

**ELK GROVE STATION PROJECT
FINAL ENVIRONMENTAL IMPACT REPORT**

STATE CLEARINGHOUSE NO. 2021080045

ELK GROVE, CALIFORNIA



March 2022

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STATE CLEARINGHOUSE NO. 2021080045

ELK GROVE, CALIFORNIA

Submitted to:

San Joaquin Regional Rail Commission
949 East Channel Street
Stockton, California 95202

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Project No. MKT2104



March 2022

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TABLE OF CONTENTS

1.0 INTRODUCTION	1-1
2.0 LIST OF COMMENTERS	2-1
2.1 Organization of Comment Letters and Responses.....	2-1
2.2 List of Agencies and Individuals Commenting on the Draft EIR.....	2-1
2.3 Comments Provided at the January 11, 2022 Public Meeting	2-1
3.0 COMMENTS AND RESPONSES.....	3-1
Letter #1: Thomas Bennett, Elk Grove Homeowner	3-5
Letter #2: Devan Dalla	3-7
Letter #3: Hollis Erb	3-12
Letter #4: Larry Lew.....	3-15
Letter #5: Liz Irons	3-18
Letter #6: Sacramento Regional County Sanitation District.....	3-25
Letter #7: Sacramento Metropolitan Air Quality Management District	3-36
Letter #8: Sacramento Municipal Utility District.....	3-65
Letter #9: Chat Box Comments from Public Meeting	3-70
4.0 DRAFT EIR TEXT REVISIONS	4-1

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1.0 INTRODUCTION

This Final Environmental Impact Report (EIR) for the San Joaquin Regional Rail Commission's (SJRRRC) Elk Grove Station Project (Project) has been prepared in compliance with the California Environmental Quality Act (CEQA). SJRRRC prepared the Draft EIR, which identifies the likely environmental consequences associated with development of the proposed Project and recommends mitigation measures to reduce potentially significant impacts. This Final EIR provides responses to comments on the Draft EIR and revises the Draft EIR, as necessary, resulting from those comments or to make clarifications to material in the Draft EIR.

The SJRRRC is the CEQA lead agency for the Project. As required by CEQA, SJRