station site for Alternative #1. Any large construction impacts in this area will need to take this species into consideration.

### **Right of Way / Encroachment Permit**

There is not enough detail to determine immediate issues caused by the crossing of the proposed rail way with the SHS. Please provide an analysis of how this will and will not affect Caltrans operations. Please provide plans, including location maps and State Right of Way information. Besides safety concerns and preservation of existing State Right of Way it is important to consider and discuss what options are available to create those crossings with Caltrans, if by permit or property rights.

An encroachment permit will be required from Caltrans for any work performed on the State Right of Way if not previously obtained. Specifically, an encroachment permit will be required if the Project will affect the areas of traffic operations, hydraulics, or environmental. All mitigations required by Caltrans must be addressed before issuance of an encroachment permit. To apply,

Kevin Sheridan  
San Joaquin Regional Rail Commission  
October 11, 2019  
Page 4

a completed encroachment permit application, environmental documentation, and five sets of plans clearly indicating State Right of Way must be submitted to:

For Sacramento County:  
Hikmat Bsaibess  
California Department of Transportation  
District 3, Office of Permits  
703 B Street  
Marysville, CA 95901  
(530) 755-6357

For San Joaquin County:  
Rhodel De Claro  
California Department of Transportation  
District 10, Office of Permits  
1976 East Charter Way  
Stockton, CA 95205  
(209) 948-7891

Please provide our office with copies of any further actions regarding the Project. We would appreciate the opportunity to review and comment on any changes related to this development.

If you have any questions regarding these comments or require additional information, please contact Douglas Adams, Intergovernmental Review Coordinator, at (530) 741-4543 or by email at: douglas.adams@dot.ca.gov.

Sincerely,



Alex Fong, Branch Chief  
Office of Transportation Planning  
Regional Planning Branch – South



October 14, 2019

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GAVIN NEWSOM  
GOVERNOR



San Joaquin Regional Rail Commission  
Attn: Valley Rail Sacramento Extension NOP  
949 E. Channel Street  
Stockton, CA 95202

RE: Valley Rail Sacramento Extension Notice of Preparation

Dear San Joaquin Regional Rail Commission (SJRRRC) and San Joaquin Joint Powers Authority (SJJPA):

The California High-Speed Rail Authority (Authority) has reviewed the Notice of Preparation (NOP) of an Environmental Impact Report (EIR) for the Valley Rail Sacramento Extension Project, released by SJRRRC as the lead agency and SJJPA on September 13, 2019.

In a previous letter of support dated December 20, 2017, the Authority sent to the California State Transportation Agency (CalSTA) regarding SJRRRC and SJJPA's 2018 Grant Application for the Transit and Intercity Rail Capital Program (TIRCP), the Authority expressed strong support for the associated grant application. The proposed investments related to the Valley Rail Sacramento Extension came out of a collaborative strategic planning study among the Authority and its Northern California Rail Partners, including SJRRRC and SJJPA.

The Project Objectives described in the NOP are consistent with the collaborative strategic planning study previously mentioned by increasing passenger rail ridership and reducing travel time; augmenting transit capacity and providing transit connections; alleviating traffic congestion, improving regional air quality, and reducing greenhouse gas (GHG) emissions in the Phase 2 High-Speed Rail Corridor from Merced to Sacramento.

Additionally, the improved rail service related to the Valley Rail Sacramento Extension Project will support statewide goals and HSR ridership by offering more connecting trains at the Merced HSR Station. This work is consistent with the 2019 Authority Project Update Report and the State Rail Plan. The intent is to create a high-quality passenger rail service in the near-term, that will later grow into a more robust statewide passenger rail network.

The Authority requests that SJRRRC and SJJPA continue to work collaboratively with the Authority taking into consideration the High-Speed Rail Project as you make critical project decisions to ensure future improvements and upgrades to the passenger rail network both support the State Rail Plan and consider future Phase 2 High-Speed Rail investments in the Merced to Sacramento corridor. The Authority wants SJRRRC and

San Joaquin Regional Rail Commission  
October 14, 2019  
Page 2

SJJPA to be aware of the Preliminary Alternatives Analysis Draft document dated September 2013, attached for reference.

The Authority also wants to make sure that connections to the High-Speed Rail System are well planned for future passenger rail and bus services to minimize passenger transfer times and optimize the passenger experience with easy and convenient station connections.

Please continue to include the California High-Speed Rail Authority on your mailing list for all further notices for all further notices and mailings.

Sincerely,



Mark A. McLoughlin  
Director of Environmental Services

cc: Margaret Cederoth, Director of Planning and Sustainability  
Boris Lipkin, Northern California Regional Director  
Ben Lichty, Supervising Transportation Planner  
Dan Leavitt, Director of Regional Initiatives, SJRRC and SJJPA





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## Valley Rail Sacramento Extension NOP

1 message

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**Alan Mills** <mills\_alan@att.net>  
To: ace.sacramentoextension@gmail.com

Tue, Nov 19, 2019 at 6:11 PM

San Joaquin Regional Rail Commission Staff:

We were disappointed by the lack of outreach and notification about this project so close to our homes. There are many avenues of contact here in Natomas with the best one being our City Council person, Angelique Ashby, who has many contacts to get the word out. The time line for returning our comments to you was very limited.

With our limited time line and limited options being offered by the Rail Commission we would recommend the **East** site because that location would have the least effect on our homes by way of noise, fumes, traffic and visual impairments that the more densely populated Natomas Park and Regency Park neighborhoods would benefit from an increased distance from the East site terminal and maintenance yard.

Use of the East site also preserves the further development of the Northern part of the Panhandle to join in the housing development of the Southern Panhandle to make a convenient neighborhood around the future High School and train station.

We are against the **West** location because of its proximity to Regency Park/Natomas Park and the future high school. Being so close to a residential area will add to traffic, noise, foul air and have a poor visual effect on the nearby residents. We would like more information on the Rail Commission's designs to mitigate the sound and visual pollution of a train station and terminus so near a residential area.

The **East** location appears to reduce the size and complexity of the project and locates it on a site that is already noisy and an air polluter with its cement dust constantly blowing over our homes. The East location eliminates crossing the levee and would be more convenient for parking and loading near the actual railroad tracks and W Elkhorn Blvd.

Alan & Julia Mills  
16 Cadbury Court  
Sacramento, CA. 95835  
916-419-3644



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**(no subject)**

1 message

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**2623919539@vzwpx.com** <2623919539@vzwpx.com>  
To: ace.sacramentoextension@gmail.com

Fri, Nov 15, 2019 at 6:40 AM

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 **text\_0.txt**  
1K

I do not want a rail yard in my back yard. This was never promised when we bought our house. This is awful how quickly and under the table this has evolved. I vote no. This is a residence by an elementary school. No rail yard put it somewhere not by school s and families this is unacceptable



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**(no subject)**

1 message

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**+19256406536@tmomail.net** <+19256406536@tmomail.net>

Sat, Nov 16, 2019 at 2:19 PM

To: ace.sacramentoextension@gmail.com


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I strongly oppose the construction planned for the maintenance station .I reside on Amnest and Amazon and can't even imagine the disturbance this will cause This will have a definite negative effect on our quality of our environment.



This message was sent to you by a T-Mobile wireless phone.

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 **text\_1573942568735.txt**  
1K



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## Comments RE Draft EIR for Natomas / Sacramento Airport Station

6 messages

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**Ben Brasher** <benbrasher@gmail.com>

Wed, Nov 20, 2019 at 4:37 PM

To: kevin@acerail.com, ace.sacramentoextension@gmail.com

Dear Kevin and to Whom It May Concern:

Our firm name is Larane Investments and we have *two* tenants who are affected by the proposed Natomas / Sacramento Airport Station. While the below may not have much from an environmental standpoint, we propose it be considered as you work towards a draft EIR.

We're extremely concerned about this project. As property owners significantly affected by either the West or East Alternatives for the Natomas / Sacramento Airport Station and Maintenance & Layover Facility, we're shocked that we knew *nothing* about this project until we stumbled upon it through one of our tenants on Nov 12, 2019 (just one day prior to a planned scoping meeting at the Natomas Park Clubhouse).

As Kevin and I discussed after the meeting, even the partial taking proposed for the temporary station in either alternative would be disastrous for at least one of our tenants.

That isn't just a parking lot, but critical ground to a thriving business where vehicles are either staged for sale on the one side or for reconditioning on the other. Because proximity to buildings is required in both cases, this ground can't be made up for elsewhere. The location is key to the flow and operation of our tenant's business.

In this informal conversation with Kevin, I referenced an approximate dollar figure for relocation based anecdotally on a comparably-sized auction built in California around 20 years ago (that I don't have first-hand knowledge of). True relocation/construction costs in today's dollars would be *considerably* higher. The problem is that there just are *not* suitable alternatives for this specific use. We know because we tried several times ourselves over the years. Both of our tenants are in the challenging situation of requiring a conditional-use permit for their business. Over the years, we have found that approval specifically for auto auction use is near impossible to obtain: no one wants a car auction in their neighborhood. The same applies for an asphalt plant. Our tenant there has just spent many months and a fortune to get approved to operate on their current site.

To avoid costly re-location and goodwill impairment of *two* tenants for which there just aren't suitable alternatives, as well as making us whole on loss of the land and two first-class tenants that would otherwise remain at these locations for *decades*, we strongly encourage you to re-consider alternatives that don't touch our property.

We would like to propose a meeting at the auction facility with our tenants to show you what we mean. Can we schedule such a meeting? Please include us in any further communication on this project so we can stay informed as things progress.

Thanks,  
Ben Brasher  
Manager, Larane Investments

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## Valley Rail Sacramento Extension Comment Submission

1 message

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**Aden, Brenda** <Brenda.Aden@adesa.com>

Wed, Nov 20, 2019 at 3:54 PM

To: "ace.sacramentoextension@gmail.com" <ace.sacramentoextension@gmail.com>

Cc: "Burton, George" <George.Burton@adesa.com>, "Cubitt, Lawrence" <Lawrence.Cubitt@adesa.com>

Good afternoon,

We recently became aware of the proposed rail extension and the potential impact this may have on our business and surrounding area. We took the opportunity to prepare the attached comments for your consideration on the scope of the Valley Rail Sacramento Extension Project. We would very much appreciate the opportunity to meet representatives of your project and invite you to tour our facility to afford you a greater understanding of our operation.

Thank you,

Brenda Aden

General Manager

**ADESA Brasher's**

Office 916-231-3337

Cell 702-449-5313

6233 Blacktop RD

Rio Linda, CA



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## Comments: Valley Rail Sacramento Extension Project

November 20, 2019

These comments are related to the siting of the Natomas/Sacramento Airport Station and Natomas Maintenance and Layover Facility.

First of all, we support extending rail to Natomas and appreciate the environmental benefits as well as the convenience afforded by the addition of mass transit options to the area. There is a vital need to help connect Natomas to the greater Amtrak and San Joaquin network.

While well-meaning staff and consultants have done yeoman's work in creating an initial set of recommendations, there are unforeseen economic consequences to the current siting of the northern terminus of the rail line. We credit staff for exploring several possibilities for the northern terminus—including current Western and Eastern alternatives, along with two considered but rejected sites for the maintenance and layover facility.

However, we are disappointed that the project has progressed to this stage without a more open dialogue inclusive of all potentially impacted stakeholders; an undertaking of this scope has significant economic, community and environmental impacts. Both current alternatives under consideration imperil hundreds of high-paying jobs at a facility and the nearby cottage industry of minority-owned small business that serve that facility. Choosing either will lead to the loss of jobs, reduction in tax revenue for the county and a ripple effect of less economic opportunity for the immediate area for residents.

In addition to significant socioeconomic impacts, both current alternatives appear to have the potential for significant environmental and environmental justice impacts, including impacts to Steelhead Creek, land use conflicts and impacts from loss of agricultural land, among others. As our comments below will detail, the EIR should evaluate alternative locations for the Natomas / Sacramento Airport Station and associated maintenance and layover facility that avoid both the socioeconomic and environmental impacts of the proposed project locations.

We welcome the opportunity to meet with you to discuss our concerns and to show you our facility and operations.

### *About the Facility – ADESA Brashers:*

ADESA is a leader in the wholesale auto auction industry, serving customers both online and at our physical auction locations including our ADESA Brashers auction located at 6233 Blacktop Road, Rio Linda, CA 95673. ADESA serves both commercial and dealer customers, including vehicle manufacturers and their finance companies, banks, credit unions, rental agencies and fleet management companies. Our auctions provide space for vehicle staging, de-fleeting, mechanical repairs, body shop, paintless dent repair and detailing both before and after a vehicle is auctioned.

ADESA Brashers is situated on **92** acres spread across one main lot and three satellite lots located on both sides of the Union Pacific main line and Elk Horn Boulevard in unincorporated Sacramento County. The location provides space for staging more than **8,000** vehicles. Our primary auction facility features **16** auction blocks across 8 parallel drive lanes, all operating simultaneously, each with an auctioneer, an offered vehicle, and dealer buyers bidding physically in-lane and online. Each of the 1,800 vehicles offered weekly is driven from its staging spot, through the auction arena and then back to its staging spot. The location also includes separate facilities for two virtual

auctions and offices. Other on-site services include two mechanic shops, a body shop, detail shop, key-cutting, title services and dealer financing.

Contrary to what an aerial view of the site might lead one to conclude—we are much more than “just a parking lot.”

Year-to-date in 2019, ADESA Brashers has offered approximately **75,000** vehicles for sale. An average of **500** in-lane local dealers participate as buyers in our weekly consignment sales, with another **400** dealers registered to bid online each week.

## Our Community & Economic Impact

ADESA Brashers has been a vital part of the community for **42** years and, as a significant employer and tax contributor, provides meaningful stimulus and job opportunity to the local economy.

### *Job Creator & Employer*

A local employer of choice, ADESA Brashers employs **308** full- and part-time employees and **118** temporary workers from **48** different California cities. Among our full- and part-time employees:

- **35%** racial/ethnic minorities, including:
  - **17%** Latinx
  - **6%** African American
  - **6%** Asian / Pacific Islander
- **33%** female
- **9** veterans
- Average tenure of management team: **12.2** years

These jobs are desirable and rewarding; approximately **94%** of our employees are paid above minimum wage requirements. Eligible employees receive 401(k) matching, medical, dental, vision and life insurance, tuition reimbursement, short- and long-term disability, paid time off, a paid day to volunteer and, starting in 2020, paid parental leave.

### *Tax Contributor*

In 2018, ADESA Brashers and its employees contributed **\$2,658,222.15** in payroll taxes, including:

- CA: State Disability Insurance (SDI): \$93,397.00
- State Withholding (Work): \$206,044.97
- State Unemployment Insurance (SUI): \$124,228.71

ADESA Brashers is also a significant payer of indirect taxes including personal property taxes, real estate taxes and sales and use taxes.

### *Downstream Economic Impacts*

ADESA Brashers’s auctions lead to thousands of hotel rooms per year for out-of-town/out-of-state customers, plus associated meals, ground transportation and airport travel—all having a direct impact on tourism and related taxes.

As well, ADESA Brashers is a primary used vehicle inventory source for many local and regional dealerships, including: John L. Sullivan Chevrolet (Roseville); Roseville Toyota; Downtown Ford (Sacramento); Future Automotive Group (Roseville); Wise Auto Group (Vallejo); Chuck Paterson Toyota (Chico); Stewart Chevrolet (Colma); Whitmire Ford (Chico); Elk Grove Ford; Kuni (Sacramento); Folsom Lake Ford; and Elk Grove Dodge. The auction is critical to ensuring a robust

and thriving, locally-available used vehicle inventory—and plays a key role in helping local consumers enjoy competitive used vehicle retail prices.

## Impacts of Proposed Interim Line Extension Options

Again, let us reiterate that we agree with the goals of the rail line extension. However, as the siting of the northern terminus is evaluated, we would suggest the following criteria be included:

- **Minimize Loss of Existing Jobs.** While the economy is currently booming, not all segments of society have benefited equally, especially the economically vulnerable. Choosing existing alternatives will lead to the elimination of hundreds of good paying jobs, many of those in underserved communities. Other sites should be considered to minimize economic dislocation. Relocating facilities may also reduce impacts to agriculture and Steelhead Creek.
- **Serve Airport Travelers and County Residents with Intermodal Transit.** Under the existing plan, the three northernmost stations prior to the northern terminus (Sacramento City College, Midtown Sacramento and Old North Sacramento) all connect to existing Sacramento Light Rail stations. With plans to bring Sacramento light rail to the Airport via the planned Green Line extension, consideration should be given as to the wisdom of a Natomas terminus vs. ending the line further south. The EIR should consider alternative locations for the station and layover / maintenance facility closer to the heart of existing development.
- **Pursue Permanent, Not Short-Term.** With limited resources and potentially life-altering consequences for hundreds of displaced employees at impacted businesses, any solution should be permanent rather than short-term or interim stop-gaps that may result in long-term unemployment for a temporary station solution.

Considering these criteria, both the East and West alternatives of the proposed Natomas / Sacramento Airport Station line extension threaten significant hardship and negative economic and community impacts:

- **Both alternatives**—including the proposed interim station—are showstoppers and **would put ADESA Brashers out of business**; as a result:
  - More than 300 full- and part-time employees and 118 temporary workers from 48 different California cities **would lose their jobs**
  - California and Sacramento County would **lose payroll and indirect taxes** associated with ADESA Brashers, as detailed above
- The resulting disruption would have **significant negative downstream impacts on other local businesses in the surrounding communities**:
  - Major dealerships would lose a local resource for reducing or increasing used vehicle inventory, potentially impacting retail used vehicle prices experienced by local consumers
  - Numerous small and independent dealerships across the region would face reduced local supply and increased costs associated with sourcing high quality used vehicle inventory for their rooftops



- **Economic impact associated with closing ADESA Brashers could be as much as \$100 million or even more\***:
  - Lost revenue: The proposed options would both directly lead to the closure of ADESA Brashers; as a result, revenues associated with our auction would be lost.
  - Lost customer accounts: Several major commercial customers—including Ford and GM (two of our top 10 customers across ADESA)—sell a high volume of vehicles via ADESA Brashers; the loss of this location would threaten these accounts across our auction network, having a revenue impact beyond that directly attributable to ADESA Brashers.
  - No net-neutral relocation option: No suitable site exists in the surrounding communities that would provide an alternative venue for our auction facility, office space, various mechanical, body and detail shops and staging grounds. Relocating the site—and thereby maintaining employment for our existing employees—is not a viable option.
  
- **Significant environmental impacts may be avoided or mitigated by selecting a nearby, alternative location.**
  - The EIR should evaluate alternatives with fewer impacts to Steelhead Creek, species of concern and the local environment.

In conclusion, the rail line is a laudable goal, but tweaks in the siting of the northern terminus are essential to prevent job loss among the economically vulnerable, avoid impacts to the environment, and avert state and county tax revenue declines associated with the elimination the ADESA Brashers facility. The EIR should fully evaluate alternative options to identify a more viable location that meets the goals of the program while minimizing negative environmental, community and economic impacts.

## Contact Information

For information or questions, or to arrange a site visit to see our auction in action, please contact:

### Brenda Aden

General Manager  
ADESA Brashers  
702.449.5313  
Brenda.Aden@adesa.com

### George Burton

Assistant General Manager  
ADESA Brashers  
317.671.6854  
George.Burton@adesa.com

### Lawrence Cubitt

Regional Vice President, West  
ADESA  
810.241.9854  
Lawrence.Cubitt@adesa.com

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\* Preliminary estimate is non-binding and intended solely to ballpark impact.

ADESA is a leader in the wholesale auto auction industry, serving customers both online and at our physical auctions. We handle every aspect of the used vehicle lifecycle, and our customers include both commercial accounts and dealers. Our auctions provide space for vehicle staging, de-fleeting, mechanical repairs, body shop, paintless dent repair and detailing both before and after a vehicle is sold at auction.

space for  
**8,000+**  
vehicles



**16**  
auction lanes



**~75,000**  
vehicles offered  
for sale YTD 2019



**92**  
acres



**500**  
dealers buying  
in-lane each week



**94%** employees paid above  
minimum wage



**308**  
full- and part-time employees

**118**  
temporary workers

**35%**  
racial/ethnic minorities:

**17%** Latinx

**6%** African American

**6%** Asian / Pacific Islander

**33%** Female / **67%** Male / **9** Veterans

**Tax Contributions**  
**\$2.6M**  
payroll tax

*plus significant indirect taxes including  
personal property taxes, real estate taxes and  
sales and use taxes*

## Major Dealer Customers

John L. Sullivan Chevrolet (Roseville)  
Roseville Toyota  
Downtown Ford (Sacramento)  
Future Automotive Group (Roseville)  
Wise Auto Group (Vallejo)  
Chuck Paterson Toyota (Chico)  
Stewart Chevrolet (Colma)  
Whitmire Ford (Chico)  
Elk Grove Ford  
Kuni (Sacramento)  
Folsom Lake Ford  
Elk Grove Dodge

## Major Commercial Accounts





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## Extension Location

1 message

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**bryansettje@gmail.com** <bryansettje@gmail.com>

Tue, Nov 19, 2019 at 9:28 PM

To: ace.sacramentoextension@gmail.com

### **San Joaquin Regional Rail Commission:**

In response to the Rail Commission proposed expansion in Natomas, we would recommend the East Site because that location would have the least effect on our homes by way of noise, fumes, traffic and visual impairments that the more densely populated Natomas Park and Regency Park neighborhoods would benefit from an increased distance from the East site location.

Use of the East site also preserves the further development of the Northern part of the Panhandle to join in the housing development of the Southern Panhandle to make a convenient neighborhood around the future High School and train station.

We are against the West location because of its proximity to Regency Park/Natomas Park and the future high school. Being so close to a residential area will add to traffic, noise, foul air and have a poor visual effect on the nearby residents. We would like more information on the Rail Commission's designs to mitigate the sound and visual pollution of a train station and terminus so near a residential area.

The East location appears to reduce the size and complexity of the project and locates it on a site that is already noisy and an air polluter with its cement dust constantly blowing over our homes. The East location eliminates crossing the levee and would be more convenient for parking and loading near the actual railroad tracks and W Elkhorn Blvd.

Thank you,

Bryan and Viviane Settje

[10 Cadbury Court](#)

[Sacramento, CA. 95835](#)

541-350-9002



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## North natomas facility

1 message

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**Chad Chapman** <chad.a.chapman@gmail.com>

Sat, Nov 16, 2019 at 2:35 PM

To: ace.sacramentoextension@gmail.com

Good day,

I live on bridgecross drive in north natomas and it has been brought to my attention that you are planning on building a facility near our neighborhood. I just wanted to say I think it would be fantastic and a welcomed place for jobs and the area. Thank you for considering this location for your project.

- Chad Chapman



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## Proposed Valley Rail Sacramento Extension Project

2 messages

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**Cherilyn Neider** <cneider@auburnrancheria.com>

Wed, Nov 6, 2019 at 8:40 AM

To: "ace.sacramentoextension@gmail.com" <ace.sacramentoextension@gmail.com>, "kevin@acerail.com" <kevin@acerail.com>

Good morning Kevin,

Thank you for the recent notifications of the proposed Valley Rail Sacramento Extension. Can you provide GIS shapefiles for the proposed project's area of potential effects? This includes all potential ground disturbance and staging areas. These files will allow us to accurately evaluate the project's possible impacts to Tribal Cultural Resources, provide specific comments, and will lead to a more effective, efficient, and meaningful consultation process.

Many thanks,

Cherilyn

### Cherilyn Neider

Tribal Historic Preservation

United Auburn Indian Community

530.53735133

*Mon: 8am-12pm, Tues: 8am-2pm*

*Wed: 8am-12pm, Thurs: 8am-2pm*

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Nothing in this e-mail is intended to constitute an electronic signature for purposes of the Electronic Signatures in Global and National Commerce Act (E-Sign Act), 15, U.S.C. §§ 7001 to 7006 or the Uniform Electronic Transactions Act of any state or the federal government unless a specific statement to the contrary is included in this e-mail.

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**2 attachments**

**Subject:** FW: NOP Comments, Valley Rail Sacramento Extension Project

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**From:** Chris Paros [<mailto:chrisp552@gmail.com>]

**Sent:** Tuesday, December 03, 2019 1:53 PM

**To:** Debra Banes <[redbanes@gmail.com](mailto:redbanes@gmail.com)>

**Cc:** Customer Service <[customerservice@acerail.com](mailto:customerservice@acerail.com)>; Angelique Ashby Office <[aashby@cityofsacramento.org](mailto:aashby@cityofsacramento.org)>; [sernap@saccounty.net](mailto:sernap@saccounty.net); Avdis Nick <[navdis@gmail.com](mailto:navdis@gmail.com)>; Pray Lisa <[lisa@crabray.com](mailto:lisa@crabray.com)>

**Subject:** Re: NOP Comments, Valley Rail Sacramento Extension Project

Thanks.

Chris

On Dec 1, 2019, at 6:39 PM, Debra Banes <[redbanes@gmail.com](mailto:redbanes@gmail.com)> wrote:

Well said! Thanks for your input.

On Sun, Dec 1, 2019, 4:47 PM Chris P <[chrisp552@gmail.com](mailto:chrisp552@gmail.com)> wrote:

November 30, 2019

Email via: [customerservice@acerail.com](mailto:customerservice@acerail.com)

Mr. Kevin Sheridan  
San Joaquin Regional Rail Commission  
949 East Channel Street  
Stockton, CA 95202

Subject: NOP Comments, Valley Rail Sacramento Extension Project

I am submitting the following comments as a resident of North Natomas and NNCC member who has been actively engaged in reviewing project proposals for over 10 years to ensure they achieve positive, sustainable growth for our community.

- First, it is disappointing the project proposal created turmoil due to the lack of community outreach when the NOP was initiated. Given the large size and sensitive locations of the proposed facilities, neighborhoods along Elkhorn Boulevard westward to Hwy 99 and within a half mile radius of the project needed advanced notice of the proposal. For the project's benefit, I urge the Rail Commission to engage in robust outreach with all community stakeholders in the future. The city of Sacramento has an email registry of HOA's & associations, including the North Natomas Community Coalition (NNCC).
- Overall, I have mixed feelings about the project. Though I support the great opportunity of having nearby regional passenger rail service, I have serious concerns about the large impacts this unplanned and unexpected project will bring, especially if facilities are located on the west side of the tracks immediately

adjacent to many neighborhoods and a future high school, the East Natomas Educational Complex (ENEC), which is partly constructed. It is imperative the applicant work with our community to find a “win-win”.

- I urge the SJRRC to eliminate the west alternative from project consideration. This is a non-starter for North Natomas residents. Our entire community has been developed based on a “North Natomas Community Plan” (NNCP), established in 1994 and periodically updated since then. The west project site land has long been zoned for school and future residential use. A rail maintenance facility is an incompatible, unacceptable industrial land use that will greatly impact the sustainability of the well-established nearby neighborhoods. The project’s east alternative is much more compatible as it is already zoned for industrial/manufacturing use.
- If the west project alternative is not eliminated, I request the EIR include evaluation of the community economic and air quality impacts from losing the local ENEC high school. The impacts of commute trips to other TRUSD schools need to be added to the direct potential impacts from operational noise, air quality, and ground vibration.
- Area taxpayers have invested over \$100 million in the ENEC school site to date. Our community has been working to obtain funding to complete the high school because of a large unmet community need for a Natomas TRUSD high school. We have been notified by Twin Rivers Unified School District (TRUSD) that they will abandon efforts to complete the ENEC school if the rail facility is built on the west project site alternative. Hence the west alternative will eliminate a much-needed school and devalue the school district’s site land. This impact requires evaluation for the west alternative.
- In addition to the above, I request the EIR evaluate the large traffic impacts from the project. Elkhorn Boulevard has become a de facto East-West corridor for tractor trailer trucks and other vehicles traveling to/from eastern communities such as Roseville and Citrus Heights who are heading to the airport, Amazon Facility and/or Hwy 99 and I-5. Traffic and aircraft flight combined noise is frequently loud now (especially during commute hours). The rail station will become a large traffic “magnet” that will add more traffic and noise that will likely require strong mitigations .
- The EIR evaluation needs to include assessment with the added construction of future development projects that are not yet built. I request the applicant contact City & County staff to obtain information on all these unbuilt projects to ensure all are included in EIR analysis. The city’s Panhandle and Greenbriar projects as well as the county’s potential North Precinct project are some examples.
- I am concerned the project states the Natomas station may never be fully completed as is planned for the other planned rail stations. I request the EIR evaluate impacts such as traffic circulation, parking, noise and air quality from not having a fully completed rail station.

Thank you again for the opportunity to comment. I look forward to remaining informed of project developments and hopefully to make this a good project for our North Natomas community.

Chris Paros  
Heritage Park resident

NNCC member

Cc

Angelique Ashby ([aashby@cityofsacramento.org](mailto:aashby@cityofsacramento.org))

Phil Serna ([sernap@saccounty.net](mailto:sernap@saccounty.net))

\Chris

This e-mail is from an external source. Please do not open attachments or click links from an unknown or suspicious origin.





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## Comment Letter

1 message

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**Thomason, Christie@DeltaCouncil** <christie.thomason@deltacouncil.ca.gov>

Mon, Oct 14, 2019 at 4:11 PM

To: "ace.sacramentoextension@gmail.com" <ace.sacramentoextension@gmail.com>

Cc: "Henderson, Jeff@DeltaCouncil" <Jeff.Henderson@deltacouncil.ca.gov>, "Livengood, Avery@DeltaCouncil" <Avery.Livengood@deltacouncil.ca.gov>

To Whom It May Concern:

We appreciate and thank you for the opportunity to review and comment on the Notice of Preparation of an Environmental Impact Report for the Valley Rail Sacramento Extension Project. Attached is our comment letter.

Thank you,

Christie Thomason

Executive Assistant  
Delta Stewardship Council  
[980 9th Street, Suite 1500](#)  
Sacramento, CA 95814  
Phone (916) 445-4560  
Fax (916) 445-7505

[cthomason@deltacouncil.ca.gov](mailto:cthomason@deltacouncil.ca.gov)

Every Californian should conserve water. Find out how at:



[SaveOurWater.com](http://SaveOurWater.com) · [Drought.CA.gov](http://Drought.CA.gov)

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**DELTA STEWARDSHIP COUNCIL**  
A California State Agency

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

October 14, 2019

San Joaquin Regional Rail Commission  
Attn: Valley Rail Sacramento Extension NOP  
949 E. Channel Street  
Stockton, CA 95202

Via email: [ace.sacramentoextension@gmail.com](mailto:ace.sacramentoextension@gmail.com)

**Chair**

Susan Tatayon

**Members**

Frank C. Damrell, Jr.  
Randy Fiorini  
Michael Gatto  
Maria Mehranian  
Oscar Villegas  
Ken Weinberg

**Executive Officer**

Jessica R. Pearson

**RE: Comments on Notice of Preparation of an Environmental Impact Report and Scoping Meeting for the Valley Rail Sacramento Extension Project, SCH# 2019090306**

To Whom It May Concern:

Thank you for the opportunity to review and comment on the Notice of Preparation (NOP) of an Environmental Impact Report (EIR) for the Valley Rail Sacramento Extension Project (project). The Delta Stewardship Council (Council) recognizes the goal(s) of the San Joaquin Regional Rail Commission (SJRRRC) to expand passenger rail service, increase frequency of service, increase rail ridership, and reduce travel time between the San Joaquin Valley and the Sacramento area, among other project objectives. The intent of the proposed project is to increase connectivity between two key population centers in the Sacramento-San Joaquin River Delta (Delta), benefitting those who live and work in the region.

The Council is an independent state agency established by the Sacramento-San Joaquin Delta Reform Act of 2009, codified in Division 35 of the California Water Code, sections 85000-85350 (Delta Reform Act). The Reform Act charges the Council with furthering California's coequal goals of achieving a more reliable water supply and restoring the Delta ecosystem, to be achieved in a manner that protects and enhances the unique cultural, recreational, natural resource, and agricultural values of the Delta as an evolving place. (Cal. Water Code section 85054.)

Pursuant to the Delta Reform Act, the Council has adopted the Delta Plan, a legally enforceable management framework for the Delta and Suisun Marsh for achieving the coequal goals. The Delta Reform Act grants the Council specific regulatory and appellate authority over certain actions that take place in whole or in part in the Delta and Suisun Marsh, referred to as "covered actions." (Cal. Water Code section 85022(a) and 85057.5.) The Council exercises

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

that authority through its regulatory policies (set forth in Title 23 of the California Code of Regulations, Sections 5001 through 5016) and recommendations incorporated into the Delta Plan. State and local agencies are required to demonstrate consistency with the Delta Plan when carrying out, approving, or funding a covered action. (Cal. Water Code section 85057.5 and 85225.)

### **Covered Action Determination and Certification of Consistency with the Delta Plan**

Based on the project location and scope, as provided in the NOP, the proposed project may meet the definition of a covered action. Water Code section 85057.5(a) provides the following four-part test to determine which activities would be considered covered actions:

1. Will occur in whole or in part within the boundaries of the Legal Delta (Water Code §12220) or Suisun Marsh (Public Resources Code §29101). Track curve reconstruction north of North New Hope Road and south of Desmond Road would occur within the boundaries of the Legal Delta. The proposed Thornton and Phillips Siding upgrades and extensions also appear to be within the boundaries of the Legal Delta.
2. Will be carried out, approved, or funded by the State or a local public agency. SJRRC is the lead agency for the project, and the project would be jointly implemented by SJRRC and the San Joaquin Joint Powers Authority (SJJPA), both of which are local public agencies.
3. Will have a significant impact on the achievement of one or both of the coequal goals or the implementation of a government-sponsored flood control program to reduce risks to people, property, and State interests in the Delta. The proposed project may have a significant impact on the achievement of the coequal goal to protect, restore, and enhance the Delta ecosystem and/or the implementation of a government-sponsored flood control program.
4. Is covered by one or more of the regulatory policies contained in the Delta Plan (23 CCR section 5003-5015). The Delta Plan includes 14 regulatory policies; some policies only apply in certain geographic areas, and others to specific types of actions. Delta Plan regulatory policies that may apply to the proposed project are discussed below.

It is the State or local agency approving, funding, or carrying out the project that ultimately must make a reasonable, good faith determination, consistent with the Delta Reform Act and its regulatory policies, if that project is a covered action and, if so, file a Certification of Consistency with the Delta Plan prior to project implementation. (Cal. Water Code section 85225; 23 CCR section 5001(j)(3).)

### **Comments Regarding Delta Plan Policies and Potential Consistency Certification**

The following section describes the Delta Plan regulatory policies that may apply to the proposed project based on the available information in the NOP. This information is offered to assist SJRRC to prepare environmental documents that could be used to support a

Certification of Consistency for the project. This information may also assist SJRRC to better describe the relationship between the proposed project and the Delta Plan in the project's EIR.

### **General Policy 1: Detailed Finding to Establish Consistency with the Delta Plan**

Delta Plan Policy **G P1** (23 CCR section 5002) specifies what must be addressed in a certification of consistency by a project proponent of a project that is a covered action.

- Delta Plan Policy **G P1(b)(2)** (23 CCR section 5002(b)(2)) requires that actions not exempt from CEQA and subject to Delta Plan regulations must include all applicable feasible mitigation measures in the Delta Plan as amended April 26, 2018 or substitute mitigation measures that are equally or more effective. Mitigation measures in the Delta Plan's Mitigation and Monitoring Report Program (Delta Plan MMRP) are available at: [http://deltacouncil.ca.gov/sites/default/files/documents/files/Agenda%20Item%206a\\_attachment%202.pdf](http://deltacouncil.ca.gov/sites/default/files/documents/files/Agenda%20Item%206a_attachment%202.pdf). If the project Draft EIR identifies significant impacts that require mitigation, SJRRC should review the Delta Plan MMRP and, when feasible, apply the mitigation measures identified in the Delta Plan as amended April 26, 2018 or substitute measures that are equally or more effective.
- Delta Plan Policy **G P1(b)(3)** (23 CCR section 5002(b)(3)) states that actions subject to Delta Plan regulations must document use of best available science as relevant to the purpose and nature of the project. The regulatory definition of "best available science" is provided in Appendix 1A of the Delta Plan (<http://deltacouncil.ca.gov/sites/default/files/2015/09/Appendix%201A.pdf>)

Best available science is defined in the Delta Plan as the best scientific information and data for informing management and policy decisions. Six criteria are used to define best available science: relevance, inclusiveness, objectivity, transparency and openness, timeliness, and peer review. (23 CCR section 5001(f)) This policy generally requires the lead agency to clearly document and communicate the process for designing the project and analyzing project alternatives, impacts, and mitigation measures, in order to foster improved understanding and decision making and demonstrate the use of best available science as relevant to the purpose and nature of the project.

### **Ecosystem Restoration Policy 5: Avoid Introductions of and Habitat Improvements for Invasive Nonnative Species**

Delta Plan Policy **ER P5** (23 Cal. Code Regs. section 5009) requires that covered actions fully consider and avoid or mitigate the potential for new introductions of, or improved habitat conditions for, invasive, nonnative species in a way that appropriately protects the ecosystem. The EIR should analyze how the project will avoid or mitigate for conditions that would introduce or improve habitat for nonnative invasive species. In the event that mitigation is warranted, mitigation and minimization measures must include Delta Plan Mitigation Measure 4-1 (available at:

[http://deltacouncil.ca.gov/sites/default/files/documents/files/Agenda%20Item%206a\\_attach%202.pdf](http://deltacouncil.ca.gov/sites/default/files/documents/files/Agenda%20Item%206a_attach%202.pdf)) or a substitute mitigation measure that is equally or more effective.

### **Delta as Place Policy 1: Locate New Urban Development Wisely**

Delta Plan Policy **DP P1** (23 Cal. Code Regs. section 5010) places certain limits on new urban development within the Delta. As it applies to the proposed project, Policy DP P1 states that new residential, commercial, or industrial development must be limited to areas that city or county general plans designate for residential, commercial, and industrial development in cities or their spheres of influence as of the date of the Delta Plan's adoption (May 16, 2013). Policy DP P1 should be acknowledged in regulatory setting for the Land Use section of the EIR, as well as in the growth inducement discussion. The EIR should also analyze the potential of the project to induce new development in the Delta that was not accounted for in applicable city or county general plans as of May 16, 2013, particularly near station locations.

### **Risk Reduction Policy 3: Protect Floodways**

Delta Plan Policy **RR P3** (23 Cal. Code Regs. section 5014) prohibits the presence or construction of encroachments in floodways (that are neither designated floodways nor regulated streams) unless it can be demonstrated by appropriate analysis that the encroachment will not unduly impede the free flow of water in the floodway or jeopardize public safety.

The proposed project alignment crosses the Cosumnes River Preserve, a portion of which is a designated floodway, near the Mokelumne River confluence, which is a regulated stream. If the project would encroach upon or be constructed in an undesignated floodway, the EIR should analyze how the project would not impede the free flow of water in the floodway or jeopardize public safety.

### **CEQA Regulatory Setting**

For each resource section in which a Delta Plan policy is applicable, the EIR's description of the regulatory setting should include the Delta Plan and a reference to the specific applicable regulatory policy or policies.

### **Closing Comments**

As the SJRRC proceeds with design, development, and environmental impact analysis of the project, the Council invites SJRRC to engage Council staff in early consultation (prior to submittal of a Certification of Consistency) to discuss project features and mitigation measures that would promote consistency with the Delta Plan. Council staff are available to discuss issues outlined in this letter as SJRRC proceeds in the next stages of its project and approval processes. Please contact Avery Livengood at (916) 445-0782 ([Avery.Livengood@deltacouncil.ca.gov](mailto:Avery.Livengood@deltacouncil.ca.gov)) with any questions.

Valley Rail Sacramento Extension Project

October 14, 2019

Page 5

Sincerely,

A handwritten signature in black ink, appearing to read "Jeff Henderson", with a long horizontal flourish extending to the right.

Jeff Henderson, AICP  
Deputy Executive Officer  
Delta Stewardship Council



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## ACE: Vally Rail Extension Midtown Sacramento Draft EIR Comments

1 message

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**Craig Swaim** <craigswaim@gmail.com>  
To: ace.sacramentoextension@gmail.com

Tue, Nov 26, 2019 at 12:36 PM

To Whom it May Concern:

I am writing to share comments related to the Draft EIR that is being prepared for the proposed extension of the ACE commuter rail and Amtrak San Joaquin lines from Stockton north into Sacramento. Specifically, I would like to provide comments related to the proposed Midtown Sacramento Station.

As a homeowner whose property directly overlooks the proposed Midtown station, I respectfully request that the EIR address the following issues which will impact myself and other property owners whose homes also overlook the proposed station.

**Dust:** Residents along some portions of the UP tracks though Midtown Sacramento are already negatively impacted by dust that is generated when trains pass by. In some areas the dust kicked up by passing trains is reduced by the presence of pavement/gravel that extends closer to the tracks. However, the area near the proposed Midtown station is mostly unimproved with large expenses of dry uncovered dirt areas.

While the proposed Midtown station will eliminate a significant source of dust on the West side of the tracks, it is not clear what if any improvements will be made on the East side of the tracks which is adjacent to 32 townhomes. The addition of a "passing siding" allowing for freight trains to avoid new passenger trains stopped at the station will result in freight trains running approximately 10 feet closer to our residences, likely increasing the amount of dust that is generated near our homes. The addition of many passenger trains through the area will also lead to an increase in dust pollution generated in the areas surrounding the tracks and proposed station.

To mitigate this issue and ensure that air quality in the areas adjacent to the proposed station is not negatively impacted, I request that the EIR address dust mitigation on the East side of the tracks (across from the proposed station). These mitigation strategies could include paving the dirt area on the East side of the tracks or covering the large dirt areas with gravel/other natural ground cover. Additionally, I request that the EIR consider the expansion of the green buffer that currently separates the 20PQR housing development from the UP track. Such a barrier would help capture dust that is generated despite the above mentioned mitigation strategies.

**Lighting:** The proposed station is likely to require significant lighting to ensure the safety of passengers boarding and texting the train. I request that the EIR consider how the lighting of the station will impact the neighboring residential area and ensure that the lighting is designed in a manner that does not impact nearby residences.

**Sound:** As previously mentioned, the addition of a "passing siding" adjacent to the station will result in freight trains running approximately 10 further to the East when passing by the proposed station. The closer proximity to our homes will likely increase the noise heard from inside our residences. As such, I request that the EIR address noise concerns and strategies to mitigate the expected increase in noise. The expansion of the green barrier between the tracks and the residences located across from the proposed station is one strategy that should be considered.

### **Traffic/Vehicle Emissions**

While the expansion of rail service North into Sacramento has the potential to decrease vehicle traffic along Interstate 5 and Highway 99, there will be increased in traffic congestion near the proposed stations.

Early design proposals for the Midtown Station show passenger access along Q street (between 19th and 20th streets) and on 19th Street (near R Street/light rail overpass). While planners have noted that many passengers will arrive on foot or bike, it is likely that the majority of passengers will arrive via private vehicles, taxis, or Uber/Lyft. To ensure that the station does not increase traffic/vehicle generated air pollution along Q street - which is primarily residential - I request that the EIR address traffic/air pollution that will be generated by passengers being dropped off

and picked up from the station and include strategies to mitigate the increased traffic near residences. These strategies should include a requirement that passenger pick up/drop off facilities be located on 19th street which is already a commercial corridor.

Thank you for the opportunity to provide these comments prior to the completion of the draft EIR. As a passenger rail user myself I am generally supportive of this project and the possibility of improved rail access in the Sacramento area. However I believe that the project must be designed in a way that achieves our shared goals of increase connectivity and reduced greenhouse gas emissions, without resulting in negative environmental impacts for homeowners located near the proposed Midtown Station.

I look forward to proactive engagement with ACE/Amtrak San Joaquin to ensure a mutually beneficial design for the Midtown Station.

Craig Swaim  
[2016 20th Street](#)  
[Sacramento, CA 95811](#)  
(916) 838-0857





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## Valley Rail Sacramento Extension NOP

1 message

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**Dana Mahaffey** <DMahaffey@cityofsacramento.org>

Fri, Oct 11, 2019 at 9:01 AM

To: "ace.sacramentoextension@gmail.com" <ace.sacramentoextension@gmail.com>

Hello,

The Youth, Parks and Community Enrichment Department for the City of Sacramento is interesting in knowing specific locations along the route in Sacramento the tail line will be located. We want to assess if any planned open space and/or park land will be impacted by the proposed project.

Please keep us informed.

Thank you,

**Dana Mahaffey, Senior Planner**

**City of Sacramento**

**Youth, Parks, and Community Enrichment Department**

**Park Planning and Development Services**

915 I Street, 3rd Floor

Sacramento, CA 95814

**(916) 808-2762**

<http://www.cityofsacramento.org/ParksandRec/Parks/Park-Planning-Development>

<http://www.cityofsacramento.org/Online-Services/FeeChargeSearch>

Visit our webpage and follow us on social media!





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## Please add me to the email list

1 message

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**Darrel Ng** <darrel@ftcomms.com>

Mon, Nov 18, 2019 at 8:12 PM

To: "ace.sacramentoextension@gmail.com" <ace.sacramentoextension@gmail.com>

Thank you!

---

Darrel Ng

Fast Twitch Communications

510-325-7256

[LinkedIn](#) | [Twitter](#)



---

## Support for ACE expansion to SMF

1 message

---

**David Lorenzo** <keys115@gmail.com>  
To: ace.sacramentoextension@gmail.com

Wed, Nov 20, 2019 at 11:38 AM

Hi,

I would just like to voice my support for this expansion. As a super commuter to Silicon Valley, this would save me 5 hours a day sitting in a car being unproductive. Being able to work during the commute gives me at least 25 hours of my life back every week. In addition to that, it would remove my car from the already congested roadways and help reduce greenhouse emissions.

I will ride and you have my support.

Thank you,

David



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## Valley Rail Sacramento Extension NOP

1 message

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**David Weiland** <dnweiland@yahoo.com>

Mon, Nov 25, 2019 at 1:16 PM

To: "ace.sacramentoextension@gmail.com" <ace.sacramentoextension@gmail.com>

To Whom it May Concern,

I'm writing to express my strong objection to the Natomas Interim Station and Maintenance Facility located behind Amnest Way. I just moved to Amnest Way in July of 2018. Never did I anticipate that a train station would be built in my backyard!

View this: "I go out in my backyard on a Saturday or Sunday to have a barbecue with friends and all we can hear are the diesel engines moving cars around, the noise of the engines and the cars coupling to each other and the lovely smell of diesel fuel in my back yard." Isn't that a lovely picture? That's why there are no homes near the old rail station.

Additionally our home values will deteriorate to nothing because who will buy a home next to a rail station.

I hope that you will take into consideration the residents that you will be affecting by putting a station and facility adjacent to peoples homes. I am against any station and maintenance facility in Natomas but especially hope that you will remove the option of the Natomas West Alternative that backs up to Amnest Way.

Why not build the station up by the airport? Anywhere closer to the existing rail would make more sense.

Please do NOT build a station and maintenance facility in my backyard.

Regards

David Weiland  
[5624 Amnest Way](#)



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## PROTEST AGAINST the Proposed Natomas/Sacramento Airport Station & Maintenance & Layover Facility:

1 message

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**Deborah Earl** <deb.earl28@gmail.com>  
To: ace.sacramentoextension@gmail.com

Tue, Nov 19, 2019 at 9:28 PM

To Whom It Concerns:

I was in attendance at the first meeting I was ever aware of concerning the proposed Natomas/Sacramento Airport Station & Maintenance & Layover Facility on Wednesday, Nov. 13th at 6:30 pm at the Natomas Park Club House. Though the presenters kept remarking that they were glad to have been able to come back for this second meeting, I do not recall seeing anyone in this packed room stand or raise their hands when asked if they had even been notified about this meeting let alone an earlier opportunity to meet & protest/discuss this surprising & shocking local proposal. It baffles me why this location was ever chosen & why the existing Sacramento Railyard downtown location cannot house this maintenance station. It is NOT that far from North Natomas & with all the shuttles & available travel options to & from the airport (or anywhere) currently available, why would this city condone impacting an almost rural outlying area that is in a flood zone already? Defies logic.

At this Coalition meeting & preceding the proposal presentation, our police department representative gave us a North Natomas update on the 3 T's (trouble calls) for our area. These consist of 1) Traffic Issues, 2) Thefts & 3) Transients. In my opinion, this proposed railroad project will do nothing to relieve these issues but do much to increase every one of these problems that the police department is already understaffed to handle & lessen.

1) Traffic: During commute hours which now start about 2:30 pm, I-80 and I-5 are already packed & the commute is a very stressful endeavor now, without this added burden in our area. Elkhorn Blvd., where this proposal will be accessed is absolutely packed already with commuters as far East as Roseville using that roadway (which was never built to be an alternative highway) to bypass the nightmarish traffic levels of traffic on I-80. If this facility/station is added to the chaos we will be practically trapped by traffic on all sides, adding to the already poor air quality in the valley. Aside from the operation of this facility/station, the actual construction of this proposed facility will be worse than a nightmare for traffic (and noise).

2) Thefts: The Sacramento & Natomas areas are targeted by theft rings from the bay area & elsewhere. This is just setting us up for more crime with more cars to break into.

3) Transients: This entire area & all of California really, is being impacted by transients & their illegal camping in the streets & along the levees. East Levee Road has been closed by a locked gate at Elkhorn Blvd. where this proposed site is located. The gate has been closed for many years for the purpose of keeping out through traffic from surrounding areas that were increasing crime, illegal dumping, drug deals, drag racing & other criminal acts that were out of control. This area is a nesting place for a wide variety of fowl including geese, ducks, pheasant, blue herons, snowy egrets, pelicans and many other species. At many times of the year these wetlands that serve as flood control channels are teeming with birds as a quiet place for breeding & raising their young. The interruption of noise, traffic, transients, garbage dumping & racing cars is a further crime against nature.

I have lived along East Levee Road for the past 3 1/2 years directly across from the existing railroad tracks & I can tell you that the noise level at any time of the days as a train passes it very intrusive & with single-paned windows & a heavy train, it feels as if the house is shaking & the train is passing right outside our windows. The West Alternative of this plan is absolutely ridiculous just from the standpoint of noise. As was stated by a home owner living near the existing separation wall currently (who moved there for peace & quiet), this facility/railyard would be a noisy nightmare for most of the day & into the night as most of the homes along that wall are 2-story with the bedrooms located on the top floor. There would be constant traffic noise from cars as well as trains & bright lights that would definitely impact their quality of life. This West Alternative has one entrance & exit road (aside from the limited access employee road) & it is located directly along this wall. It would be cruel & unusual punishment to those residents.

The East Alternative, while not quite as intrusive to the residents along that wall, would still severely impact traffic on Elkhorn Blvd., provide access to East Levee Road which has been somewhat protected for many years, and still increase noise levels to Valley View Acres residents who are already impacted by train noise along the levee & should

not have to endure more noise pollution & it will create hardships for the businesses who are currently operating in that proposed site & have invested many years & much financial output to operate & upgrade those businesses for many years.

I strongly protest both of these proposed sites as a resident of Valley View Acres & a resident in Sacramento since 1969. The growth & traffic impacts on the entire area without any comparable traffic alleviation consideration for it's workforce & population in general is reprehensible. Please do not consider building this proposed site in either of the Natomas locations currently being considered.

*Debi Earl*

**5311 East Levee Road**

**Sacramento, CA 95835**

*(916) 397-8289*



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## Rail system

1 message

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**Denny** <denfoge@comcast.net>

Wed, Nov 20, 2019 at 5:37 AM

To: ace.sacramentoextension@gmail.com

Good morning

I have read about the proposal for a new rail depot along Elkhorn and Regency Park Area. Have you considered Elkhorn and 99 up from the Amazon facility. This could be more convenient for parking and easy access.

Thank you  
Dennis Fogliani  
5028 Alterra Way  
Sacramento



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## Maintenance and Train Station

1 message

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**dianearnold1951** <dianearnold1951@yahoo.com>

Sat, Nov 16, 2019 at 5:17 PM

To: ace.sacramentoextension@gmail.com

As a resident and property owner in Regency Park Subdivision Sacramento, California. I STRONGLY oppose your proposed Maintenance and Train station adjacent to the Regency Park Subdivision.

Sent from my Samsung Galaxy smartphone.





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## No to rail yard

1 message

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**Eric K** <eklucky1@gmail.com>

Thu, Nov 14, 2019 at 12:39 PM

To: ace.sacramentoextension@gmail.com

My name is Eric Kertelli and I own my home at [4806 Kenmar Rd. Sacramento, Ca 95835 \(Valley View Acres\)](#). I am vehemently opposed to having a train wash and maintenance yard in the panhandle (the west side option). It make no sense to have such a noisy, smelly, and frankly humongous eye-sore so close to Natomas residents. There is not one person I have met with who supports this idea and hundreds who oppose it. Please do not build this atrocity anywhere near the Natomas or Valley View Acres neighborhoods. With all the empty land north of Elkhorn one would think these areas world be considered versus near residing families.

I officially declare NO to building the train wash, rail yard, maintenance facility anywhere in the Natomas area.

Eric Kertelli  
916-420-4305



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## District Comment Letter 20191160: Notice of Preparation of an Environmental Impact Report Valley Rail Sacramento Extension Project

1 message

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**Eric McLaughlin** <Eric.McLaughlin@valleyair.org>

Wed, Oct 16, 2019 at 11:37 AM

To: "ace.sacramentoextension@gmail.com" <ace.sacramentoextension@gmail.com>

To whom it may concern,

Attached is the District's comment letter for the above mentioned project. The original will follow in the mail.

Best Regards,

**Eric McLaughlin**

Air Quality Specialist II (CEQA/Indirect Source Review)  
San Joaquin Valley Air Pollution Control District

1990 E. Gettysburg Avenue

Fresno, CA 93726-0244

Tel: (559) 230-5808

Fax: (559) 230-6061



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 **District Comment Letter 20191160.pdf**  
325K



OCT 16 2019

San Joaquin Regional Rail Commission  
Attn: Valley Rail Sacramento Extension NOP  
949 E. Channel Street  
Stockton, CA, 95202

**Project: Notice of Preparation of an Environmental Impact Report Valley Rail Sacramento Extension Project**

**District CEQA Reference No: 20191160**

To whom it may concern:

The San Joaquin Valley Unified Air Pollution Control District (District) has reviewed the Notice of Preparation (NOP) for the Valley Rail Sacramento Extension project. The proposed project consists of implementation of new passenger rail service from the existing Stockton Downtown/ACE Station in Stockton to north of Natomas area of Sacramento (Project). The District offers the following comments:

**Emissions Analysis**

- 1) At the federal level for the National Ambient Air Quality Standards (NAAQS), the District is currently designated as extreme nonattainment for the 8-hour ozone standards; nonattainment for the PM2.5 standards; and attainment for the 1-Hour ozone, PM10 and CO standards. At the state level, the District is currently designated as nonattainment for the 8-hour ozone, PM10, and PM2.5 California Ambient Air Quality Standards (CAAQS). The District recommends that the Air Quality section of an Environmental Impact Report (EIR) include a discussion of the following impacts:
  - a) **Criteria Pollutants:** Project related criteria pollutant emissions should be identified and quantified. The discussion should include existing and post-project emissions.
  - i) **Construction Emissions:** Construction emissions are short-term emissions and should be evaluated separately from operational emissions. For reference, the District's annual criteria thresholds of significance for construction are: 100 tons per year of carbon monoxide (CO), 10 tons per year of oxides of nitrogen (NOx),

Samir Sheikh  
Executive Director/Air Pollution Control Officer

Northern Region  
4800 Enterprise Way  
Modesto, CA 95356-8718  
Tel: (209) 557-6400 FAX: (209) 557-6475

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

Southern Region  
34946 Flyover Court  
Bakersfield, CA 93308-9725  
Tel: 661-392-5500 FAX: 661-392-5585

10 tons per year of reactive organic gases (ROG), 27 tons per year of oxides of sulfur (SOx), 15 tons per year of particulate matter of 10 microns or less in size (PM10), or 15 tons per year of particulate matter of 2.5 microns or less in size (PM2.5).

- *Recommended Measure:* To reduce impacts from construction related exhaust emissions, the District recommends the cleanest reasonably available off-road construction fleets, as set forth in §2423 of Title 13 of the California Code of Regulations, and Part 89 of Title 40 Code of Federal Regulations.
- ii) **Operational Emissions:** Permitted (stationary sources) and non-permitted (mobile sources) sources should be analyzed separately. For reference, the annual criteria thresholds of significance for operation of permitted and non-permitted sources each are: 100 tons per year of carbon monoxide (CO), 10 tons per year of oxides of nitrogen (NOx), 10 tons per year of reactive organic gases (ROG), 27 tons per year of oxides of sulfur (SOx), 15 tons per year of particulate matter of 10 microns or less in size (PM10), or 15 tons per year of particulate matter of 2.5 microns or less in size (PM2.5).
- *Recommended Measure:* Project related impacts on air quality can be reduced through incorporation of design elements, for example, that increase energy efficiency, reduce vehicle miles traveled, and reduce operational related emissions.
- iii) **Recommended Model:** Project related criteria pollutant emissions from construction and operation non-permitted (limited to equipment not subject to District permits) should be identified and quantified. Emissions analysis should be performed using CalEEMod (**California Emission Estimator Model**), which uses the most recent approved version of relevant Air Resources Board (ARB) emissions models and emission factors. CalEEMod is available to the public and can be downloaded from the CalEEMod website at: [www.caleemod.com](http://www.caleemod.com).
- iv) The proposed Project could have a significant impact on regional air quality. As such, the District recommends the EIR also include a discussion on the feasibility of implementing a Voluntary Emission Reduction Agreement (VERA) for this project. A VERA is a mitigation measure by which the project proponent provides pound-for-pound mitigation of emissions increases through a process that develops, funds, and implements emission reduction projects, with the District serving a role of administrator of the emissions reduction projects and verifier of the successful mitigation effort. To implement a VERA, the project proponent and the District enter into a contractual agreement in which the project proponent agrees to mitigate project specific emissions by providing

funds for the District's incentives programs). The funds are disbursed by the District in the form of grants for projects that achieve emission reductions. Thus, project-specific regional impacts on air quality can be fully mitigated. Types of emission reduction projects that have been funded in the past include electrification of stationary internal combustion engines (such as agricultural irrigation pumps), replacing old heavy-duty trucks with new, cleaner, more efficient heavy-duty trucks, and replacement of old farm tractors.

In implementing a VERA, the District verifies the actual emission reductions that have been achieved as a result of completed grant contracts, monitors the emission reduction projects, and ensures the enforceability of achieved reductions. After the project is mitigated, the District certifies to the lead agency that the mitigation is completed, providing the lead agency with an enforceable mitigation measure demonstrating that project-specific regional emissions have been mitigated to less than significant. To assist the Lead Agency and project proponent in ensuring that the environmental document is compliant with CEQA, the District recommends the environmental document includes an assessment of the feasibility of implementing a VERA.

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

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

- i) The District recommends conducting a screening analysis that includes all sources of emissions. A screening analysis is used to identify projects which may have a significant health impact. A prioritization, using CAPCOA's

updated methodology, is the recommended screening method. A prioritization score of 10 or greater is considered to be significant and a refined Health Risk Assessment (HRA) should be performed. For your convenience, the District's prioritization calculator can be found at:

[http://www.valleyair.org/busind/pto/emission\\_factors/Criteria/Toxics/Utilities/PRIORITIZATION%20RMR%202016.XLS](http://www.valleyair.org/busind/pto/emission_factors/Criteria/Toxics/Utilities/PRIORITIZATION%20RMR%202016.XLS).

- ii) The District recommends a refined HRA for projects that result in a prioritization score of 10 or greater. Prior to performing an HRA, it is recommended that the Project proponent contact the District to review the proposed modeling protocol. The Project would be considered to have a significant health risk if the HRA demonstrates that the Project related health impacts would exceed the District's significance threshold of 20 in a million for carcinogenic risk and 1.0 for the Acute and Chronic Hazard Indices, and would trigger all feasible mitigation measures. The District recommends that Projects that result in a significant health risk not be approved.

For HRA submittals, please provide the following information electronically to the District for review:

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

More information on toxic emission factors, prioritizations and HRAs can be obtained by:

- E-Mailing inquiries to: [hramodeler@valleyair.org](mailto:hramodeler@valleyair.org); or
- The District can be contacted at (559) 230-6000 for assistance; or
- Visiting the District's website (Modeling Guidance) at: [http://www.valleyair.org/busind/pto/Tox\\_Resources/AirQualityMonitoring.htm](http://www.valleyair.org/busind/pto/Tox_Resources/AirQualityMonitoring.htm).

- d) **Ambient Air Quality Analysis:** An ambient air quality analysis (AAQA) uses air dispersion modeling to determine if emissions increases from a project will cause or contribute to a violation of the ambient air quality standards. The District recommends that an AAQA be performed for the Project if emissions exceed 100 pounds per day of any pollutant.

If an AAQA is performed, the analysis should include emissions from both Project specific permitted and non-permitted equipment and activities. The District recommends consultation with District staff to determine the appropriate model

and input data to use in the analysis. Specific information for assessing significance, including screening tools and modeling guidance is available online at the District's website [www.valleyair.org/ceqa](http://www.valleyair.org/ceqa).

2) In addition to the discussions on potential impacts identified above, the District recommends the EIR also include the following discussions:

- a) A discussion of the methodology, model assumptions, inputs and results used in characterizing the Project's impact on air quality. To comply with CEQA requirements for full disclosure, the District recommends that the modeling outputs be provided as appendices to the EIR. The District further recommends that the District be provided with an electronic copy of all input and output files for all modeling.
- b) A discussion of the components and phases of the Project and the associated emission projections, including ongoing emissions from each previous phase.
- c) A discussion of Project design elements and mitigation measures, including characterization of the effectiveness of each mitigation measure incorporated into the Project.
  - i) The following policies/mitigation measures are recommended to reduce or mitigate impacts from criteria pollutant emissions:
    - (1) Use of off-road construction fleets that can achieve fleet average emissions equal to or less than the Tier III emission standards, as set forth in §2423 of Title 13 of the California Code of Regulations, and Part 89 of Title 40 Code of Federal Regulations. Therefore, the District recommends incorporating, as a condition of Project approval, a requirement that off-road construction equipment used on site be the cleanest reasonably available as set forth in state and federal regulations.
    - (2) For projects exceeding the applicability thresholds identified in Section 2.0 of District Rule 9510, a condition of Project approval requiring demonstration of compliance with Rule 9510, prior to the issuance of grading and/or building permits.
    - (3) For projects subject to District permitting requirements, demonstration of compliance with District Rule 2201, such as a copy of the Authority to Construct (ATC), before issuance of the first building permit, be made a condition of project approval.

- ii) The following policies/mitigation measures are recommended to mitigate potential health impacts of individual projects:
  - (1) Development projects resulting in toxic air contaminant emissions will be located an adequate distance from residential areas and other sensitive receptors in accordance to ARB's *Air Quality and Land Use Handbook: A Community Health Perspective*.
  - (2) A health risk screening and/or assessment will be performed to assess potential risks to sensitive receptors for the following projects:
  - (3) Projects whose proposed locations are within the established buffer distances identified in ARB's handbook;
  - (4) Projects whose land uses are not specifically identified in ARB's handbook (such as shopping centers), but there is sufficient information to reasonably conclude that sensitive receptors would be exposed to significant sources of toxic air contaminants; and
  - (5) Projects that would otherwise appear to be exempt from CEQA requirements, but there is sufficient information to reasonably conclude that sensitive receptors would be exposed to significant sources of toxic air contaminants, such as industrial use projects allowed by right.
- d) A discussion of whether the Project would result in a cumulatively considerable net increase of any criteria pollutant or precursor for which the San Joaquin Valley Air Basin is in non-attainment. More information on the District's attainment status can be found online by visiting the District's website at: <http://valleyair.org/aqinfo/attainment.htm>.
- e) As required by the recent decision in *Sierra Club v. County of Fresno* (2018) 6 Cal.4<sup>th</sup> 502, a reasonable effort to discuss relevant specifics regarding the connection between potential adverse air quality impacts from the Project with the likely nature and magnitude of potential health impacts. If the potential health impacts from the Project cannot be specifically correlated, explain what is known and why, given scientific constraints, potential health impacts cannot be translated.

### **District Rules and Regulations**

- 3) The proposed Project may be subject to District rules and regulations, including: Regulation VIII (Fugitive PM<sub>10</sub> Prohibitions), Rule 4102 (Nuisance), and Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations).



In the event an existing building will be renovated, partially demolished or removed, the Project may be subject to District Rule 4002 (National Emission Standards for Hazardous Air Pollutants).

- 3) The purpose of District Rule 9510 (Indirect Source Review) is to reduce the growth in both NO<sub>x</sub> and PM<sub>10</sub> emissions associated with development and transportation projects from mobile and area sources associated with construction and operation of development projects. The rule encourages clean air design elements to be incorporated into the development project. In case the proposed project clean air design elements are insufficient to meet the targeted emission reductions, the rule requires developers to pay a fee used to fund projects to achieve off-site emissions reductions.

Accordingly, the Project would be subject to District Rule 9510 if:

- Upon full build-out, the project would receive a project-level discretionary approval from a public agency and would equal or exceed any one of the applicability thresholds below:
  1. 50 dwelling units
  2. 2,000 square feet of commercial space;
  3. 25,000 square feet of light industrial space;
  4. 100,000 square feet of heavy industrial space;
  5. 20,000 square feet of medical office space;
  6. 39,000 square feet of general office space; or
  7. 9,000 square feet of educational space; or
  8. 10,000 square feet of government space; or
  9. 20,000 square feet of recreational space; or
  10. 9,000 square feet of space not identified above
- Or would equal or exceed any of the applicability thresholds in section 2.2 of the rule.

District Rule 9510 also applies to any transportation or transit development projects where construction exhaust emissions equal or exceed two (2.0) tons of NO<sub>x</sub> or two (2.0) tons of PM<sub>10</sub>.

In the case the Project is subject to District Rule 9510, an Air Impact Assessment (AIA) application is required and the District recommends that demonstration of compliance with District Rule 9510, before issuance of the first building permit, be made a condition of Project approval. Information about how to comply with District Rule 9510 can be found online at:

<http://www.valleyair.org/ISR/ISRHome.htm>.

The AIA application form can be found online at:  
<http://www.valleyair.org/ISR/ISRFormsAndApplications.htm>.

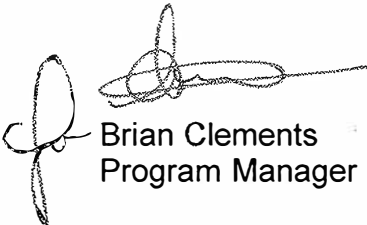
District staff is available to provide assistance with determining if future individual development projects will be subject to Rule 9510, and can be reached by phone at (559) 230-6000 or by email at [ISR@valleyair.org](mailto:ISR@valleyair.org).

- 4) The above list of rules is neither exhaustive nor exclusive. To identify other District rules or regulations that apply to this Project or to obtain information about District permit requirements, the applicant is strongly encouraged to contact the District's Small Business Assistance (SBA) Office at (209) 557-6446. Current District rules can be found online at the District's website at: [www.valleyair.org/rules/1ruleslist.htm](http://www.valleyair.org/rules/1ruleslist.htm).

The District recommends that a copy of the District's comments be provided to the Project proponent. If you have any questions or require further information, please call Mr. Eric McLaughlin at (559) 230-5808.

Sincerely,

Arnaud Marjollet  
Director of Permit Services



Brian Clements  
Program Manager

AM: em



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## Valley Rail Sacramento Extension NOP

1 message

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**Heather Pino** <pinoheath@gmail.com>  
To: ace.sacramentoextension@gmail.com

Fri, Nov 15, 2019 at 1:00 PM

To Whom it May Concern,

I'm writing to express my strong objection to the Natomas Interim Station and Maintenance Facility located behind Amnest Way. I moved to Amnest Way in July of 2018. I chose a house that could house both myself and my elderly parents. I did my due diligence by finding out who owned the land behind my house. I called the city and county and was told it was owned by Twin Rivers School District. Never did I anticipate that a train station would be built in my backyard!

A train station and maintenance facility will bring bad air, contaminated soil, noise, vibration, bright lights and increased traffic to my neighborhood. Our health will obviously be affected. My father who currently has COPD would be significantly affected.

I hope that you will take into consideration the residents that you will be affecting by putting a station and facility in adjacent to peoples homes. I am against any station and maintenance facility in Natomas but especially hope that you will remove the option of the Natomas West Alternative that backs up to Amnest Way.

An alternative could be at the old Sacramento rail yard. Tracks are already there. You would just have to rebuild the facility. Doesn't this make the most sense?

Please do NOT build a station and maintenance facility in my backyard.

Heather Pino  
[5624 Amnest Way](#)  
[Sacramento, CA 95835](#)



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**Please no train maintenance yard in North Natomas. Put it in Rio Linda**

1 message

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**Howard Knudsen CPA** <howardknudsencpa@gmail.com>

Fri, Nov 15, 2019 at 9:13 AM

To: "ace.sacramentoextension@gmail.com" <ace.sacramentoextension@gmail.com>

Hello;

My name is Howard Knudsen. I live in North Natomas Park and operate a small CPA practice also located in North Natomas.

I greatly oppose the construction of a railyard in North Natomas. Put the railyard on the industrial side of the canal, in Rio Linda.

The rail yard will produce significant emissions of black carbon, which has been proven to cause childhood asthma. The rail yard will also demolish Natomas residential property values.

Sincerely,

Howard Knudsen CPA

916-550-3190

Sent from [Mail](#) for Windows 10



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## We do not want rail yard built in Natomas

1 message

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**Huong Nguyen** <huongnguyen535@gmail.com>

Thu, Nov 14, 2019 at 8:32 PM

To: ace.sacramentoextension@gmail.com

We do not want a rail yard in Natomas Sacramento.

Helen Nguyen

Natomas resident.

Helen Nguyen



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## Valley Rail Sacramento Extension

1 message

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**Jason Bariel** <basalt51@gmail.com>

Thu, Nov 14, 2019 at 9:49 AM

To: ace.sacramentoextension@gmail.com

I am excited to have a commuter train supporting the northern Sacramento region. However, I am opposed to any maintenance yard/facility or bus station that is located west of Steelhead Creek AND south of Elkhorn Blvd and in the Natomas area. The impact to residences and schools in the area is unacceptable.

Jason Bariel  
Village 5/Natomas Meadows  
Sacramento, CA



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## Concerned Homeowner in North Natomas Sacramento Area

1 message

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**Jason McKinley** <jasonmckinley@comcast.net>

Sat, Nov 30, 2019 at 11:39 AM

To: ace.sacramentoextension@gmail.com

Cc: dj9800@comcast.net

To Whom it May concern,

I am one of many homeowners in the North Natomas Park community of Sacramento where there has been a proposal to construct a maintenance station dubbed the West Alternative which would put it directly behind quiet neighborhoods. Backing this type of station directly behind where people live does not make good sense and will likely have an impact on housing prices in the area if a station were to be put in this location. This location is a definite NO to everyone I have talked to in the area and all are in agreement to legal action if necessary.

I have also looked into the East alternate as well and though there are existing businesses in this area in the long term as Sacramento continues to expand these areas would likely become retail and business mix locations. To add to this you are likely aware there is a lot of wildlife just South of the proposed East alternative station which has many concerned in the South Linda Manor, Valley View Acres and Village 14 which are the surrounding communities.

A better long term solution which would be more beneficial would be to go just a bit further North where there is less impact on where people are living and run tracks alongside of West Elverta Rd to the North Metro Air Park area by Power Line Rd or even closer into the Sacramento International Airport. This would put Air, Bus/Shuttle and Train/Rail transit all to one location. The Northern area makes the most sense because the traffic is to the South of the airport and anyone who has driven I-5 knows that it is going to need expanding. Also since the airport is already there noise and environmental impacts are known. This would also reduce the need for shuttles from the current proposed locations to the airport which is just more cars on the road. The way to look at this when our children and grandchildren are looking at the way we laid out transportation it is my belief that they would be asking why we did not put this train station and maintenance depot all within the air transit location for efficiency and would be less of an impact on people's daily life.

I would like to close by saying thank you for coming out to speak with us at the Club at Natomas Park a couple of weeks ago. The room was overflowing as there were many concerned about this and we want to make sure we work with you on a long term solution. I have cc'd Deborah Harms here who is on the board of directors for our association as well.

Cheers,

Jason McKinley

[JasonMcKinley@Comcast.net](mailto:JasonMcKinley@Comcast.net)

Mobile: +1-707-696-3573





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## Against the Natomas maintenance yard railroad

1 message

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**Javier Servin** <[jservinjr@yahoo.com](mailto:jservinjr@yahoo.com)>

Fri, Nov 15, 2019 at 5:05 AM

To: [ace.sacramentoextension@gmail.com](mailto:ace.sacramentoextension@gmail.com)

Hi There,

Im a Natomas resident that have been residing in Natomas for about 16 yrs now. Im negativity blown away about this proposal. I'm a very concerned and against this proposed maintenance railroad to be built nearby homes. I can't believe this is being proposed to be built by nearby homes. The noise, the pollution , possible crime and drug infested that this may cause if this is built. This should be built by nearby warehouse , or businesses where they are use to noises and ongoing activity through out the day. The area should be more for parks or more homes..Not for industrial reasons that will cause more harm then good. I hope that it will be reconsidered to be built somewhere other then our area for the future of my kids and the kids of the community.. overall it should be. Considered the damaged it would cause to the community and the kids. Thank you for your time.

Natomas resident

Javier Servin

Sent from my iPhone



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**A concerned Natomas resident**

1 message

**Javier Servin** <jservinjr@yahoo.com>

Wed, Nov 20, 2019 at 2:19 AM

To: ace.sacramentoextension@gmail.com

Hi There

I'm very disappointed that this even an idea to built this maintenance railyard so close to homes. How would this help Natomas ? And does this help our kids in Natomas ?

When we think of a railyard maintenance there is nothing appealing that will help the the improvement of a nieghborhood. All it will bring to the nieghborhood will be noise, pollution , homeless , and crime. What should be built nearby the homes is schools, parks, and more homes. I really hope you hear our concerns that we have and to be considered to be built elsewhere for our sake of the children in the nieghborhood .

Javier Servin

Sent from my iPhone



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## SJJPA/SJRRRC Valley Rail Comment

1 message

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**Jeffrey Hardin** <jhardin184@comcast.net>

Tue, Nov 19, 2019 at 1:40 PM

To: ace.sacramentoextension@gmail.com

AceRail,

My name is Jeffrey Hardin and I currently live on Amnest street adjacent to the proposed Sacramento Extension into the North Natomas area. I attended the information session held at the Natomas Club center over the past week and had an opportunity to review the distributed documentation, observe the presentation and participate with the QA session that occurred after. **After further review I am not in favor of the East or West alternatives.** I could support train use on existing track flowing past the residential area into Rio Linda farm land. I'd also be curious to understand if there is an opportunity to have the train flow past Elkhorn and maneuver west towards the Amazon Distribution center. Building a platform and Maintenance facility in that area can serve multiple purposes including ease of car traffic flowing to the facility and a quick shuttle to the airport. I could support this alternative as well.

Feel free to reach out to me via email or phone for clarification (209-482-0126)

Thank You



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## Natomas Rail Yard

1 message

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**Jennifer Gebhard** <gebhardjen@gmail.com>  
To: ace.sacramentoextension@gmail.com

Thu, Nov 14, 2019 at 3:59 PM

### Concerns

First, it is near residential homes. The largest concern here is property value especially in an area that is seeking new growth. A rail yard has a certain appearance for potential new buyers mostly in the form of noise. Already Natomas is in the flight path due to the airport and adding the noise of a rail yard is just insult to injury.

Second, it is off Levee Road. This road it at best poorly cared for. It is a narrow two lane road with steep drop offs that can in no way accommodate additional traffic. Moreover, the nearby Elkhorn Blvd is also far too small for this kind of undertaking. As it stands now, Elkhorn needs to be expanded and no plans have come forth. The levee itself is also a hub of wildlife that should be protected. I've loved running along this road and seeing egrets, turkeys, turtles, and so much more.

Third, there are hazards to a rail yard. Currently, there is no major trauma center in Natomas. There isn't even a hospital. For all the proposed growth to the area no one has shown plans for medical care. A hospital would bring at least, if not more, jobs to the area and would be welcomed in Natomas. I would rather see a hospital go in this location than a rail yard.

Next, it is on the wrong side of the levee. Under the current proposal the rail yard is on the west side of the levee and the railroad is on the east side. This mean that rail lines need to be built over the levee to reach the rail yard. This is undo stress on the levee and the ecosystem.

Lastly, on the east side of levee road are open patches of land and commercial properties. If you go further north past Rio Linda, I would imagine there are even more locations. And if basing it off the current railroad isn't a consideration at all there is always near the airport.

These concerns have been sent to Assembly members, Senators, and the HOA. All of which should have been included in the 11/13 meeting.

Jennifer Gebhard  
1904 Zurlo Way



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## Valley Railroad project

1 message

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**John Hodgson** <jhodgson@thehodgsoncompany.com>  
To: ace.sacramentoextension@gmail.com

Fri, Nov 1, 2019 at 5:31 PM

Please add me to your mailing list.

John Hodgson

**The Hodgson Company**

[2514 Chinatown Alley](#)

[Sacramento, CA 95816](#)

916-548-8554

[jhodgson@thehodgsoncompany.com](mailto:jhodgson@thehodgsoncompany.com)

[www.thehodgsoncompany.com](http://www.thehodgsoncompany.com)



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**FW: Draft of my comments on the Valley Rail NOP**

1 message

**John Hodgson** <jhodgson@thehodgsoncompany.com>

Thu, Nov 21, 2019 at 4:56 PM

To: ace.sacramentoextension@gmail.com

San Joaquin Regional Rail Commission

Attn: Valley Rail Sacramento Extension

[949 E. Channel Street](#)[Stockton, CA 95202](#)[ace.sacramentoextension@gmail.com](mailto:ace.sacramentoextension@gmail.com)

Re: Valley Rail NOP

I request the Commission provide an additional 30 days to comment on this NOP. At the North Natomas Community Coalition last Wednesday your representative said we had five days to provide our comments. That is not sufficient. As you know, none of the approximately 100 neighbors and concerned citizens who attended last week's meeting received any notice of this project nor of this NOP. Your representative stated that you would probably provide additional notice but did not make a commitment. Numerous people in the audience said they needed more time to be able to understand the project and have time to make a comment. Please advise us whether additional time will be granted.

It's important to point out that this 132 acre site (the western alternative – rail maintenance yard) has been planned for residential uses for nearly 30 years. This site is part of the City of Sacramento's North Natomas Community Plan and is part of the recent Panhandle annexation that specifically identified this site for approximately 1000 residential units. The Panhandle annexation was approved after nearly 15 years of review and public outreach. This site has never been considered for an industrial site.

Here are some initial comments on the NOP relating to the western alternative of the proposed North Natomas maintenance railyard.

1. What is the impact on the adjoining neighbors for air quality, noise, safety, traffic?
2. What is the impact of losing 1000 crucially needed housing units at a time when housing is such a critical need. In addition, what is the impact on the recently approved Panhandle 1600 unit residential plan which will no longer have a financial feasible financing plan. The overall development plan for the Panhandle area has been in the planning stages for over 14 years and includes a diversity of homes including affordable homes. In addition, what is the impact of losing approximately \$6 million in affordable housing impact fees needed to provide housing for those otherwise unable to afford housing in the Sacramento area?

3. There are significant traffic impacts with the western alternative. The main north-south roadway through the Panhandle is being eliminated. What that means, among other things, is there is no longer a legally required fire access road in and out of the school. It also means that the roads, bike ways and pedestrian connections from the Regency Park neighborhood to the high school/middle school site are eliminated. Students will no longer have the ability to walk or ride to the new middle school/high school. The major roadway that was recently adopted connecting Del Paso Road on the south to Elkhorn Blvd to the north is being eliminated. What are the traffic impacts when all these planned traffic improvements are eliminated? How do people get through this area? Do they now go through the existing residential neighborhoods? That seems like a really bad idea.

4. Schools – What happens when the high school/middle school no longer has funds to finish that school? What is the impact on the students (some as young as 12 years old) who are now at school for up to 8 hours being exposed to these industrial use? How does the school district provide access to its school? How does the school meet fire safety standards for ingress and egress of the school without this road? How do children get to school if the planned roads are eliminated?

5. SMUD and WAPA have major transmission lines that run through this property. In addition, SMUD is planning a new 69 kV line along a similar alignment. Powerlines generally do not allow any activities under their lines. How is this issue addressed?

Please let me know whether there is additional time to comment on this NOP. The negative publicity generated by the lack of notice to the neighbors is considerable and extending the time to comment is the appropriate action.

Your attention to these issues are appreciated.

John Hodgson

[jhodgson@thehodgsoncompany.com](mailto:jhodgson@thehodgsoncompany.com)



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## 11/14 Natomas presentation

1 message

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**Rio Linda Online** <editor@riolindaonline.com>  
To: ace.sacramentoextension@gmail.com

Thu, Nov 14, 2019 at 9:46 AM

Good morning,

I am John Todd, publisher of Rio Linda Online, member of the Sacramento News Group, and I'd like to request a copy of the powerpoint presentation delivered in Natomas last night, 11/14.

Thank you, and regards,

John Todd  
RioLindaOnline.com  
916-289-6436





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## Questions from NOAA Fisheries/National Marine Fisheries Service Regarding Sacramento Extension Project

2 messages

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**Katherine Schmidt - NOAA Federal** <katherine.schmidt@noaa.gov>

Fri, Sep 27, 2019 at 10:12 AM

To: ace.sacramentoextension@gmail.com

Greetings,

I am the NOAA Fisheries/National Marine Fisheries Service's lead for for the California High Speed Rail (CA HSR) Project. We recently received your notice of preparation regarding the Sacramento Extension of the ACE Railway Project.

I was curious if this project will link into the CA HSR project, or possibly fall under their purview in the future? If that was the case, we could handle any Endangered Species Act Section 7/Magnuson-Stevens Fishery Conservation and Management Act essential fish habitat consultation requirements through our existing and continuing consultations with them. However, if this project is separate from the CA HSR, then it is likely your project will be required to consult with our offices as it interacts with resources under our jurisdiction. Please let me know, thank you, Katie S.

--

**Katie Schmidt**

*Fish Biologist*

*NOAA Fisheries West Coast Region*

650 Capitol Mall, Ste 5-100

Sacramento, CA 95814

(916) 930-3685





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## Notice Request - NOP Valley Rail Sac. Extension Project

1 message

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**Sorgen. KC** <sorgenk@saccounty.net>

Thu, Oct 3, 2019 at 1:56 PM

To: "ace.sacramentoextension@gmail.com" <ace.sacramentoextension@gmail.com>

Will you please add me to your mailing list.

Thanks,

KC Sorgen

*Senior Natural Resource Specialist*

[Sacramento Area Flood Control Agency](#)

1007 7<sup>th</sup> Street, 7<sup>th</sup> Floor, Sacramento, CA 95814

**Office: 1-916-874-6099    Cell: 1-916-621-7470**

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## Valley Rail Sacramento Extension NOP

1 message

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**Kent Scheidegger** <kent@scheidegger.pro>  
To: ace.sacramentoextension@gmail.com

Mon, Oct 14, 2019 at 4:58 PM

San Joaquin Regional Rail Commission:

The project to increase passenger rail service between the cities from Sacramento to Merced is a worthy one, and I hope it succeeds. I am writing to express concern that the present proposal falls short in ways that endanger the success of the project.

I rode the Morning Express for a year. I was deeply disappointed, but not surprised, when it failed. It quickly became apparent to me that the service was conceived and marketed primarily as a service for people making one-off day trips to Sacramento, and that people commuting there for work were only considered secondarily, if at all. Marketing to sporadic riders and ignoring regular ones is a recipe for failure, and sure enough, it failed. I would expect the Rail Commission and the Joint Powers Authority to learn from their mistakes.

The stated goals of Valley Rail are to provide improved connectivity for the communities involved, to increase ridership, to reduce vehicle miles traveled, and to reduce emissions of both pollutants and greenhouse gases. Two facts must be considered in determining if the goals are feasible. First, the communities are already connected by freeways. Second, around 90% of households own cars. Therefore, the goals will not be achieved unless large numbers of people presently traveling by car take the train instead.

### The Car Versus Train Decision

The car versus train decision is determined primarily by time and money. The train leg of the train trip may be more pleasant, especially for the driver, but that factor is likely to function mostly as a tie-breaker when the time and money contest is close. Additionally, it will often be outweighed by the unpleasantness of the final leg of the trip on bus or light rail.

The train will not often win the time-and-money contest. The time by car is the time needed to leave one's home, drive to the destination, park within a couple of blocks, and walk a short distance. The time by train is the time to drive to the station, wait for the train, ride the train, wait for the transportation to the destination (bus, light rail, or taxi), possibly transfer to a second local transportation leg (with additional wait time), and walk from the final bus or light rail stop to the destination. That walk is likely to be considerably further than the nearest parking place.

The expense of driving is the marginal cost of operating a car one already owns: gasoline, small amounts for additional tire wear and maintenance, and the cost, if any, of parking at the destination. The cost of the train is not just the train fare. It also includes the cost, if any, of parking at the home station and the cost of transportation from the destination station to the actual destination. None of the planned Sacramento stations are walking distance from major destinations.

The car has a huge advantage in this comparison, with one exception. Interstate 5 and Highway 99 are both jammed at rush hour, beginning at Elk Grove. The train has a big advantage when, and only when, it can whisk by on its own track at 70 mph while cars are stopped dead on the freeway.

Commuters are the big potential for getting people out of cars and on to trains. It is obvious to anyone who commutes on Interstate 5 and Highway 99 that the number is large. Traffic is substantial at Lodi. It gets heavier at Galt. There are traffic jams in Galt sometimes at the junction of Highways 99 & 104. Elk Grove is where it really comes to a grind every day.

Commuting by train requires several elements. Commuters need a reasonably accessible home station where they can drive knowing, not hoping, that a space will be available, park at little or no cost, and return home confident that their car will be intact, not with a smashed window and ransacked interior. They need a destination station which, if not an easy walk to the actual destination, at least has a safe, frequent, direct, and affordable mode of transportation

for the final leg.

## Departure Stations

### *Lodi*

The Lodi station is actually the station for North Stockton as well as Lodi. No one is going to drive 20 minutes the wrong direction through city traffic to park in downtown Stockton at downtown parking rates, only to take a train going back the way they came. Might as well just drive.

It is most unfortunate that the service is not planned to stay on the current track and stop at the existing Lodi station. That station is the train commuter's dream. It is reasonably easy to get to. Parking is free. If the lot fills up, there is a large, free garage across the street. Importantly, the City of Lodi has security personnel on site. There are even shade trees, an important touch here in the Central Valley, where unshaded cars become ovens in the summer.

The plan is to build an unattended station west of Lodi among the vineyards. I have some experience with unattended parking for commuting. San Joaquin RTD's commuter bus once stopped at the park-and-pool at Interstate 5 and Highway 12, but not for long. Break-ins were rampant, and neither RTD nor the Sheriff nor the Highway Patrol would do anything about it. Riders abandoned the station, and the service was terminated.

I understand the lot is planned to have fencing and security cameras. That would be a minimum. It might be enough. It might not. As the design takes on more detail, I suggest given security a high priority. If I come home to a smashed window even once a year, that is reason enough not to take the train. Of course, the lot needs to be large enough, with capacity for expansion. Shade trees would be nice.

### *Elk Grove*

The greatest potential for ridership, by far, is Elk Grove commuters. Incredibly, the current proposal completely abandons them. There is no reason for an Elk Grove resident to take Valley Rail, as presently proposed, into Sacramento rather than existing modes of transportation.

The so-called Elk Grove Station is not in Elk Grove. It is in South Sacramento, close to, if not actually in, the kind of area that people move to Elk Grove to get away from. Even worse, the station is co-located with a Sacramento light rail station. Once an Elk Grove resident has battled the traffic to get to that location, there is no reason to take the Valley Rail train rather than the Sacramento Blue Line. The Blue Line will go all the way downtown with no transfers, while the Valley Rail line only goes to a midtown station that is not within walking distance of the destination of any but a very few, as described in the next section. Why would anyone choose an itinerary with a transfer over one that goes direct? I certainly would not.

The main problem with Elk Grove commuting is that there is no rail service because the light rail system does not reach to Elk Grove. Valley Rail is a golden opportunity to meet that urgent need, and this plan completely fails. It will take few, if any cars off the very congested freeway and achieve little, if any, reduction in emissions. What a waste.

I have been told that sites within Elk Grove met with NIMBY opposition from people living in the immediate vicinity. If a station cannot be built within Elk Grove, I suggest going south rather than north. Perhaps a station could be built in Franklin, where the neighbor is a power station. People driving to that station from Elk Grove would be going the opposite direction from the traffic, a much easier drive. The station would also be a reasonable drive from Galt, allowing people to park and ride the train before they hit the heavy traffic. The southern end of Elk Grove already reaches Franklin, and it will continue to grow south. A station there would be well positioned to meet future needs as well as present.

A Franklin station is certainly worth considering. The present "Elk Grove" station location is not. It is completely useless and worthless, a waste of money and a wasted opportunity.

## Destination Stations

The City College station seems like a good choice, with a convenient transfer to the Blue Line. The Midtown station is more problematic.

The proposed Midtown station is not in the vibrant part of Midtown, where people might actually be going. It is in a warehouse district. The issue here is the security and availability of transfers.

Sacramento Bus 62 goes north up 21st Street and left on L Street, looping through downtown and returning via J Street and 19th Street. For people going downtown or to the restaurant and bar part of Midtown, that's not bad.

For people who need to go somewhere else, the picture is not as bright. This station is designated in the brochure as a light rail transfer station. No, it really is not. The "23d Street" Light Rail Station is actually at 24th and R. It is at least 4-block walk, maybe longer, depending on exactly where a person gets off the Valley Rail train. And it is not a good walk. Many people would be uncomfortable making this walk at any time. I would not walk it myself at night. The situation with the 16th Street Station is similar. Unless there is some provision to improve the path, including security cameras, this is not a light rail transfer station, and it should not be designated as one in the materials.

### **Local Fares**

When I rode the Morning Express, I was surprised and disappointed to learn that while people commuting on the Capitol Corridor train received vouchers for the local transportation, those on the San Joaquins did not. San Joaquin gets the short end of the stick once again. When I asked the SJJPA staff about it, the response was something on the order of "we are working on it."

I suggest you work on it before you launch the service, not after. A round trip on SacRT is five dollars. That is a significant thumb on the scale for the time-and-money weighing.

I would love to see a new rail service that actually meets people's needs and actually gets many of them to take the train instead of driving. I don't see it in the present plan. I hope that these suggestions will contribute toward a feasible design.

Sincerely,

Kent Scheidegger



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## Valley Rail Sacramento Extension NOP Elk Grove Comment Letter

1 message

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**Kevin Bewsey** <kbewsey@elkgrovecity.org>

Mon, Oct 14, 2019 at 2:22 PM

To: "ace.sacramentoextension@gmail.com" <ace.sacramentoextension@gmail.com>

Cc: Michael Costa <mcosta@elkgrovecity.org>, Christopher Jordan <cjordan@elkgrovecity.org>, Bob Murdoch <bmurdoch@elkgrovecity.org>, Andrea Koerner <akoerner@elkgrovecity.org>

Afternoon,

Attached you will find the City of Elk Grove's Comments on the Valley Rail Sacramento Extension Project, Notice of Preparation (NOP) for a EIR. A hard copy will also be mailed out for your reference.

Thanks,



**Kevin Bewsey** | **Public Works**

*Capital Program Division Manager*

**City of Elk Grove**

[8401 Laguna Palms Way, Elk Grove, CA 95758](#)

t 916.478.2243 | f 916.627.4400

TTY/TDD 888.435.6092

[elkgrovecity.org](http://elkgrovecity.org)



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By sending us an email (electronic mail message) or filling out a web form, you are sending us personal information (i.e. your name, address, email address or other information). We store this information in order to respond to or

process your request or otherwise resolve the subject matter of your submission.

Certain information that you provide us is subject to disclosure under the California Public Records Act or other legal requirements. This means that if it is specifically requested by a member of the public, we are required to provide the information to the person requesting it. We may share personally identifying information with other City of Elk Grove departments or agencies in order to respond to your request. In some circumstances we also may be required by law to disclose information in accordance with the California Public Records Act or other legal requirements.



**Valley Rail Sacramento Extension NOP-CommentLetter.pdf**

105K

8401 Laguna Palms Way  
Elk Grove, California 95758

Phone: 916.683.7111  
Fax: 916.691.3168

Web: [www.elkgrovecity.org](http://www.elkgrovecity.org)



October 14, 2019

San Joaquin Regional Rail Commission  
Attn: Valley Rail Sacramento Extension NOP  
949 E. Channel Street  
Stockton, CA 95202

RE: City of Elk Grove Comments on the Notice of Preparation of an Environmental Impact Report for the Valley Rail Sacramento Extension Project SCH# 2019090306

Dear San Joaquin Regional Rail Commission:

The City of Elk Grove (City) has received the Notice of Preparation (NOP) for the Environmental Impact Report, for the Valley Rail Sacramento Extension Project (Project) SCH# 2019090306. As indicated in the NOP, the San Joaquin Regional Rail Commission (SJRR) and San Joaquin Joint Powers Authority (SJJPA) intends to implement a new passenger rail service from the existing Stockton Downtown/ACE Station in Stockton, north to the North Natomas area of Sacramento to serve both Amtrak San Joaquin's trains and ACE trains. The Project also includes six proposed stations with an Elk Grove Station (located in South Sacramento). The City offers the following comments on Valley Rail Sacramento Extension NOP.

#### **Elk Grove Station Location.**

At the April 11, 2018 Elk Grove City Council Meeting, the Multi-Modal Facility Feasibility Study (WFC006) was presented to City Council. The study looked at the feasibility of multi-modal facility on the Union Pacific Railroad (UPRR) Sacramento Subdivision line to serve commuter rail and bus service. The feasibility study provided a summary of both the technical and extensive community outreach efforts completed in determining potential sites serving Elk Grove. The City Council deliberated on the matter, received and filed the Multi-Modal Facility Feasibility Study, and provided direction to have regional agencies explore the feasibility of utilizing the Sacramento Regional Transit Franklin Station light rail stop as a regional multi model site (located north of the City's borders at the northwest corner of Franklin Boulevard and Cosumnes River Boulevard) and to remove site W2 from further consideration, and maintain evaluation of the remaining sites with Elk Grove. Of these 3 remaining sites to be further considered, the site W5 located at the south west corner of Willard Parkway and the Future Kammerer Road had the most City Council support.

Based on City Council direction provided on April 11, 2018, the Elk Grove Station as described in the NOP is consistent with City Council direction. We would also ask that site W5, be evaluated in the EIR as a future station location for the purposes of right of way preservation only.

#### **Laguna Creek Inter-Regional Trail Connection.**

In July 2014, the City Council adopted the current Bicycle, Pedestrian, and Trails Master Plan. This Master Plan shows the proposed Laguna Creek Trail running across the City from south east to north west to its City limit. The proposed Laguna Creek Trail then continues into the County of Sacramento and City of Sacramento. The proposed Laguna Creek Trail is shown in both the County of Sacramento's 2011 Bicycle Master plan the City of Sacramento's adopted Bicycle Master Plan Both the City of Sacramento and County of Sacramento's plans show a proposed Class I (Multi-Use Trail) going through the Elk Grove Station described in the NOP. We would ask that the Elk Grove Station be planned for this proposed Class I (Multi-Use Trail).



October 14, 2019  
Valley Rail Sacramento Extension NOP  
Page 2 of 2

The City looks forward to working with SJRRC and SJJPA regarding this Project. Please contact either Kevin Bewsey, Capital Program Manager, [kbewsey@elkgrovecity.org](mailto:kbewsey@elkgrovecity.org), (916) 478-2243 or Mike Costa, Transit System Manager, [mcosta@elkgrovecity.org](mailto:mcosta@elkgrovecity.org), (916) 687-3030 regarding the above comment.

Sincerely,



---

Kevin Bewsey  
Capital Program Manager  
(916) 478-2243  
[kbewsey@elkgrovecity.org](mailto:kbewsey@elkgrovecity.org)



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**RD 1000 - Comments on Valley Rail Sacramento Extension NOP**

1 message

**Kevin King** <kking@rd1000.org>

Mon, Oct 14, 2019 at 9:40 AM

To: "ace.sacramentoextension@gmail.com" &lt;ace.sacramentoextension@gmail.com&gt;

Dear San Joaquin Regional Rail Commission:

Reclamation District No. 1000 is providing the attached comment letter in response to the Notice of Preparation of Environmental Impact Report for the Valley Rail Sacramento Extension Project. A hard copy of the attached is being placed in the mail today as well.

Best Regards,

Kevin L. King

General Manager

Reclamation District 1000

[kking@rd1000.org](mailto:kking@rd1000.org)

(916) 922-1449 (office)

(707) 470-9867 (cell)

**SJRRC Notice of Prepration Valley Rail Extension DEIR \_ RD 1000 comments\_10142019.pdf**

211K



October 14, 2019

San Joaquin Regional Rail Commission  
Attn: Valley Rail Sacramento Extension NOP  
949 E. Channel Street  
Stockton, CA 95202

**Subject:       Comments on Notice of Preparation of Environmental Impact Report (EIR) for  
                  Valley Rail Sacramento Extension Project**

Dear San Joaquin Regional Rail Commission:

Reclamation District No. 1000 (RD 1000; District) appreciates the opportunity to comment on the Notice of Preparation of Environmental Impact Report (EIR) for the Valley Rail Sacramento Extension Project (Project). RD 1000 is the entity responsible for the operation and maintenance of the levees and drainage system protecting the Natomas Basin in Sacramento and Sutter counties. Minimizing the impacts of flooding for human safety, health, and welfare is RD 1000's sole mission. As such, the District has been working closely with the Sacramento Area Flood Control Agency (SAFCA), State Central Valley Flood Protection Board (CVFPB) and the United States Army Corps of Engineers (USACE) on levee improvements to provide a minimum of 200-year flood protection to the system commensurate with the flood risk, as required by State Urban Level of Flood Protection standards.

Due to the nature of the proposed Project coupled with RD 1000's mission to minimize impacts of flooding, the District requests the EIR specifically address the following comments:

FEMA Regulations

The proposed Natomas Airport Station and the proposed Natomas Maintenance/Layover Facility alternatives are located within the Federal Emergency Management Agency (FEMA) floodplains, as outlined below, and the Project should be compliant with all applicable FEMA regulations:

- FEMA Zone A99 – Areas to the west of the Natomas East Main Drainage Canal (NEMDC) levee (E. Levee Road) are in FEMA Zone A99, which are defined as *“Area to be protected from 1% annual chance flood by a Federal flood protection system under construction; no Base Flood Elevations determined.”*

The portions of the Project within FEMA Zone A99 are currently under construction and will remain in the 100-year floodplain (1% annual chance of flood) beyond the proposed Project timeline.

- FEMA Zone AE – Portions of the Project on the east side of and including the NEMDC are in FEMA Zone AE, which have additional encroachment restrictions defined as *“The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance of flood can be carried without substantial increases in flood heights.”*

The portions of the Project within FEMA Zone AE are intended to be kept *“free of encroachment”* without *“increases in flood heights”* in the surrounding area and must be used as design criteria for this Project.

- FEMA Zone X – The remaining Project features are in FEMA Zone X, which is defined as *“Areas of 0.2% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.”*

Aspects of the Project within this zone should be designed and planned accordingly.

#### Federal Project Levee

The levee underlying “the Levee Road” as referenced in the NOP is a Federal project levee for which the District is the owner and designated Levee Maintaining Agency (LMA). The levee is under the jurisdiction and subject to the regulatory authority of the CVFPB and USACE.

- Final Project design shall be subject to encroachment permit approval by the CVFPB, 408 permission from the USACE, and RD 1000 project endorsement with special conditions.
- The Project design should be vetted through the appropriate agencies, including initial collaboration with RD 1000 as the owner and LMA for this levee.

#### Federal Flood Protection Project

This levee is part of the Federal flood protection project and USACE is currently planning upcoming levee improvements and repairs as part of a Federally authorized project. The USACE levee improvement work includes necessary construction to improve public safety and provide the Natomas Basin with the authorized level of flood protection. The work may include activities up to 500 feet landward (west) of the levee as well as waterside (eastside) activities.

- Early coordination should be made with USACE, RD 1000, and the State of California to ensure no Valley Rail Extension Project features will interfere with any current or future plans of flood protection within the Project area.

- There should be no adverse impacts to the timing, staging, construction or integrity of the USACE Federal project levee or their future construction project.
- All state and federal levee and flood regulations, including but not limited to the Department of Water Resources' (DWR) Urban Levee Design Criteria (ULDC) and FEMA and USACE regulations. The ULDC also dictates required levee setbacks, design considerations and land use restrictions that are applicable to this project.

### Hydraulic Impact Analysis

The District owns and operates the primary interior drainage conveyance system within the Natomas Basin. Drainage impacts must be fully mitigated to maintain the rate of runoff and water levels below pre-project conditions. A detailed hydraulic study must be conducted, in consultation with RD 1000, to determine the scope of required drainage impact mitigation.

- The Project is located within the forebay of the County of Sacramento's NEMDC Pump Station to the south of the Project. The Project should not restrict the ability of the County to utilize forebay storage for management of drainage routing and detention. A detailed hydraulic impact study must also be completed in order to determine whether the Project will cause any adverse hydraulic impacts and affect pump station operation.
- The existing railbed is within the Dry Creek floodway and is subject to closure in advance of high water, to allow for floodgate closures. Operation and maintenance of the floodgate shall not be adversely impacted by the Valley Rail Sacramento Extension Project.

### Traffic Impact Analysis

A traffic impact analysis should be completed for this project as it is expected to increase traffic in an area near E. Levee Road. The intersection may require improvements to accommodate this increase and ensure that RD 1000 levee patrol vehicles, maintenance equipment and staff can safely access the levee for inspection, maintenance, and repairs, including for levee patrols during high water and repairs in periods of inclement weather.

### Recreation Impacts

The City of Sacramento and County of Sacramento operate and maintain various recreational facilities in the Project area. Specifically, the Ueda Parkway is within the Project footprint. The parkway is an integral piece of a regional trail system that offers both recreation and commuter opportunities and is part of a federally authorized project. Impacts on the recreational value of this parkway should be considered during the analysis and appropriately mitigated.

Development Impact Fee

San Joaquin Regional Rail Commission must coordinate with RD 1000 with respect to the district's Development Impact Fee for any new facilities within the areas protected by the RD 1000 levees and served by the RD 1000 drainage system.

The District appreciates the opportunity to review and comment on the Notice of Preparation of the EIR for Valley Rail Sacramento Extension Project. The District is prepared to work with the San Joaquin Regional Rail Commission to ensure the Project impacts are appropriately addressed and mitigated. Should there be further questions or the need for additional clarification on the information provided, please contact me directly via email ([kking@rd1000.org](mailto:kking@rd1000.org)) or phone (916) 922-1449.

Sincerely,

**Reclamation District 1000**



Kevin L. King  
General Manager



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## “Valley Rail Sacramento Extension NOP

1 message

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**King Tunson** <[ktunson@sfd.cityofsacramento.org](mailto:ktunson@sfd.cityofsacramento.org)>

Tue, Oct 8, 2019 at 2:28 PM

To: "ace.sacramentoextension@gmail.com" <[ace.sacramentoextension@gmail.com](mailto:ace.sacramentoextension@gmail.com)>

To Whom It May Concern,

I don't have any comments.

King Tunson

Entitlement Plan Review Supervisor

Sacramento Fire Department

[5770 Freeport Blvd, Ste 200](#)

[Sacramento, CA 95822](#)

[Office \(916\) 808-1358](#)

[Fax \(916\) 808-1677](#)

[ktunson@sfd.cityofsacramento.org](mailto:ktunson@sfd.cityofsacramento.org)



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## SJMSCP - Notice of Preparation of an EIR for the Valley Rail Sacramento Extension Project

1 message

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**Laurel Boyd** <boyd@sjcog.org>

Mon, Oct 14, 2019 at 3:52 PM

To: "ace.sacramentoextension@gmail.com" <ace.sacramentoextension@gmail.com>

Hello,

Attached, please find SJCOG, Inc.'s response to the Notice of Preparation of an EIR for the Valley Rail Sacramento Extension Project. Project impacts within San Joaquin County are the only impacts that can be covered by the Habitat Plan.

Please let me know if you have any questions.

Sincerely,

***Laurel K Boyd***

***Associate Habitat Planner***

*SJCOG, Inc.*

555 E. Weber Avenue

Stockton, CA 95202

Phone: (209) 235-0600

Fax: (209) 235-0438

Email: [boyd@sjcog.org](mailto:boyd@sjcog.org)



**RTLJ- SJRRC- NOP for an EIR for the Valley Rail Sacramento Extension Project.pdf**

240K





## S J C O G, Inc.

555 East Weber Avenue • Stockton, CA 95202 • (209) 235-0600 • FAX (209) 235-0438

*San Joaquin County Multi-Species Habitat Conservation & Open Space Plan (SJMSCP)*

### **SJMSCP RESPONSE TO LOCAL JURISDICTION (RTLJ) ADVISORY AGENCY NOTICE TO SJCOG, Inc.**

**To:** San Joaquin Regional Rail Commission

**From:** Laurel Boyd, SJCOG, Inc.

**Date:** October 14, 2019

**Local Jurisdiction Project Title:** NOP of an EIR for the Valley Rail Sacramento Extension Project

**Local Jurisdiction Project Number:** N/A

**Total Acres to be converted from Open Space Use:** 187 acres

**Habitat Types to be Disturbed:** Agricultural, Natural, Multi-Purpose Open Space and Urban Habitat Land

**Species Impact Findings:** Findings to be determined by SJMSCP biologist.

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SJCOG, Inc. has reviewed the Notice of Preparation of an Environmental Impact Report for the Valley Rail Sacramento Extension Project. This project consists of the implementation of a new passenger rail service from the existing Stockton Downtown/ACE Station in Stockton, north to the North Natomas area of Sacramento. The project includes the addition of both Amtrak San Joaquin's trains and ACE trains along Sacramento and Fresno Subdivisions serving the six proposed stations. The project would also consist of improvements necessary for implementation of the project at each station, rail infrastructure and upgrades to existing passing siding track.

The project spans San Joaquin and Sacramento Counties. The proposed rail alignment would be located entirely within the existing Union Pacific Railroad (UPRR) right-of-way along the Sacramento and Fresno subdivisions. The project would also include the construction of new passenger rail stations in Lodi, and five stations in Sacramento, as well as maintenance and layover facility; all proposed for construction adjacent to UPRR ROW on ROW to be acquired for the project.

It should be noted that two important federal agencies (U.S. Army Corps of Engineers and the California Regional Water Quality Control Board) have not issued permits to the SJCOG and so payment of the fee to use the SJMSCP will not modify requirements that could be imposed by these two agencies. Potential waters of the United States [pursuant to Section 404 Clean Water Act] are believed to occur on the project site. It may be prudent to obtain a preliminary wetlands map from a qualified consultant. If waters of the United States are confirmed on the project site, the Corps and the Regional Water Quality Control Board (RWQCB) would have regulatory authority over those mapped areas [pursuant to Section 404 and 401 of the Clean Water Act respectively] and permits would be required from each of these resource agencies prior to grading the project site.

***This Project is subject to the SJMSCP.*** Per requirements of the SJMSCP, this project must seek coverage due to required Army Corp permitting and Section 7 consultation. This project is subject to a case-by-case review. This can be a 90 day process and it is recommended that the project applicant contact SJMSCP staff as early as possible. It is also recommended that the project applicant obtain an information package. <http://www.sjco.org> After this project is approved by the Habitat Technical Advisory Committee and the SJCOG Inc. Board, the following process must occur to participate in the SJMSCP:

- Schedule a SJMSCP Biologist to perform a pre-construction survey ***prior to any ground disturbance***
- SJMSCP Incidental take Minimization Measures and mitigation requirement:
  1. Incidental Take Minimization Measures (ITMMs) will be issued to the project and must be signed by the project applicant prior to any ground disturbance but no later than six (6) months from receipt of the ITMMs. If ITMMs are not signed within six months, the applicant must reapply for SJMSCP Coverage. Upon receipt of signed ITMMs from project applicant, SJCOG, Inc. staff will sign the ITMMs. This is the effective date of the ITMMs.
  2. Under no circumstance shall ground disturbance occur without compliance and satisfaction of the ITMMs.
  3. Upon issuance of fully executed ITMMs and prior to any ground disturbance, the project applicant must:
    - a. Post a bond for payment of the applicable SJMSCP fee covering the entirety of the project acreage being covered (the bond should be valid for no longer than a 6 month period); or
    - b. Pay the appropriate SJMSCP fee for the entirety of the project acreage being covered; or
    - c. Dedicate land in-lieu of fees, either as conservation easements or fee title; or
    - d. Purchase approved mitigation bank credits.
  4. Within 6 months from the effective date of the ITMMs or issuance of a building permit, whichever occurs first, the project applicant must:
    - a. Pay the appropriate SJMSCP for the entirety of the project acreage being covered; or
    - b. Dedicate land in-lieu of fees, either as conservation easements or fee title; or
    - c. Purchase approved mitigation bank credits.

Failure to satisfy the obligations of the mitigation fee shall subject the bond to be called.

- Receive your Certificate of Payment and release the required permit

If you have any questions, please call (209) 235-0600.



## S J C O G , I n c .

*San Joaquin County Multi-Species Habitat Conservation & Open Space Plan*

555 East Weber Avenue • Stockton, CA 95202 • (209) 235-0600 • FAX (209) 235-0438

### SJMSCP HOLD

**TO:** Local Jurisdiction: Community Development Department, Planning Department, Building Department, Engineering Department, Survey Department, Transportation Department.  
Other: \_\_\_\_\_

**FROM:** Laurel Boyd, SJCOG, Inc.

**DO NOT AUTHORIZE SITE DISTURBANCE  
DO NOT ISSUE A BUILDING PERMIT  
DO NOT ISSUE \_\_\_\_\_ FOR THIS PROJECT**

The landowner/developer for this site has requested coverage pursuant to the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP). In accordance with that agreement, the Applicant has agreed to:

- 1) SJMSCP Incidental Take Minimization Measures and mitigation requirement:
  1. Incidental Take Minimization Measures (ITMMs) will be issued to the project and must be signed by the project applicant prior to any ground disturbance but no later than six (6) months from receipt of the ITMMs. If ITMMs are not signed within six months, the applicant must reapply for SJMSCP Coverage. Upon receipt of signed ITMMs from project applicant, SJCOG, Inc. staff will sign the ITMMs. This is the effective date of the ITMMs.
  2. Under no circumstance shall ground disturbance occur without compliance and satisfaction of the ITMMs.
  3. Upon issuance of fully executed ITMMs and prior to any ground disturbance, the project applicant must:
    - a. Post a bond for payment of the applicable SJMSCP fee covering the entirety of the project acreage being covered (the bond should be valid for no longer than a 6 month period); or
    - b. Pay the appropriate SJMSCP fee for the entirety of the project acreage being covered; or
    - c. Dedicate land in-lieu of fees, either as conservation easements or fee title; or
    - d. Purchase approved mitigation bank credits.
  4. Within 6 months from the effective date of the ITMMs or issuance of a building permit, whichever occurs first, the project applicant must:
    - a. Pay the appropriate SJMSCP for the entirety of the project acreage being covered; or
    - b. Dedicate land in-lieu of fees, either as conservation easements or fee title; or
    - c. Purchase approved mitigation bank credits.
 Failure to satisfy the obligations of the mitigation fee shall subject the bond to be called.

**Project Title:** San Joaquin Regional Rail Commission

**Assessor Parcel #s:** Multiple





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## Train Station Proposal Behind Amnest

1 message

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**Lemar Auctions** <lemarauctions@ymail.com>

Mon, Nov 18, 2019 at 10:54 PM

To: ace.sacramentoextension@gmail.com

We are very concerned about the proposal to build a train station/yard in Natomas behind Amnest. The noise, traffic and impact to the environment are what we worry about. We also believe it is going to devalue our property.

Sent from my iPhone



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## San Joaquin Rail Commission letter

2 messages

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**Llasmin Cruz** <llasmin\_cruz@yahoo.com>

Tue, Oct 8, 2019 at 10:39 AM

To: ace.sacramentoextension@gmail.com

Hello Kevin,

This is Llasmin Cruz with the property located at 1101 W Elkhorn Blvd.

I was just wondering on how would this directly affect us? And what is the plan in or around where we live?

If we could get a little more info as to what is needed from us and how we can get more info that would be greatly appreciated.

Thank you

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## Valley Sacramento Extension Project – Comments

1 message

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**Marvin Fontanilla** <mfontanilla@gmail.com>

Fri, Nov 15, 2019 at 11:17 AM

To: ace.sacramentoextension@gmail.com

Hello ACE,

I'm a North Natomas resident and I am for this project.

Setting up infrastructure is one of Sacramento's biggest needs since growth in the region is inevitable with California's current housing crisis. As more residential homes are being built in North Natomas and SMF reaching record traffic each year, this rail system will assist to mitigate congestion on our freeways.

The Bay Area and Sacramento work hand-in-hand. When the Bay Area does well, so does Sacramento. This transit line will help super commuters, it helps future proof Natomas, and it's a direct connection to Silicon Valley's job market.

There are concerns about lower home values for adjacent railyard properties, however, these concerns may be overstated because jobs in the Bay Area pay more. Those individuals that have the ability to work in Silicon Valley while living in Sacramento will prop up these home values. Anecdotally, the residential areas near BART's extension into San Jose (Berryessa) has seen a net increase in home values since the line was extended.

Other concerns I have are noise level, light pollution, fare evaders, and transients. Would love to see some solutions to address these concerns although I do understand that you can't eliminate the issue completely.

In the end, I believe this project will be a boon for North Natomas. Our neighbors want more infrastructure and this is a step in the right direction for the community as a whole.

– Marvin F.

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## Rail yard

1 message

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**Melissa Cross** <crossingmissy@sbcglobal.net>

Thu, Nov 7, 2019 at 8:21 PM

To: ace.sacramentoextension@gmail.com

Hello my name is Melissa Cross and I am a homeowner on Amnest Way where the railroad maintenance project proposal is going to be built behind our backyards. Let it be known that neither I or any other homeowner received any type of notice or proposals on this project. No one from your company has contacted anyone with this proposal. I happened to find out about it over the weekend from a friend who's active in neighborhood watch. This is unacceptable and I oppose of this being built in our neighborhood. A project this size of 132 Acres does not belong in a residential area. This will impact the housing, park and schools project the City of Sacramento has already had the plans for at the adjacent property. Not only will this impact a new development it will impact all of our home values. It is a known fact that home values go down when an airport or rail station is present within so many miles of a housing development. This is all familiar to me because we were affected by this when selling our home in the Bay Area 5 years ago to move to Sacramento. We had western pacific rails running behind our house 2 streets away. And with the airport being within 5 miles from our house with a flight pattern above us on any given day due to weather. When we sold it did affect our sale and had to settle for less than what we should of gotten. I didn't spend over \$340,000.00 For my present home to have a repeat of what I left in the Bay Area. Not only will our property values go down the fact that this yard will be a 24/7 365 day operation with noise all hours of the day and night. With increased noise from trains whistle blowing engines running clanking of cars pollution how is one suppose to sleep. Even double pane windows will not help keep the noise out. Needless to say this area being lit up at night. All the 2 story houses that have to look at this eye sore and have these bright lights shinning in their bedroom windows at night is not something we signed up for in our neighborhood. This project needs to be relocated in another area across on Elkhorn where there is land and no houses involved. Our area is not zoned for industrial and this train yard is not welcomed in our Regency Park neighborhood. If you were in our shoes would you want this in your back yard? I will be at the meeting and I do expect to see your impact studies that were done with your planning. If this project goes through are you prepared to to offer compensation to all of the property owners for future law suits? I know when I lived in the Bay Area and the airport changed their run way they neglect to notify the neighborhood and they had a big lawsuit against them and the neighbors won. They had to pay to have triple pane windows put in every house involved. Is this something your prepared to deal with? Not notifying the neighborhood about this proposal and being active pushing it forward without the City of Sacramento even knowing I believe is so very wrong and insensitive on your part. Thank you for your time

Melissa Cross

Amnest Way homeowner

Sent from my iPad



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**Fw: Re rail meeting.**

4 messages

**Melissa Cross** <crossingmissy@sbcglobal.net>

Tue, Nov 19, 2019 at 1:45 PM

To: "supervisorserna@sacounty.net" &lt;supervisorserna@sacounty.net&gt;, "ace.sacramentoextension@gmail.com" &lt;ace.sacramentoextension@gmail.com&gt;, "SenatorPan@senateca.gov" &lt;SenatorPan@senateca.gov&gt;

Cc: John Hodgson &lt;jhodgson@thehodgsoncompany.com&gt;, Nathan Grimes &lt;nathangrimes@gmail.com&gt;

Please see the Email I sent to Council member A. Ashby RE: the rail maintenance yard. I received an email back from her office today and she is unable to address or answer any of my questions. Let it be known that our direct neighborhood on Amnest Way will be impacted by this rail maintenance yard and transfer station. It will be built right in our back yards. We as homeowners never received a written proposal by mail at any time for this project. We were never notified by the City of Sacramento or County. The only notice that was delivered by US Mail was for the panhandle project RE: the Twin Cities school dist building a High School on the adjacent property last year. I find this disturbing that a project of this size 132 ACRES was silently going on behind our backs as homeowners. About three weeks ago this came to light by accident from our neighborhood watch captain in our area who received some information via email and shared it with me so we contacted A. Ashby office and had the Ace/San Joaquin project developer meet at the council meeting on Sept 13 2019 at 6:30. There wasn't enough time to address all questions nor invite all the neighborhoods to come. I myself delivered 100 flyers in my area alone. There are so many neighbors that do not know about this maintenance yard Proposal. As Ashby said "I am for the rail but not the maintenance yard"

She also said she did not see anything about the proposed maintenance yard on the proposal when she attended previous meetings. So at that point we didn't know anything about this project. So please address all of my questions so that I can better understand how this is going to impact our backyards and quality of life if this proposal goes through.

Thank You

**Melissa Cross**

----- Forwarded Message -----

**From:** Melissa Cross <crossingmissy@sbcglobal.net>**To:** aashby@cityofsacramento.org <aashby@cityofsacramento.org>**Sent:** Thursday, November 14, 2019, 10:01:42 AM PST**Subject:** Re rail meeting.

Good morning thinking about the rail meeting last night I have a couple of questions for you. If they decide to put that unwanted rail project on the west side how can they go through with this if the owner of the ranch will not sell? Or is This property already sold off to the railroad? What about the plan for the homes, park and the jr. and high school that was on the agenda to be built? Is that on hold? I know that is twin cities area so does this need to be addressed with them? Also the Stockton rail yard is that one built as close to homes as they want to do here? Their info doesn't really clarify anything. And how many acres that facility is built on. When you take into account how large each of these trains are and how they have to move them around into the maintenance area on the tracks I don't think they were being very truthful about all the track they need to lay to get them from the UP tracks to the facility if it going on the west side. Do you have any information from the initial plan when you were notified that you could send me. They were talking about the environmental impact study they need to do for their project but what about all the pollution of all the cars that will impact the area to and from the parking area. All of the noise of car parking etc. Then if the project goes to the east side how will they acquire all those properties if the owners do not want to sell? Do they take it anyway because it's interfering with a state rail project? I honestly think that they will push the west side because they won't have to purchase and buy out those other properties and that's more money for the project they will save. This is very concerning and is very upsetting for our established neighbors to have a shock like this and have this project so close to our backyards. I can see we have a lot of work to do before the next meeting. Thanks if you could answer these questions or let me know where to go for the information.

Melissa Cross

Sent from my iPad





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## Change.Org Signatures RE Proposed Rail

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**Melissa Cross** <crossingmissy@sbcglobal.net>


Sat, Nov 30, 2019 at 7:01 PM

To: "ace.sacramentoextension@gmail.com" <ace.sacramentoextension@gmail.com>, Angelique Ashby <aashby@cityofsacramento.org>, Karina Talamantes <ktalamantes@cityofsacramento.org>, Supervisor Serna <supervisorsema@saccounty.net>

Please see the following attachment with the signatures from change .org. I'm sure by the next meeting there will be more.

*Melissa Cross*

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 **IMG\_20191130\_0002.pdf**  
1231K

# Signatures

<b>Name</b>	<b>Location</b>	<b>Date</b>
Melissa Cross	San Leandro, CA	2019-11-17
Nathan Grimes	Sacramento, CA	2019-11-17
Erin Naudin	Sacramento, CA	2019-11-17
George Granados	Sacramento, CA	2019-11-17
Terri Phan	Sacramento, CA	2019-11-17
Daniel Yoon	Sacramento, CA	2019-11-17
lawrence fung	sacramento, CA	2019-11-17
Shruti Gadhok	Sacramento, CA	2019-11-17
Christy Pinney	Sacramento, US	2019-11-17
Heather Pino	Sacramento, CA	2019-11-18
Sandra Weiland	Sacramento, CA	2019-11-18
David Weiland	Sacramento, CA	2019-11-18
Mila Green	Sacramento, CA	2019-11-18
Michele Juarez	Sacramento, CA	2019-11-18
Diane Wolff	Sacramento, CA	2019-11-18
austin ward	Albany, OR	2019-11-18
Vicki Fu	Sacramento, CA	2019-11-18
Nydia Godoy	Sacramento, CA	2019-11-18
Brittany Vacura	Sacramento, CA	2019-11-18
Hardeep Heer	Sacramento, CA	2019-11-18

<b>Name</b>	<b>Location</b>	<b>Date</b>
Gregg Scott	Sacramento, CA	2019-11-18
Julie Hubner	Los Angeles, CA	2019-11-18
Terry Scott	Sacramento, CA	2019-11-18
Carrie Gleason	Littleton, CO	2019-11-18
Brenda Goff	Sacramento, CA	2019-11-18
Prashant Chand	Sacramento, CA	2019-11-18
Javier Servin	Sacramento, CA	2019-11-19
alisha martel	Sacramento, CA	2019-11-19
Don Chastain	Granite Bay, CA	2019-11-19
Deborah Hozempa	Sacramento, CA	2019-11-19
Phillip Clay	Natomas, CA	2019-11-19
Leila Munoz	Sacramento, CA	2019-11-20
Veronica Gomez	Hayward, CA	2019-11-20
Zantha Godoy	Sacramento, CA	2019-11-20
Ylianna Godoy	Sacramento, CA	2019-11-20
Raj Dhaliwal	Sacramento, CA	2019-11-20
Catarina Villarreal	Forest hill, TX	2019-11-21
Karen Riveles Carrera	Sacramento, CA	2019-11-22
Nicole Bengals	Sacramento, CA	2019-11-22
Reshana Butler	Sacramento, CA	2019-11-23
Beverly Kelley	Sacramento, CA	2019-11-23
Travis Howard	Sacramento, CA	2019-11-23

<b>Name</b>	<b>Location</b>	<b>Date</b>
Dawn Samborsky	Sacramento, CA	2019-11-23
Alexis Gerardo	Sacramento, CA	2019-11-23
Roel Policarpio	Sacramento, CA	2019-11-23
Jennalyn Fernandez	Sacramento, CA	2019-11-23
Rachel Adversalo	Sacramento, CA	2019-11-23
Vicky Deam	Sacramento, CA	2019-11-23
Kiana Santos	Sacramento, CA	2019-11-23
Celestine Santos	Pomona, CA	2019-11-23
Daisy Tam	Sacramento, CA	2019-11-23
Cristina Ponce	Sacramento, CA	2019-11-23
Eleanor Siau	Sacramento, CA	2019-11-23
Loreto Bravo	Sacramento, CA	2019-11-23
Linda Sakona	US	2019-11-24
Ron Davis	Sacramento, CA	2019-11-24
Karla Bell	Sacramento, CA	2019-11-24
Jerry Glance	Sacramento, CA	2019-11-24
Faviola bravo	Sacramento, CA	2019-11-24
Michelle Joseph	Sacramento, CA	2019-11-24
Prabhdeep Singh	Sacramento, CA	2019-11-24
Maybel Oliva	Sacramento, CA	2019-11-24
Edward Martel	Citrus Heights, CA	2019-11-24
Karin Anderson	Sacramento, CA	2019-11-24

<b>Name</b>	<b>Location</b>	<b>Date</b>
Marilyn Schroeder	Sacramento, CA	2019-11-24
Jennifer Ekelund	Sacramento, CA	2019-11-24
Brinder Dhaliwal	Sacramento, CA	2019-11-24
Robert Tamblyn	Sacramento, CA	2019-11-24
Joey Herrera	Sacramento, CA	2019-11-24
Kiyo Hayasaka	Sacramento, CA	2019-11-24
Alma Heredia	Sacra, CA	2019-11-24
Catherine Schroeder	Sacramento, CA	2019-11-24
Laurie Cisneros	Sacramento, CA	2019-11-24
Steve Use	Sacramento, CA	2019-11-24
Andy Farhan	Sacramento, CA	2019-11-24
Bernadine Love	Sacramento, CA	2019-11-25
Matthew Fleet bravo	Sacramento, CA	2019-11-27
Ryan Smart	Gainesville, US	2019-11-27
Daniel Zupa	Jacksonville Beach, US	2019-11-27

# Comments

Name	Location	Date	Comment
Terry Scott	Sacramento, CA	2019-11-18	"I am opposed to the rail yard in the Natomas area. The noise would be unbearable. The added pollution would be unhealthy to all who live in the area. Our home values would be compromised severely. The planned high school would suffer tremendously with all of the above mentioned negative impacts. Please rethink your consideration of locating a rail yard in a residential area (Natomas)."
Vicky Deam	Sacramento, CA	2019-11-23	"To those of you that are making the decision. I want you to ask yourself if you would like this in your backyard. Would you approve this idea if you, your parents, children or friends lived in Regency Park? Please locate this in an industrial area. Maybe out by Amazon."
Loreto Bravo	Sacramento, CA	2019-11-23	"I am against this railroad maintenance yard as its too close to a residential neighborhood, my neighborhood."
Linda Sakona	US	2019-11-24	"This is a residential neighborhood. Let's keep it this way!!"

**change.org**

Recipient: San Joaquin Regional Rail Commission, Angelique Ashby, Phil Serna, Kevin McCarty

Letter: Greetings,

Neighbors Against Natomas Maintenance Rail Yard Behind Amnest Way

**change.org**

Recipient: San Joaquin Regional Rail Commission, Angelique Ashby, Phil Serna, Kevin  
McCarty

Letter: Greetings,  
Neighbors Against Natomas Maintenance Rail Yard Behind Amnest Way



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## Valley Rail Natomas

1 message

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**Melissa Cross** <crossingmissy@sbcglobal.net>

Sat, Nov 30, 2019 at 6:42 PM


To: "ace.sacramentoextension@gmail.com" <ace.sacramentoextension@gmail.com>, Angelique Ashby <aashby@cityofsacramento.org>, Supervisor Serna <supervisorserna@saccounty.net>, Karina Talamantes <ktalamantes@cityofsacramento.org>


Please view the following attachments RE: the proposed Rail extension in Natomas. Please add this to your scoping study. I am sure by now you have received many more complaints and some very serious questions that need consideration on this project.

Melissa Cross

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### 2 attachments

 **IMG\_20191130\_0003.pdf**  
847K

 **IMG\_20191130\_0001.pdf**  
1381K



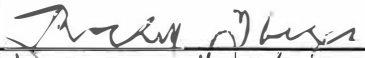


Proposed Rail Yard Behind Amnest Way

As neighbors of Amnest Way, we do NOT approve of the proposed rail yard that will sit behind Amnest Way

	First	Last	Address	Signature	Date
1	Melissa	CROSS	5635 Amnest Way	Melissa Cross	11/10
2	RECK	WORKMAN	5690 AMNEST WAY	[Signature]	11/10
3	Vishal	Almaguin	5784 Amnest way	[Signature]	11/10
4	HERB	FERGUSON	5802 Amnest	[Signature]	11/10
5	Andrew	Pham	5761 Amnest Way	[Signature]	11/10
6	Daawoud	Ubadullah	5749 Amnest way	[Signature]	11/10
7	Rajesh	Kausal	5731 Amnest way	Sacramento	11/10
8	Sarajit	Grewal	5653 Amnest way	[Signature]	11/10
9	Alex	Martinez	5629 Amnest way	[Signature]	11/10
10	Liliana	Martinez	5629 Amnest way	[Signature]	11/10
11	ESE	HURSKY	5641 Amnest Way	[Signature]	11/11
12	Kate	Hursky	5041 Amnest way	[Signature]	11/11
13	Chou	Stojic	5636 Amnest Way	Chou Stojic	11/11
14	Heather	Pino	5624 Amnest Way	Heather Pino	11/17
15	ROLANDO	DELFIN	5642 Amnest way	[Signature]	11/21
16	William B	CROSS	5635 AMNEST WAY	William B Cross	11.21.19
17	C	CARRILLO	421 REGENCY PARK CIR	[Signature]	11-23-19
18	MARIA	Carrillo	421 Regency Park Cir	[Signature]	11-23-19
19	Robin	Kekilananda	5729 Spentow Way	Robin Kekilananda	11/23/2019
20	DAVIEL	Yoon	361 LYMAN CIRCLE	[Signature]	11/23/2019

Proposed Rail Yard Behind Amnest Way

As neighbors of Amnest Way, we do NOT approve of the proposed rail yard that will sit behind Amnest Way

	First	Last	Address	Signature	Date
1	RICHARD	HIXSON	5826 AMNEST WAY		11-24-2019
2	DANIEL	GRATZ	5010 AMNEST WAY		11/24/19
3	DANIEL	VAN STEKELAND	5666 AMNEST WAY		11/24/19
4					
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## Valley Rail Sacramento Extension - Scoping Comment Form

SJRRC and SJJPA are seeking comments on the scope of the environmental analysis and alternatives to be considered for the Valley Rail Sacramento Extension Project Environmental Impact Report (EIR). Written comments can be returned to a staff member at this meeting; or provided by Wednesday, November 20, 2019 via one of the following:

Email: [ace.sacramentoextension@gmail.com](mailto:ace.sacramentoextension@gmail.com)

Mail: San Joaquin Regional Rail Commission  
Attn: Valley Rail Sacramento Extension  
949 E. Channel Street  
Stockton, CA 95202

Name:

Melissa Cross

Organization/Affiliation:

Resident of Natomas Regency park

Mailing Address (optional):

5635 Amnest Way

E-mail address (optional):

crossingmissy@sbcglobal.net

### Comments:

Please see all of the attached copies of the signatures for Amnest Way signing against this rail yard maintenance facility. I am very much against this maintenance yard being build on the west corner in our backyards off Amnest. I have voiced my opinion in emails and will continue to voice it at the next meeting when there are alot of unanswered questions. Since the last meeting was so quickly non organized & not enough time for residents to come by the mee meeting there should be more in attendance along with more signatures again.

Melissa Cross



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## EIR public input, ACE Train Extension Project

1 message

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**Michael Lopez** <malo104@comcast.net>

Wed, Nov 20, 2019 at 10:13 PM

To: ace.sacramentoextension@gmail.com

Cc: navdis@gmail.com, Alyssa <333alyssa333@gmail.com>, Angelique Ashby <aashby@cityofsacramento.org>, supervisorserna@saccounty.net, lopezm916@gmail.com

To Whom It May Concern;

My name is Michael A. Lopez Sr., my wife is Sheila Lopez. We are long time resident in Valley View Acres (North Natomas). We've just learned for the first time about the ACE Train Extension Project. Our neighborhood is just south of the two proposed sites for the ACE San Joaquin Natomas Station (train extension plan).

We want you to know that we strongly opposed the two options for the layover maintenance depot.

Our concerns are based on noise, water and light pollution this facility would create. We in this great neighborhood are all on individual wells for our water supply. The aquifer that supplies our wells run under both proposed sites.

Regarding the noise pollution, the past 40 years living here We've put up with loud train traffic racing down the tracks and late hour train whistles blasting during the late and early morning hours when most people are sleeping. Then there is the scary loud crashes of train cars when they make their connections to other train cars.

If we had to support one location over the other we would be in support of the Eastern most option.

That being said, we would like to be notified of any other future meetings and information related to this project.

In closing we want you to know we are not opposed to train projects that will move large groups of people from city to city, more efficiently and possibly help decrease traffic on roads and highways. What we do oppose is the maintenance depot to close to residential neighborhoods or any train tracks running in and through residential neighborhoods. It's our strong belief this train project would negatively affect the value of our property.

Respectfully Submitted  
Michael Sr. and Sheila Lopez  
[5400 Sorento Road](#)  
[Sacramento, Ca 95835](#)  
email: [malo104@comcast.net](mailto:malo104@comcast.net)

Sent from my iPad



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## EIR public input

1 message

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**Michael Lopez** <lopezm916@gmail.com>  
To: ace.sacramentoextension@gmail.com

Wed, Nov 20, 2019 at 4:10 PM

To Whom It May Concern,

My name is Michael Lopez. I am a home owner and resident of the Valley View Neighborhood just south of the two proposed sites for the ACE San Joaquin Natomas Station. I am not in favor of either of these two option nor the layover maintenance depot. I have significant concerns based on noise and water pollution as I am on well water and the aquifer that supplies my well runs under both sites. If I had to support one location over the other I would be in support of the Eastern most option. That being said I would also like to be notified of any other future meetings and information related to this project. This would significantly affect the value of my property.

I can be notified at the following contact points:

email address

[lopez916@gmail.com](mailto:lopez916@gmail.com)

mailing address

5402 Sorento Road  
Sacramento, CA 95835

Phone

(916) 243-9545

Thank you,  
Michael Lopez



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## Train maintenance facility in Natomas

1 message

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**Mila Green** <mgenegreen@gmail.com>  
To: ace.sacramentoextension@gmail.com

Sun, Nov 17, 2019 at 5:17 PM

Hello.

I am a resident of N Natomas, Regency Park community, and have just become aware of the plan to site a train maintenance facility right behind us. I would like to know what measures will be taken to ensure our neighborhood will not be negatively impacted by noise and train movement during the facility's 24 hr schedule. I would appreciate the opportunity to learn more about this facility in general if a community forum occurs.

Thank you, Dr Mila Green



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## Sac Metro Air District Comments on the Valley Rail Sacramento Extension Project SCH# 2019090306

3 messages

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**Molly Wright** <MWright@airquality.org>

Fri, Oct 4, 2019 at 10:19 AM

To: "ace.sacramentoextension@gmail.com" <ace.sacramentoextension@gmail.com>

Cc: Karen Huss <KHuss@airquality.org>, Paul Philley <PPhilley@airquality.org>, "state.clearinghouse@opr.ca.gov" <state.clearinghouse@opr.ca.gov>

Dear Mr. Sheridan,

Please accept Sac Metro Air District comments on the Valley Rail Sacramento Extension Project, new passenger rail service from the existing Stockton Downtown/ACE Station in Stockton, north to the North Natomas area of Sacramento. Please let me know if you have any comments or questions about this, using the contact information below.

Best Regards,

Molly Wright, AICP | Air Quality Planner / Analyst

**Sacramento Metropolitan Air Quality Management District**

777 12<sup>th</sup> Street, 3<sup>rd</sup> Floor, Sacramento, CA 95814 | (916) 874-4207 | [www.airquality.org](http://www.airquality.org)

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 **SMAQMD\_Valley Rail Sacramento Extension NOP.pdf**  
127K

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**Molly Wright** <MWright@airquality.org>

Fri, Oct 4, 2019 at 10:52 AM

To: "ace.sacramentoextension@gmail.com" <ace.sacramentoextension@gmail.com>

Cc: Karen Huss <KHuss@airquality.org>, Paul Philley <PPhilley@airquality.org>

Dear Mr. Sheridan,

As a follow up to our email with comment letter earlier today, we have a question. As It does not concern CEQA review we are not asking it in our letter.

Our question is: What kinds of federal approvals do you anticipate needing (such as from the Federal Rail

Administration), and what NEPA review are you anticipating?

Thank you for your consideration,

Molly Wright, AICP | Air Quality Planner / Analyst

**Sacramento Metropolitan Air Quality Management District**

777 12<sup>th</sup> Street, 3<sup>rd</sup> Floor, Sacramento, CA 95814 | (916) 874-4207 | [www.airquality.org](http://www.airquality.org)

---

**From:** Molly Wright

**Sent:** Friday, October 04, 2019 10:19 AM

**To:** [ace.sacramentoextension@gmail.com](mailto:ace.sacramentoextension@gmail.com)

**Cc:** Karen Huss <[khuss@airquality.org](mailto:khuss@airquality.org)>; Paul Philley <[pphilley@airquality.org](mailto:pphilley@airquality.org)>; [state.clearinghouse@opr.ca.gov](mailto:state.clearinghouse@opr.ca.gov)

**Subject:** Sac Metro Air District Comments on the Valley Rail Sacramento Extension Project SCH# 2019090306

Dear Mr. Sheridan,

Please accept Sac Metro Air District comments on the Valley Rail Sacramento Extension Project, new passenger rail service from the existing Stockton Downtown/ACE Station in Stockton, north to the North Natomas area of Sacramento. Please let me know if you have any comments or questions about this, using the contact information below.

Best Regards,

Molly Wright, AICP | Air Quality Planner / Analyst

**Sacramento Metropolitan Air Quality Management District**

777 12<sup>th</sup> Street, 3<sup>rd</sup> Floor, Sacramento, CA 95814 | (916) 874-4207 | [www.airquality.org](http://www.airquality.org)

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From: **Molly Wright** <MWright@airquality.org>

Date: Fri, Oct 4, 2019 at 10:19 AM

Subject: Sac Metro Air District Comments on the Valley Rail Sacramento Extension Project SCH# 2019090306

To: ace.sacramentoextension@gmail.com <ace.sacramentoextension@gmail.com>

Cc: Karen Huss <KHuss@airquality.org>, Paul Philley <PPhilley@airquality.org>, state.clearinghouse@opr.ca.gov <state.clearinghouse@opr.ca.gov>

Dear Mr. Sheridan,

Please accept Sac Metro Air District comments on the Valley Rail Sacramento Extension Project, new passenger rail service from the existing Stockton Downtown/ACE Station in Stockton, north to the North Natomas area of Sacramento. Please let me know if you have any comments or questions about this, using the contact information below.

Best Regards,

Molly Wright, AICP | Air Quality Planner / Analyst

**Sacramento Metropolitan Air Quality Management District**

777 12<sup>th</sup> Street, 3<sup>rd</sup> Floor, Sacramento, CA 95814 | (916) 874-4207 | [www.airquality.org](http://www.airquality.org)



**SMAQMD\_Valley Rail Sacramento Extension NOP.pdf**

127K

October 14, 2019

**SENT VIA EMAIL**

Kevin Sheridan  
San Joaquin Regional Rail Commission  
Attn: Valley Rail Sacramento Extension NOP  
949 E. Channel Street, Stockton, CA 95202

**RE: Valley Rail Sacramento Extension Notice of Preparation for an Environmental Document**

Dear Mr. Sheridan:

The Sacramento Metropolitan Air Quality Management District (SMAQMD) thanks the San Joaquin Regional Rail Commission for the opportunity to evaluate The Notice of Preparation (NOP) for an environmental document for the Valley Rail Sacramento Extension project. We have reviewed the project in a manner consistent with the California Health and Safety Code Section 40961 requirement that the District “represent all the citizens of the Sacramento District in influencing the decisions of other public and private agencies whose actions may have an adverse impact on air quality.” We offer the following comments.

**Criteria Pollutant Emissions**

Project construction and operations may result in significant emissions of criteria pollutants and precursors of primary concern. The environmental document should discuss, quantify, and disclose both construction and operational emissions, and provide mitigation as appropriate, using the methods identified in SMAQMD’s [Guide to Air Quality Assessment in Sacramento County](#) (Guidance), available on our website. Construction emissions are addressed in chapter 4 of Guidance, and operational emissions are addressed in chapter 3.

**Greenhouse Gas Emissions**

Project construction and operations may result in cumulatively significant greenhouse gas (GHG) emissions. The environmental document should discuss, quantify, and disclose these emissions, and provide mitigation as appropriate, using the methods identified in chapter 6 of SMAQMD’s Guidance.

**Toxics and Sensitive Receptors**

The environmental document should assess and disclose potential health impacts from exposure to toxic locomotive emissions, and provide mitigation as appropriate. Chapter 5 of

## Valley Rail Sacramento Extension NOP

October 14, 2019

SMAQMD's Guidance provides methods to use for addressing toxic air contaminants in environmental review. SMAQMD's [Mobile Sources Air Toxics Protocol](#) can also help to assess exposure in Sacramento County.

### Conclusion

Thank you for your consideration. All projects are subject to SMAQMD rules and regulations at the time of construction. [A list of the most common rules that apply at the construction phase of projects is available on our website.](#) If you have questions about these comments, please contact me at [mwright@airquality.org](mailto:mwright@airquality.org) or 916-874-4207

Sincerely,

A handwritten signature in cursive script that reads "Molly Wright".

Molly Wright, AICP  
Air Quality Planner / Analyst

c: Paul Philley, AICP, Program Coordinator



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**RE: Valley Rail Sacramento Extension Project**

1 message

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**Nicholas Avdis** <NAvdis@thomaslaw.com>

Tue, Oct 8, 2019 at 11:24 AM

To: "ace.sacramentoextension@gmail.com" &lt;ace.sacramentoextension@gmail.com&gt;

And I'd like to request a more detailed map (parcel level detail if available) for the proposed North Natomas Maintenance and Layover Facility Alternatives as well as the Natomas/Airport Station Alternatives. Thank you.

---

**From:** Nicholas Avdis**Sent:** Tuesday, October 08, 2019 11:23 AM**To:** 'ace.sacramentoextension@gmail.com' <ace.sacramentoextension@gmail.com>**Subject:** Valley Rail Sacramento Extension Project

Please put me on the mailing/notification list for this project. Thanks – Nick

Nicholas S. Avdis

Of Counsel

**THOMAS LAW GROUP**

455 Capitol Mall, Suite 801, Sacramento, California 95814

One Kaiser Plaza, Suite 875, Oakland, California 94612

Phone: 916.287.9292

Fax: 916.737.5858

navdis@thomaslaw.com

www.thomaslaw.com



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attachments.



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**Valley Rail Sacramento Extension Project / NOP / 2019090306**2 messages

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**Nicole K. Goi** <Nicole.Goi@smud.org>

Mon, Oct 14, 2019 at 4:28 PM

To: "ace.sacramentoextension@gmail.com" &lt;ace.sacramentoextension@gmail.com&gt;

Cc: Rob Ferrera &lt;Rob.Ferrera@smud.org&gt;, Emily Bacchini &lt;Emily.Bacchini@smud.org&gt;, Jose Bodipo-Memba &lt;Jose.Bodipo-Memba@smud.org&gt;

Hi Kevin,

Attached is SMUD's comment letter for the project listed above.

Please confirm receipt of this email with the attachment.

Thank you,

Nicole Goi

Nicole Goi

*Regional & Local Government Affairs*w.916-732-5322 | c.916-468-8181 | [nicole.goi@smud.org](mailto:nicole.goi@smud.org)**SMUD** | Powering forward. Together.

6201 S Street, Mail Stop B406, Sacramento, CA 95817

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**2019090306\_NOP\_Valley Rail Extension Project\_FINAL.pdf**

98K

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**Entitlements** <Entitlements@smud.org>

Tue, Nov 19, 2019 at 10:56 AM



*Sent Via E-Mail*

October 14, 2019

Kevin Sheridan  
San Joaquin Regional Rail Commission  
949 East Channel Street  
Stockton, CA 95202  
[ace.sacramentoextension@gmail.com](mailto:ace.sacramentoextension@gmail.com)

Subject: **Valley Rail Sacramento Extension Project / NOP / 2019090306**

Dear Mr. Sheridan,

The Sacramento Municipal Utility District (SMUD) appreciates the opportunity to provide comments on the Notice of Preparation (NOP) for Valley Rail Sacramento Extension Project (Project / SCH #2019090306). SMUD is the primary energy provider for Sacramento County and 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.

It is our desire that the Project NOP 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](http://smud.org) for more information regarding transmission encroachment:
  - <https://www.smud.org/en/Business-Solutions-and-Rebates/Design-and-Construction-Services>
  - <https://www.smud.org/en/Corporate/Do-Business-with-SMUD/Land-Use/Transmission-Right-of-Way>
- Utility line routing
- Electrical load needs/requirements
- Energy Efficiency
- Climate Change
- Cumulative impacts related to the need for increased electrical delivery

Additionally, based on our review of the NOP and our understanding of the proposed Project, SMUD offers the following input for your consideration:

1. **Project Description:** SMUD would like to be informed of any anticipated Project related impacts on existing or future SMUD facilities. It is important that information regarding potential impacts to SMUD facilities in the vicinity of the proposed Project be contained in the Project description chapter of the EIR, as well as the existing conditions discussion of the utilities, hazards and hazardous materials, and cumulative impact sections.
2. **Energy Delivery (Capacity):** The EIR should provide analysis regarding SMUD's ability to handle the Project's anticipated energy needs.
3. **Energy Delivery (Infrastructure):** The EIR should provide an analysis of the proposed on-site and off-site energy infrastructure improvements needed to construct and operate the proposed Project. The EIR should clearly delineate the responsibilities of SMUD and Caltrans, as it pertains to infrastructure improvements.
4. **Planning Consideration:** If proper clearances from any proposed roadway widening, lane extensions, auxiliary lanes, bike path, structure replacements cannot be maintained (please consult with SMUD's new services department for precise clearance requirements), the customer will need to work with SMUD to relocate and/or underground these facilities. This work will be billable to the customer.
5. **Transmission Considerations:** The following comments pertain to the design and construction requirements around SMUD's distribution and transmission rights-of-way. SMUD has existing and/or proposed facilities on or adjacent to the proposed Project Site, including:
  - a. Several 230kV and 115kV overhead transmission lines crossing over in the open space, south of Cal Expo and north of the American River.
  - b. 69kV and 12kv overhead crossing south side of Arden Way
  - c. 12kV:
    - Underground feeder parallel to east side Bus. 80 where NB Arden Way off-ramp and Hwy 160 eastbound Arden Way off-ramp merge and continuing to Arden Way merge
    - Underground crossing on Tribute Rd and into Cal Expo
    - Underground parallel to east side Bus 80 NB Expo Blvd off-ramp
  - d. 21kV:
    - Overhead crossing west side of SPRR tracks (east end of McKinley Village)
    - Overhead (3 spans) parallel to south side Bus 80 (east end of McKinley Village)
    - overhead crossing approx. 1250 ft. east of McKinley Village Way
    - Overhead feeder crossing "south" side of McKinley Village Way



- Overhead crossing approx. 200 feet north of E St.
  - Underground crossing south side of J St
6. Transmission Considerations: To assist in the design of your rail facilities within or near transmission line rights of way please visit our transmission consent program website and review the full Guide for Transmission Encroachment document. .

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.

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 NOP. If you have any questions regarding this letter, please contact SMUD's Environmental Management Specialist, Rob Ferrera, at [rob.ferrera@smud.org](mailto:rob.ferrera@smud.org) or 916.732.6676.

Sincerely,



Nicole Goi  
Regional & Local Government Affairs  
Sacramento Municipal Utility District  
6201 S Street, Mail Stop B404  
Sacramento, CA 95817  
[nicole.goi@smud.org](mailto:nicole.goi@smud.org)

Cc: Rob Ferrera

To: "ace.sacramentoextension@gmail.com" <ace.sacramentoextension@gmail.com>  
Cc: Rob Ferrera <Rob.Ferrera@smud.org>, Sara Christian <Sara.Christian@smud.org>, Ernesto Segura <Ernesto.Segura@smud.org>, "Jose D. Hernandez, PE" <Jose.Hernandez@smud.org>, Emily Bacchini <Emily.Bacchini@smud.org>, "Gretchen F. Hildebrand" <Gretchen.Hildebrand@smud.org>

Hi Kevin,

Please see the attached SMUD comment letter regarding the Valley Rail Sacramento Extension Project's NOP.

I apologize for the mix-up, but previously (on 10/14/19) SMUD sent an incorrect comment letter.

The attached is the correct letter—please disregard what was previously sent.

Please contact Rob Ferrera if you have any questions on the attached. He can be reached at 916-732-6676.

Please confirm receipt of this email with attachment.

Thank you,

Nicole Goi

*Regional & Local Government Affairs*

[Quoted text hidden]

[Quoted text hidden]



**Valley Rail FINAL plus Gas Enc.pdf**

442K



***Sent Via E-Mail***

November 19, 2019

Kevin Sheridan  
San Joaquin Regional Rail Commission  
949 East Channel Street  
Stockton, CA 95202  
[ace.sacramentoextension@gmail.com](mailto:ace.sacramentoextension@gmail.com)

Subject: **\*Revised\* Valley Rail Sacramento Extension Project / NOP / 2019090306**

Dear Mr. Sheridan,

The Sacramento Municipal Utility District (SMUD) appreciates the opportunity to provide comments on the Notice of Preparation (NOP) for Valley Rail Sacramento Extension Project (Project / SCH #2019090306). SMUD is the primary energy provider for Sacramento County and 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.

It is our desire that the Project NOP 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-Solutions-and-Rebates/Design-and-Construction-Services>
  - <https://www.smud.org/en/Corporate/Do-Business-with-SMUD/Land-Use/Transmission-Right-of-Way>
- Utility line routing
- Electrical load needs/requirements
- Energy Efficiency
- Climate Change
- Cumulative impacts related to the need for increased electrical delivery

Additionally, based on our review of the NOP and our understanding of the proposed Project, SMUD offers the following input for your consideration to be incorporated into the Draft Environmental Impact Report:

1. Transmission Considerations: To assist in the design of your rail facilities within or near transmission line rights of way please visit our transmission consent program website and review the full Guide for Transmission Encroachment document. The following comments pertain to the design and construction requirements around SMUD's distribution and transmission rights-of-way. SMUD has existing and/or proposed facilities on or adjacent to the proposed Project Site, including:
  - A. Natomas/Sacramento Airport Station
    - SMUD has existing 12kV/69kV overhead and underground facilities located throughout the proposed project locations.
    - Future facilities include 69kV overhead infrastructure running adjacent to the existing power corridor and east of E. Levee Rd.
  - B. Natomas Maintenance and Layover Facility
    - The Natomas Maintenance and Layover Facility would be located in the same vicinity as the proposed Natomas/Sacramento Airport Station alternatives. Please see comments for Natomas/Sacramento Airport Station.
  - C. Midtown Station
    - SMUD has existing 21kV facilities in the proposed project area between P St. and S St.
    - SMUD has existing underground 115kV facilities along 19<sup>th</sup> St., adjacent to the project site.
  - D. City College Station
    - SMUD has existing 21kV facilities in the proposed project area adjacent to the existing City College Station that are to remain.
  - E. Old North Sacramento Station
    - SMUD has existing 12kV facilities along Acoma St and El Monte Ave that must remain.
  - F. Elk Grove
    - SMUD has existing 12kV/69kV overhead and underground facilities around the proposed project site that are to remain.
    - SMUD has an existing 12kV substation adjacent to the project site that is to remain.
    - Future projects include construction along the west side of Franklin Blvd. between the existing SMUD substation and Franklin Blvd.
  - G. Rail Infrastructure
    - SMUD has existing facilities adjacent to Union Pacific Railroad (UPRR) right of way that are to remain.
    - SMUD has existing 69kV facilities paralleling the tracks north of the North Elk Grove Station.
    - SMUD has existing 69kV facilities paralleling the tracks north of Lambert Rd and north of Core Rd south of Elk Grove.

- SMUD has existing 69kV facilities paralleling the tracks between Meadowview Rd and Florin Rd in Sacramento.
  - SMUD has existing 21kV facilities paralleling the tracks around Sacramento City College.
  - SMUD has existing 69kV and 12kV facilities paralleling and crossing the tracks on sections between Del Paso Blvd and north of Barros Dr.
  - SMUD has existing 21kV facilities paralleling the track section between the proposed City College Station and 26<sup>th</sup> Ave.
2. High Pressure Gas Line Considerations: For specific gas pipeline requirements, please see attached letter.

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.

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 NOP. If you have any questions regarding this letter, please contact SMUD's Environmental Management Specialist, Rob Ferrera, at [rob.ferrera@smud.org](mailto:rob.ferrera@smud.org) or 916.732.6676.

Sincerely,



Nicole Goi  
Regional & Local Government Affairs  
Sacramento Municipal Utility District  
6201 S Street, Mail Stop B404  
Sacramento, CA 95817  
[nicole.goi@smud.org](mailto:nicole.goi@smud.org)

Cc: Rob Ferrera, Ernesto Segura, Jose Hernandez

Encl. Gas Pipeline Letter



September 25, 2019

Kevin Sheridan  
San Joaquin Regional Rail Commission  
949 East Channel Street  
Stockton, CA 95202  
[ace.sacramentoextension@gmail.com](mailto:ace.sacramentoextension@gmail.com)

**RE: Valley Rail Sacramento Extension Project / NOP / 2019090306**

Dear Mr. Sheridan,

The Sacramento Municipal Utility District (SMUD) maintains a 20" high pressure natural gas pipeline located close to your proposed project which could impact work you are planning shown on the attached Plans, Valley Rail Sacramento Extension Project. I have included two screen shots, the first being our overall gas system, and the second is an area where it appears you may be proposing a new station.

We encourage a meeting in person with your planners so we can address concerns prior to final design. Please reach out to me when it's the appropriate time to schedule the meeting.

SMUD requires the following comments be adhered to and agreed upon prior to any work commencing:

1. "California Government Code §§4216-4216.9 requires anyone planning to excavate to contact the appropriate regional notification center (One-Call Notification System for Northern California by dialing 811 or submitting an eTicket by visiting [www.usanorth811.org](http://www.usanorth811.org)) at least two working days, but not more than 14 calendar days before beginning to excavate. In cases where work is performed within 100 feet of the SMUD natural gas pipeline, a field meet between SMUD and the excavator is required. If any excavation is to be performed within 20 feet of the pipeline, or the project work includes any crossing of the pipeline regardless of vertical separation distance, SMUD standby staff must be present prior to starting work.
2. Potholing is required in order to locate and determine the depth of cover of SMUD's gas pipeline. Potholing shall be performed at an interval not to exceed 50 feet, unless otherwise agreed upon and approved in writing by the Asset Supervisor, Power Generation or delegate. SMUD may require distances much less than 50 feet depending on field conditions, et cetera.
3. If installation requires crossing SMUD's gas pipeline with a metallic structure, SMUD shall install an Electrical Test Station on its line. Third party shall install a test station for its line or structure,

and the stations shall be located adjacent to each other. If practical, a joint test station shall be installed. Notes shall be added to the applicable drawing to show this requirement.

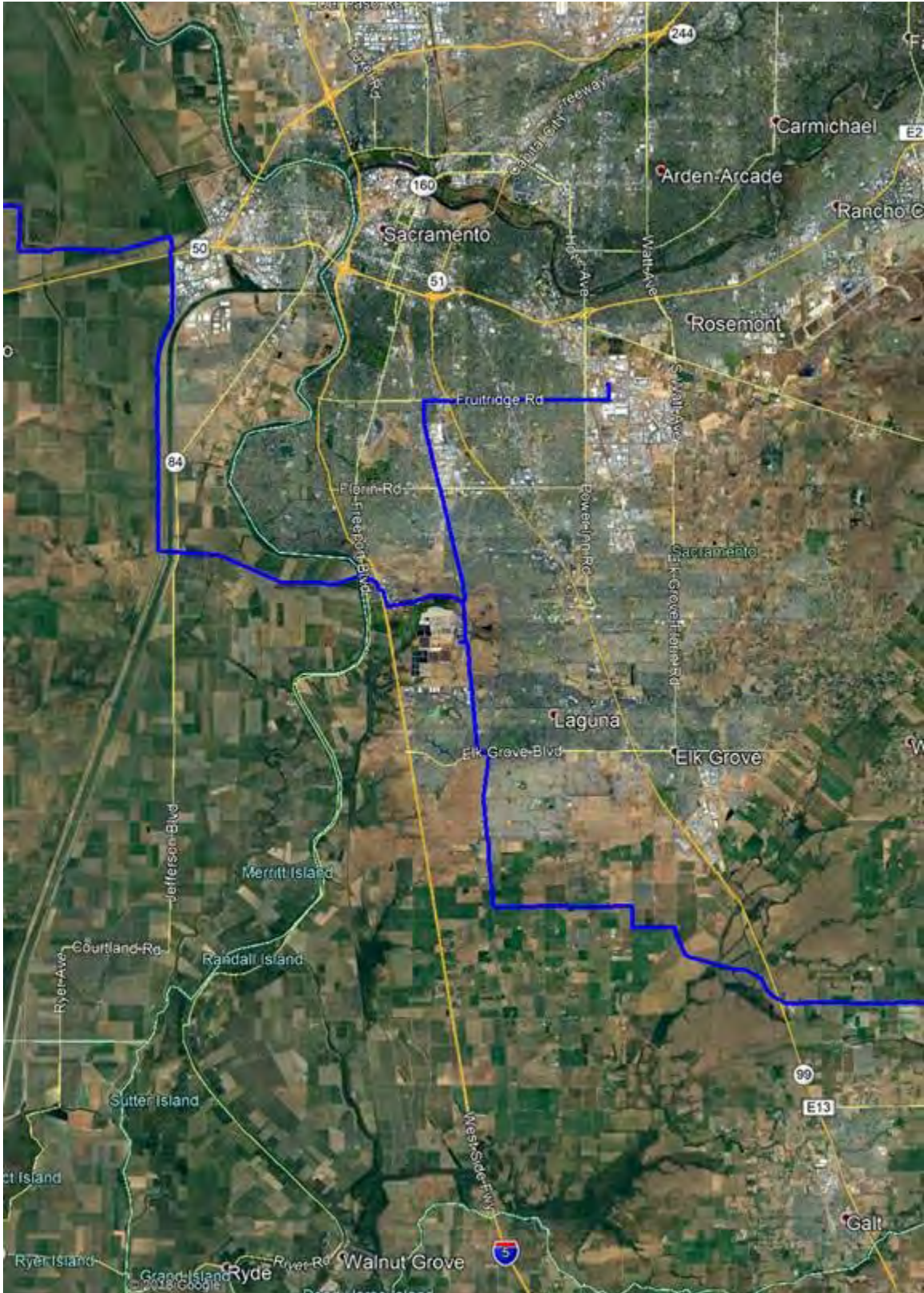
4. If installation requires crossing SMUD's gas pipeline with a metallic structure, the Competent Engineer may require that a dielectric mat or equivalent protection be installed between the pipelines at the crossing (see Appendix C). The mat installation and material must conform to SMUD's "Neoprene Mat Installation Schematic" drawing. Notes shall be added to the applicable drawing to show this requirement.
5. When Horizontal Directional Drilling (HDD), Jack & Bore or equivalent method is to be used, witness trenching shall be required upstream and may be required downstream of the drill with a depth below the bottom of SMUD's gas pipeline. The witness trenches shall be in the same vertical plane as the directional bore. See procedure GPO-OM-010 – Damage Prevention.
6. Contractors working on or around SMUD's gas pipeline shall at no time exceed the load limits for construction equipment which may work or transit over the pipeline. The contractor shall field verify the depths of pipeline cover and adjust their equipment loading, placement locations, and all associated activities to meet SMUD's load limits.
7. Please provide the contact information for the project manager. A kick-off meeting must be held at the site prior to the start of construction near the SMUD pipeline. SMUD strongly recommends that a project engineering staff member be present at this meeting.
8. For immediate, 24 hour service, the project manager may call 1-800-877-SMUD (7683).

Should you have any questions, please feel free to contact me.

Thank you for your cooperation.

Regards,  
Gretchen Hildebrand,  
Sacramento Municipal Utility District  
P.O. Box 15830, Sacramento, CA 95852-1830  
w.916-732-5730 | [gretchen.hildebrand@smud.org](mailto:gretchen.hildebrand@smud.org)

SMUD OVERALL GAS SYSTEM: BLUE LINE REPRESENTS SMUD 20" HIGH PRESSURE GAS PIPELINE





AREA WHERE NEW STATION IS BEING PROPOSED





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## Valley Rail Sacramento Extension

1 message

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**Nicole Quinn** <nquinn1992@yahoo.com>

Thu, Nov 14, 2019 at 5:15 PM

To: ace.sacramentoextension@gmail.com

I own a property on Amnest Way, which I purchased 7yrs ago because of the quite location. I vote NO on the Valley Rail Extension, it will not only being nosie but other hazards along with it. My vote as a hard working home owner is a NO. Please reconsider this idea. Thank you! Nicole Quinn 916-842-8328

[Sent from Yahoo Mail for iPhone](#)



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## Valley Rail Sacramento Extension NOP

1 message

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**Pelle Clarke** <PClarke@cityofsacramento.org>

Mon, Oct 14, 2019 at 4:04 PM

To: "ace.sacramentoextension@gmail.com" <ace.sacramentoextension@gmail.com>

Cc: Cheryle Hodge <CHodge@cityofsacramento.org>, Scott Johnson <SRJohnson@cityofsacramento.org>

Please see attached comment letter from City of Sacramento, Department of Public Works, Transportation Division.

Pelle Clarke, P.E., T.E.

Senior Engineer

[915 I Street, Room 2000](#)

[Sacramento, CA 95814](#)

916-808-8930

[pclarke@cityofsacramento.org](mailto:pclarke@cityofsacramento.org)



**NOP Comment Letter ACE Valley Rail\_.pdf**

130K

*Transportation Division*

*City Hall  
915 I Street, 2<sup>nd</sup> Floor  
Sacramento, CA 95814-2604  
916-808-5307*

*(Sent via email on 10/14/2019)*

October 14, 2019

San Joaquin Regional Rail Commission  
Attn: Valley Rail Sacramento Extension NOP  
949 E. Channel Street  
Stockton, CA 95202  
Email: [ace.sacramentoextension@gmail.com](mailto:ace.sacramentoextension@gmail.com)

**SUBJECT: Valley Rail Sacramento Extension DEIR NOP**

Dear Sir or Madam:

Thank you for including the City of Sacramento in the environmental review process for the project referenced above. The proposed project would include the implementation of new passenger rail service from the existing Stockton Downtown/ACE Station in Stockton, north to the North Natomas area of Sacramento. The Project would include the addition of both Amtrak San Joaquin trains and ACE trains along the Sacramento Subdivision serving six proposed stations.

City of Sacramento Department of Public Works (DPW) has the following comments:

1. DPW would appreciate the opportunity to review the scope of work for the Transportation and Circulation section of the Valley Rail Sacramento Extension Draft Environmental Impact Report. Please include intersection queuing in the proximity of the stations and pedestrian and bicycle impacts, utilizing the City's standards of significance. Mitigation measures should be developed for the facilities impacted by the project.
2. The EIR should analyze and recommend the preferred access option to Cosumnes River Boulevard for vehicles traveling to the Elk Grove Station. Is a new signal on Cosumnes River Boulevard between Morrison Creek and Franklin preferable to adding a south leg to the existing signal to Regional Transit's Franklin Station?
3. The EIR should analyze and discuss delays during peak periods (7-9am, 4-6pm) and off-peak periods that could be expected under both opening day conditions and with maximum planned service due to the Midtown Station.

4. The EIR should include, in a technical appendix, an analysis of signal warrants where access to city streets is proposed.
5. Access to parking lots and driveways shall be constructed in conformance with the City's driveway standards, Standard Construction Specifications, and to the satisfaction of the Department of Public Works. Any public improvement shall be designed and constructed to City standards. This shall include street lighting and the repair or replacement/reconstruction of any existing deteriorated curb, gutter and sidewalk fronting the property.
6. Improvement plans for any street, sidewalk or planter repair must be submitted to the City of Sacramento Department of Public Works for review and approval prior to any work done in the right of way.
7. Any modifications to the existing signalized intersections are subject to review and approval of Department of Public Works. A Signal Design Concept Report must be submitted to the Department of Public Works for any signalized intersection where traffic signal modifications or installation of a new traffic signal is proposed.
8. Any abandonment of streets must be coordinated with the City of Sacramento Department of Public Works.
9. The proposed project is required to comply with Sacramento City Code Section 12.20.020 to prepare a traffic control plan for any construction activities that may obstruct vehicular or pedestrian traffic on city streets. The plan is subject to review and approval of City of Sacramento director of Department of Public Works. The City Code Section 12.20.030 outlines the minimum requirements for information that must be provided in the traffic control plan.

Please provide our office with copies of any further actions regarding this project. We would appreciate the opportunity to review and comment on any changes related to this project and we would like to be included on early review of the proposed project train station locations and conceptual site plans.

If you have any questions regarding these comments, please contact me at (916) 808-8930 or by email: [pclarke@cityofsacramento.org](mailto:pclarke@cityofsacramento.org).

Sincerely,



Date:  
2019.10.14  
15:57:31 -07'00'

Pelle Clarke, PE  
Senior Engineer



---

**Please add me to the mailing list**

1 message

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**Rob Cunningham** <incompleteness34@gmail.com>  
To: ace.sacramentoextension@gmail.com

Tue, Oct 1, 2019 at 8:05 AM



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## Valley Rail Sacramento Extension NOP

1 message

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**Sandi Weiland** <ladyatdown@yahoo.com>

Mon, Nov 25, 2019 at 1:07 PM

To: "ace.sacramentoextension@gmail.com" <ace.sacramentoextension@gmail.com>

To Whom it May Concern,

I am writing to express my strong objection to the Natomas Interim Station and Maintenance Facility located behind Amnest Way. I just moved to Amnest Way in July of 2018. Never did I anticipate that a train station would be built in my backyard!

View this: "I go out in my backyard on a Saturday or Sunday to have a barbecue with friends and all we can hear are the diesel engines moving cars around, the noise of the engines and the cars coupling to each other and the lovely smell of diesel fuel in my back yard." Isn't that a lovely picture? That's why there are no homes near the old rail station.

Additionally our home values will deteriorate to nothing because who will buy a home next to a rail station.

I hope that you will take into consideration the residents that you will be affecting by putting a station and facility adjacent to peoples homes. I am against any station and maintenance facility in Natomas but especially hope that you will remove the option of the Natomas West Alternative that backs up to Amnest Way.

Why not build the station up by the airport? Anywhere closer to the existing rail would make more sense.

Please do NOT build a station and maintenance facility in my backyard.

I'm writing to express my strong objection to the Natomas Interim Station and Maintenance Facility located behind Amnest Way. I just moved to Amnest Way in July of 2018. Never did I anticipate that a train station would be built in my backyard!

View this: "I go out in my backyard on a Saturday or Sunday to have a barbecue with friends and all we can hear are the diesel engines moving cars around, the noise of the engines and the cars coupling to each other and the lovely smell of diesel fuel in my back yard." Isn't that a lovely picture? That's why there are no homes near the old rail station.

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Additionally our home values will deteriorate to nothing because who will buy a home next to a rail station.

Regards

Sandra S Weiland



I hope that you will take into consideration the residents that you will be affecting by putting a station and facility adjacent to peoples homes. I am against any station and maintenance facility in Natomas but especially hope that you will remove the option of the Natomas West Alternative that backs up to Amnest Way.

Why not build the station up by the airport? Anywhere closer to the existing rail would make more sense.

Please do NOT build a station and maintenance facility in my backyard.

Sandi Weiland



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## Train Maintenance??

1 message

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**Lee, Sandra** <Sandra.Lee@myunion.edu>

Sun, Nov 17, 2019 at 7:11 PM

To: "ace.sacramentoextension@gmail.com" <ace.sacramentoextension@gmail.com>

What is wrong with that thinking??? Why do industrial companies want to plant IMMEDIATELY next to residences, in nice family neighborhoods??

I am a major opponent! I simply cannot imagine how insane life would be, the noise, the pollution!

Not to mention what that would do to our property values??

Please, don't do this!

Sandra Lee  
Regency Park resident

Get [Outlook for Android](#)



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## Scoping Comment

1 message

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**Seth Robinson** <bigredseth@hotmail.com>

Mon, Nov 18, 2019 at 10:18 PM

To: "ace.sacramentoextension@gmail.com" <ace.sacramentoextension@gmail.com>

Name: Seth Robinson  
Affiliation: Natomas Park Resident

Comments:

I attended and participated in the public session held at the Natomas Park Clubhouse on November 13th, 2019.

As was said by many at that meeting, I was disappointed at the pre meeting outreach, and strongly feel that a much better job needs to be done via multiple avenues (email, mail, door to door, N magazine, homeowners associations, NextDoor, etc) to notify the community about this project.

Of the two proposals presented for the Natomas Station, I strongly dislike the west option, and would find the East Option much more tolerable. The East option utilizes a smaller footprint of land. It is further away from the much more densely populated residential areas of Regency Park and Natomas Park, who in the West proposal would be much more greatly effected in much greater numbers by both the visual eye sore of the large physical footprint of the West side train station and by the greater proximity to significant noise that will be harder to abate the closer the station is to our communities. There is also no need to cross the levee in the East proposal, which should make it quicker and easier to construct.

The use of the East proposal also preserves the ability for the norther end of the pan handle to be used in the future for additional residential usage, which would expand the Natomas and Sacramento tax base, which may or may not be needed for additional public services including police presence in the surrounding areas.

I would like to know what measures will be put in place for both proposals to mitigate the sound pollution and visual pollution that having a train station and terminus to the line may create. For example, can a border of trees be planted to help mitigate/trap some of the sound, and add beauty to the landscape?

I also prefer the East solution as it would require the relocation of the Cement plant which adds to the dust and particulate matter creation in this region.

Assuming the Panhandle development continues forward, I think it would be detrimental to have the eye sore of the West development butting up to the future High School and homes in the area, decreasing property value, and impairing the ability to otherwise add move up housing to the area, which is sorely needed, not starter homes, which one might more aptly expect to be near a train station.

I have more questions I would like answered as well.

What will the impact be on the traffic volume between the train station and 99 on Elkhorn? Who will address this impact? What about the entrance/exit interchange at Elkhorn and 99?

What other access besides shuttle to the airport and cars would be planned (bus service to the station)?

What measures will be implemented to discourage travelers from just wandering around into our neighborhoods? (Preferred paths for walking, etc, and how would that connect to the surrounding areas?). There are no commercial shopping centers within 1 mile in either direction. What plans would there be for on site sundries/food/etc for people waiting to catch a train?

I look forward to reading the detailed summary of responses and a thorough analysis of the environmental impact of this project.

Seth Robinson

Sent from my iPad



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**Please add me to the mailing list for the Valley Rail Sacramento Extension DEIR**

1 message

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**Steve Letterly** <[sletterly@letterlymgmt.com](mailto:sletterly@letterlymgmt.com)>

Tue, Oct 29, 2019 at 12:27 PM

To: "ace.sacramentoextension@gmail.com" <[ace.sacramentoextension@gmail.com](mailto:ace.sacramentoextension@gmail.com)>

Steve Letterly

[1278 Glenneyre St. #130](#)

[Laguna Beach, CA 92651-3103](#)

or

[Sletterly@letterlymgmt.com](mailto:Sletterly@letterlymgmt.com)

I would like to receive notices of workshops; scoping sessions and all items related to preparation of the DEIR.

Thank you



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## Valley Rail Sacramento Extension Project - Comments

1 message

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**Steve Mammet** <Steve.Mammet@hilton.com>

Tue, Nov 19, 2019 at 3:58 PM

To: "ace.sacramentoextension@gmail.com" <ace.sacramentoextension@gmail.com>

As a longtime resident of Natomas Park, I would like to offer the following opinion on this project:

As I am one of the many owners whose property directly conjoins the proposed Panhandle development project, our home values are already going to be significantly impacted by the hundreds of homes planned for this development. To additionally locate the Valley Rail Extension within this development, would compound the negative economic impact to our properties considerably. There is no question you should abandon this site as an alternative.

However, if this location is ultimately approved, please do everything in you power to move it as far away as possible from the homes in Natomas Park. In that spirit, I and my neighbors, would advocate for the EAST site alternative.

Thank you for your time and consideration.

**STEVE MAMMET** | General Manager



Embassy Suites Sacramento - Riverfront Promenade

100 Capitol Mall

Sacramento, Ca. 95814

Direct: 916 326 5005

embassysuites.com

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### 2 attachments



**Valley-Rail-Sac-Extension-NOP-091219.pdf**

934K



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**FW: Valley Rail Sacramento Extension Project NOP Comments**

1 message

**Alison MacLeod** <amacleod@ka-pow.com>

Thu, Nov 7, 2019 at 6:50 AM

To: "ace.sacramentoextension@gmail.com" &lt;ace.sacramentoextension@gmail.com&gt;

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**From:** Lisa Pray <lisa@crabray.com>**Sent:** Wednesday, October 16, 2019 8:01 PM**To:** [customerservice@acerail.com](mailto:customerservice@acerail.com)**Cc:** 'Angelique Ashby' <AAshby@cityofsacramento.org>; Serna, Phil <SernaP@saccounty.net>**Subject:** Valley Rail Sacramento Extension Project NOP Comments

October 15, 2019

Email via: [customerservice@acerail.com](mailto:customerservice@acerail.com)

Mr. Kevin Sheridan

San Joaquin Regional Rail Commission

[949 East Channel Street](#)[Stockton, CA 95202](#)

Subject: Valley Rail Sacramento Extension Project NOP Comments

I am writing on behalf of the North Natomas Community Coalition (NNCC). We are a community-based group consisting of residents from many HOAs and Community Associations in the North Natomas Area. Our goal is to analyze any new projects in our area and determine how they may or may not benefit our area.

First, we are disappointed that a greater outreach effort was not engaged in for residents of North Natomas. Given the size and locations of one of the proposed facilities in our community, more of an advanced effort to solicit comments would have been appropriate. We would encourage the Rail Commission to engage in more robust outreach with community stakeholders like NNCC. That being said, NNCC supports the concept of the above listed project with regards to regional benefits of new passenger rail service, however, we have serious concerns about the possibility of a maintenance facility being located immediately adjacent to the East Natomas Educational Complex (ENEC) as well as the established North Natomas neighborhood of Regency Park. From a land use and public policy perspective, this is not acceptable.

We respectfully request that the alternative that sites a maintenance yard next to the ENEC site be eliminated from consideration. The ENEC site has had over \$100 million in taxpayer investment and it still requires at least \$50 million to open as a starter school. Those in our community have been waiting with baited breath for the opening of that starter middle and high school since none exist in the N. Natomas part of TRUSD. Secondly, there are hundreds of homes and thousands of residents a stone's throw from this site. Siting an extremely heavy industrial use next to a future school site is just not consistent from a land use perspective. Potential impacts related to operation noise, air quality, ground vibration are obvious and, as mentioned before, unacceptable.

In addition to the above, we request that a project representative attend our next monthly meeting to provide additional information on the project. We meet on the 2<sup>nd</sup> Wednesday of the month, and the next meeting will be on November 13 at 6:30 PM. We meet in the Natomas Park Master Association Clubhouse.

Thank you again for the opportunity to comment and we look forward to remaining informed and being more involved with this project.

Red Banes  
President, NNCC

Cc  
Angelique Ashby ([aashby@cityofsacramento.org](mailto:aashby@cityofsacramento.org))  
Phil Serna ([sernap@saccounty.net](mailto:sernap@saccounty.net))



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**FW: TRUSD letter**

1 message

**Alison MacLeod** <amacleod@ka-pow.com>

Mon, Nov 25, 2019 at 7:27 AM

To: "ace.sacramentoextension@gmail.com" &lt;ace.sacramentoextension@gmail.com&gt;

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**From:** Matthews, Derek <Derek.Matthews@asm.ca.gov>**Sent:** Friday, November 22, 2019 12:02 PM**To:** Alison MacLeod <amacleod@ka-pow.com>; Dan Leavitt <dan@acerail.com>**Subject:** TRUSD letter

Hi Alison and Dan,

I just received word that this letter is being delivered to SJJPA. I suspect this will not be the last letter from local government boards/elected. I'm going to be responding to all the letters on the rail next week. Are there any particular talking points you'd like to see conveyed?

Best,

**DEREK S. MATTHEWS**

FIELD REPRESENTATIVE | DISTRICT 7

ASSEMBLYMEMBER KEVIN MCCARTY

Phone [916.324.4676](tel:916.324.4676) | Fax 324.4676**2019.11.21 Letter from Dr Martinez Valley Rail Project and Railroad Maintenance Yard.pdf**

1905K





**Board of Trustees**

*Michelle Rivas*  
President

*Michael Baker*  
Vice President

*Basim Elkarra*  
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*Linda Fowler, J.D.*  
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*Ramona Landeros*  
Member

*Rebecca Sandoval*  
Member

**Superintendent**  
*Steve Martinez, Ed.D.*

*To inspire each student to  
extraordinary achievement  
every day*

November 21, 2019

*Delivered via e-mail*

AECOM  
San Joaquin Regional Rail Commission  
San Joaquin Joint Powers Authority

To Whom It May Concern,

Twin Rivers Unified School District is opposed to the proposed placement of the Valley Rail Sacramento Extension Projects' **Railroad Maintenance Yard** located next to the East Natomas Education Center (ENEC), a future high school and middle school for 3,000 students.

ENEC is part of the Panhandle Development and recent Annexation to the City of Sacramento. ENEC is located next to National Drive or Road G on the development masterplan (See Attached). This a major connection street for Del Paso Boulevard to Elkhorn Boulevard. Future residential development north of Elkhorn Boulevard and West of Highway 99 will be served by ENEC. The current proposed location of the **Railroad Maintenance Yard** eliminates all access to ENEC to the students it will serve.

The current proposed location makes ENEC unusable to the District should the **Maintenance Yard Project** move forward as planned. Twin Rivers Unified School District must be compensated for a minimum of \$200 million that has been invested in this site should ENEC become unusable due to the actions of the San Joaquin Rail Commission and Joint Powers Authority.

Sincerely,

A handwritten signature in blue ink, appearing to read "S. Martinez", is placed over a light blue rectangular background.

Steve Martinez, Ed.D.  
Superintendent

CC:  
Twin Rivers Board of Trustees  
Bill McGuire, Deputy Superintendent  
Angelique Ashby, District 1, Sacramento City Council  
John Hodson, Panhandle Owners Group  
Nick Avdis, Valley View Neighborhood Association



*A Sacramento Flagship*

**EAST NATOMAS EDUCATION COMPLEX**



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## EIR comments

1 message

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**Tania Babcock** <brauntania@hotmail.com>

Wed, Nov 20, 2019 at 5:38 PM

To: "ace.sacramentoextension@gmail.com" <ace.sacramentoextension@gmail.com>

I have not received any response from you and am concerned it is not being documented that an improved (taller) sound wall is a necessity if a train platform is added to downtown Oakley near homes, which is being proposed by Oakley city council. I prefer the train station be located further away from homes on Main Street near Live Oak where there is currently more open space with only vines and no homes, where there would be less of an environmental impact on homes and residents living near Main Street. I hope you will study this possibility as an alternative to the downtown location, which will impact homes.

I have attached a picture of the current sound wall, which will be insufficient in keeping people from jumping over the wall to access a nearby train platform, if a train platform is installed in the proposed downtown Oakley location. This is a safety and sound concern for the environmental impact report in the current proposed location. Please document that funding must be allocated to an improved sound wall to improve safety and reduce noise impact from the proposed train platform due to an insufficient sound wall currently in place. The sound wall was not built with the intention of having a raised train platform nearby and this must be addressed.

Tania Babcock



**20191118\_133133.jpg**  
1960K



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## Valley Rail Sacramento Extension NOP

4 messages

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**Tania Babcock** <brauntania@hotmail.com>

Thu, Oct 17, 2019 at 8:20 PM

To: "ace.sacramentoextension@gmail.com" <ace.sacramentoextension@gmail.com>

Hello, I realize that I missed the deadline by several days, but am confused by the Notice of Preparation of an Environmental Impact Report Valley Rail Sacramento Extension Project because it does not mention the Oakley Station and hope you can clarify if there will be an additional EIR and outreach associated with the Oakley station? Our neighborhood was not notified of the Notice of Preparation of an Environmental Impact Report Valley Rail Sacramento Extension Project and the associated scoping comment period, even though my neighborhood is located within the census tract affected by the Oakley Station. And there were no scoping workshops held in this area. I am wondering if this is because there will be a secondary study for the Oakley Station? I would have thought that census tracts affected by the extension project would have received notice of this EIR. In case a secondary study and outreach for the Oakley Station will not take place, I am including my comments for the Oakley Station.

I am located in census tract 3020.06, contra costa county. Based on 2010 census tract data, this census tract has 5% black, 5% asian, 30% hispanic. Plus, 3.1% persons living below the poverty line. All of which qualifies this neighborhood for Environmental Justice outreach per Executive Order 12898. Will Environmental Justice outreach be forthcoming? As you know, outreach is necessary in order to determine the affected residents opinions and if the proposed Oakley Train Station will have a disproportionately high or adverse effect on minority or low income populations living near the proposed station.

It is my understanding that San Joaquin Regional Rail Commission and San Joaquin Joint Powers Authority do not plan to build new or extend in height the existing noise/safety barrier, which will be inadequate with a new parking lot and train station adjacent to homes. In identifying potential impacts, the noise level and safety of individuals must be considered. Safety is my number one concern because the existing wall structure is very short in areas along the proposed extension area near the Vintage Parkway neighborhood in Oakley, up to approximately only 4 feet in areas when standing next to the existing structure, making it easily jumpable. With a new station, people will be jumping this short wall, crossing train tracks and entering neighborhoods where they were not designed to be entered. The wall needs to be studied and assessed for height requirements, which will help keep people safe and at the same time, reduce noise from the addition of a parking lot and train station. With the Federal Transit Administration's upcoming Safety Plan requirement and SMS regulations, I am sure that San Joaquin Joint Powers Authority wants to identify any potential hazards and mitigate those hazards before building a new station, of which a potential death from persons crossing the train tracks could be avoided if proper mitigation is in place: ie: a barrier built that is of sufficient height to keep people from jumping over that barrier and entering/exiting a neighborhood. Besides this identified safety hazard, with an increase in noise being a concern, abatement measures need to be considered, which would include the construction of noise barriers, where reasonable and feasible. Adding to the existing wall that runs adjacent to the track and Vintage Parkway neighborhood, would seem to be a reasonable and feasible alternative if a new, taller barrier is not able to be constructed. Without an adequate safety/noise barrier, this neighborhood may be subject to the adverse effects on a minority and low income population with the construction of the proposed Oakley station.

I appreciate you taking the time to study this area and consider adding a safety/noise barrier to the neighborhood adjacent to the Oakley station. Someone does need to assess the wall-- there are definitely safety concerns with a short wall. I was recently informed that a 65 year old man was able to jump the wall from Main Street to Jordan Lane in Oakley because the wall only reached chest height. This is a huge safety concern. If a 65 year old man is able to jump the wall, then children will be able to jump the wall and be put at risk by the increase in trains traveling by this neighborhood.

Thank you in advance for considering building new, adding to or enhancing the existing inadequate barrier near the proposed Oakley Train Station, which I believe can be identified as a safety hazard.

I also would like to be added to your mailing list.

Sincerely,

Tania Babcock  
Oakley resident

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**Tania Babcock** <brauntania@hotmail.com>  
To: "ace.sacramentoextension@gmail.com" <ace.sacramentoextension@gmail.com>

Thu, Nov 7, 2019 at 11:41 AM

Hello,

I have not received any response from you and want to confirm that this is the correct email address to provide comments on the proposed Oakley train station. My neighbors would like to know where to send their comments.

Thank you,  
Tania

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**From:** Tania Babcock <brauntania@hotmail.com>  
**Sent:** Thursday, October 17, 2019 8:20 PM  
**To:** [ace.sacramentoextension@gmail.com](mailto:ace.sacramentoextension@gmail.com) <[ace.sacramentoextension@gmail.com](mailto:ace.sacramentoextension@gmail.com)>  
**Subject:** Valley Rail Sacramento Extension NOP

[Quoted text hidden]

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## NO to ACE Train in Regency Park

1 message

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**Terri Phan** <terriph@gmail.com>

Sun, Nov 17, 2019 at 2:56 PM

To: ace.sacramentoextension@gmail.com

Hello,

I've recently purchased a home on Bridgecross Drive and was not expecting my wonderful neighborhood to be the next hub for a train maintenance stop. Surely, there's a better, less residential, area to accomplish this! There's already rattling from the occasional train passing by and the humming of planes overhead: we DO NOT want this in OUR backyard, or in our neighbors' backyards! It's not right where we live and our children play. This does not belong in any residential neighborhoods.

Sincerely,  
Terri



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## No to the rail yard in North Natomas

1 message

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**Terry Scott** <terrymaryscott@gmail.com>

Fri, Nov 15, 2019 at 5:56 AM

To: ace.sacramentoextension@gmail.com

The location of a rail yard in North Natomas would not be a safe or logical place to build a rail yard. It would be a nuisance to the community. The noise would be outrageous for residents, both renters and homeowners.

Please consider a location outside of a residential neighborhood for this project. Thank you.

Terry M. Scott  
Regency Park homeowner



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**Comment re: Valley Rail Sacramento Extension**1 message

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**Tim Nally** <timothynally@yahoo.com>

Wed, Nov 13, 2019 at 10:22 PM

To: "ace.sacramentoextension@gmail.com" &lt;ace.sacramentoextension@gmail.com&gt;

Cc: Kate Nally &lt;katestephens16@gmail.com&gt;

To whom it may concern,

We attended the North Natomas Community Coalition Meeting on Wednesday, November 13, 2019, and are significantly concerned with the proposed construction of the Natomas maintenance and layover facility.

Preliminarily, we are very upset and concerned that we were provided no notice of this proposed project until just one week prior to the coalition meeting. While you may have complied with minimal notice requirements, you certainly did not make a meaningful effort to receive input from our community. And your placating promises to "see what you can do" about giving our community a more fair opportunity to participate in the comment process is superficial and insulting. This leads me to believe you do not care about the input and comments of the very community that will be most impacted by the project. It also indicates that you know full well that this community would oppose the project and that you are actively trying to avoid providing meaningful notice in the hopes of forcing the project through the approval process without drawing public attention to it. That is shameful.

We live just north and east of Regency Park Elementary School, less than a half mile away from the proposed site. To state our feelings unambiguously, we DO NOT support this project and DO NOT want the project to move forward. We have significant concerns about the negative impact this project will have on our quality of life here in North Natomas, and strongly believe that every other resident of our community would voice the same concern if you actually made a meaningful effort to seek out public comment. We moved to this part of North Natomas because it is away from the noise and bustle of downtown, and because of the relatively rural setting. We are concerned that the project, if completed, will significantly increase traffic on Elkhorn Blvd, create significant noise, and significantly decrease our property value. We did not move here to be close to a busy Amtrak station. The utter lack of transparency causes us to disbelieve everything you presented at the meeting regarding the minimal impact the project will have on our community.

Please find another location for your project far away from our community.

Tim and Kate Nally

Sent from [Mail](#) for Windows 10





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## Scoping session request for Oakley for Draft EIR comments

3 messages

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**Tina Brown** <tinabrown20182018@hotmail.com>

Wed, Nov 13, 2019 at 10:38 AM

To: "ace.sacramentoextension@gmail.com" <ace.sacramentoextension@gmail.com>

Hello,

Oakley residents appear to be under the misconception that they have no voice and no opinion on the proposed Oakley Station because of this report on the City of Oakley's website that has selected a preferred station location, with only city council and staff input, as is stated in the report. No input from residents that would be in close proximity to the proposed station was taken into consideration when the report was drafted for the City of Oakley. [https://www.ci.oakley.ca.us/wp-content/uploads/2016/06/20150922\\_PREFERRED\\_Plan\\_Report\\_Exec-Summary\\_reduced.pdf](https://www.ci.oakley.ca.us/wp-content/uploads/2016/06/20150922_PREFERRED_Plan_Report_Exec-Summary_reduced.pdf)

Now that the JPA is requesting public input, please inform Oakley residents that you are requesting public input and give Oakley residents a chance to voice their opinions by holding a scoping session in Oakley. The proposed Oakley station is shown on the map, but not mentioned in the information write up on the JPA's website, which is confusing to Oakley residents. All of the public scoping sessions you have held have not been easily accessible by Oakley residents. I am requested a scoping session in Oakley for Oakley residents to provide input on the proposed station. All of the scoping session locations were at least an hour drive for residents, which is not convenient or accessible for Oakley residents to voice their opinions. Especially when the proposed station is in such close proximity to homes and there will be negative environmental affects on these homes from a station: noise, traffic, safety, etc.

Here is what I have seen stated from some Oakley residents regarding the proposed Oakley Station:

"Anyone who thinks this station is a good idea should visit the Antioch station. It is infested with homeless. Drug use is rampant. It is unsafe for anyone. It is rarely used and has made no improvement to the downtown. The City of Oakley has spent a ton of money redeveloping downtown. Watch it all go into the toilet along with property values if this goes in."

"Looks like we really don't get a say in what we want or don't want anymore here in Oakley 😞"

"Well it seems like many ppl dont' want it. Everyone has a right to voice their opinion, thoughts and views. My hope would be that ppl go to the meetings, make complaints on the link provided to get this thing stopped. It's NOT NEEDED in Oakley."

"No station should be unmanned. If you got to have one, someone has to work it, and you need security! Or your asking for trouble."

"Well the city use eminent domain quite some time ago they were in such a freaking hurry to tear down those rentals and for what they have a blank piece of land and the landowners receive Pennies on the dollar for it. Oakley's just holding out for the big payout this has been a big scam for a long time they say that they notified the landowners about it decades ago but that was a lie only recently was it considered to be a train platform. that land was gold and the city

knew it. Think of the people who could have stayed there it was cheap rent. And the lost income to the land owners. What a shameful thing Oakley did."

"This has been the biggest scam by Oakley for years. They don't talk about it, fail to share info, and have hidden this from the public as best they could."

"I think they should do it further down where there's all that space!"

"It's interesting to read some comments here. This process has not taken place in a vacuum... Remember back when the city wanted to steal steal the old stove store and people raised a stink... Well, all of the city council initially voted to take it. Then, shortly before the city stole Mark's Village cottages, the city hired a consultant to plan for the train station and that consultant came back with 3 locations... Of which the Consultant's recommendation was to locate a platform near Cutino's (best parking and easiest access for the entire community, not just the city manager). The first to respond was Kevin Romick who wanted the Consultant's least desired location... Whereby the city would take Mark's longtime family property.. Higgins immediately seconded and the deed was done.

The city has since created an abbreviated Consultant's report that champions their choice. And that's where you are now. That was years ago... I strongly suggest paying attention to projects in the mix for five or ten years out if you really want to have an impact. The platform could be moved however you'll need three new council members who are willing to revisit and revise the downtown project"

If a station must be built in Oakley, I think it should be further away from homes. In the attached image, look at all the open space available near the train tracks that is not near homes and will not impact homes. Why is this space not being considered? Why are you allowing Oakley City Council to determine where the Oakley station will go without getting input from Oakley residents that will be impacted by a station so close to their homes in the current proposed location by city council?

Were the residents who recently lost their homes in Weder Village by eminent domain given the opportunity to voice their opinions to you before the City of Oakley seized the property and tore down their homes for the potential train station? Were these residents relocated and assisted? Low income and minority residents were affected by this action. Attached is the link to the petition that Oakley residents signed in support of Weder Village and not placing a potential train station at this location. <https://www.change.org/p/oakley-california-city-council-stop-eminent-domain-of-historically-significant-weder-village>



## Petition · Oakley California City Council: Stop Eminent Domain of Historically Significant Weder Village · Change.org

Today: Charlie is counting on you. Charlie Apsey needs your help with "Oakley California City Council: Stop

Eminent Domain of Historically Significant Weder Village". Join Charlie and 1,131 supporters today. Sign this petition

[www.change.org](http://www.change.org)

Thank you for considering to add a scoping session location in Oakley to get feedback from Oakley residents on the proposed station location in Oakley.



**oakley.JPG**  
214K

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**Tina Brown** <tinabrown20182018@hotmail.com>

Wed, Nov 13, 2019 at 10:39 AM

To: "ace.sacramentoextension@gmail.com" <ace.sacramentoextension@gmail.com>

Resending this email without the map attachment in case the attachment prevented the previous email from reaching you.

[Quoted text hidden]

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## Valley Train EIR Comments

1 message

**Tina Brown** <tinabrown20182018@hotmail.com>

Thu, Nov 21, 2019 at 6:13 PM

To: "ace.sacramentoextension@gmail.com" <ace.sacramentoextension@gmail.com>

Hello, I am following up to make sure you have included in the EIR that 1,132 residents in Oakley supported the petition to not allow the City of Oakley to use eminent domain to take the historical property on Main Street near O'Hara for a future train station. However, the property was taken anyways.

The residents did not support having a train platform placed in downtown Oakley and I am not sure these comments and opinions have been included in your report.

<https://www.change.org/p/oakley-california-city-council-stop-eminent-domain-of-historically-significant-weder-village/u/22231251>



We have reached over 1,000 supporters already!!!! Thanks and keep sharing please!!!

[www.change.org](http://www.change.org)

Thank you.



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## Strong Letter in Support of ACE Expansion

1 message

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**Aaron Nowack** <aaronbnowack@gmail.com>  
To: ace.sacramentoextension@gmail.com

Fri, Nov 15, 2019 at 5:41 PM

Hello,

I currently commute to Livermore for work from Natomas. I just learned of this project. I am writing to express my strong letter of support. This is an addition I welcome and would definitely make use of. My family was considering moving out of the area to avoid this commute. We like living in the Sacramento area, I will be following this closely and am exciting to commute via train. This will help many employees and students from UC Davis, Sac State, and other schools to do work and research at the Livermore Lawrence National Laboratory.

- Aaron Nowack  
Natomas Resident



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## Valley Rail Sacramento Extension NOP

1 message

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**David Weiland** <dnweiland@gmail.com>

Mon, Nov 18, 2019 at 7:13 PM

To: "To:" <ace.sacramentoextension@gmail.com>

To Whom it May Concern,

I'm writing to express my strong objection to the Natomas Interim Station and Maintenance Facility located behind Amnest Way. I just moved to Amnest Way in July of 2018. Never did I anticipate that a train station would be built in my backyard!

View this: "I go out in my backyard on a Saturday or Sunday to have a barbecue with friends and all we can hear are the diesel engines moving cars around, the noise of the engines and the cars coupling to each other and the lovely smell of diesel fuel in my back yard." Isn't that a lovely picture? That's why there are no homes near the old rail station.

Additionally our home values will deteriorate to nothing because who will buy a home next to a rail station.

I hope that you will take into consideration the residents that you will be affecting by putting a station and facility adjacent to peoples homes. I am against any station and maintenance facility in Natomas but especially hope that you will remove the option of the Natomas West Alternative that backs up to Amnest Way.

Why not build the station up by the airport? Anywhere closer to the existing rail would make more sense.

Please do NOT build a station and maintenance facility in my backyard.

Regards

*David Weiland*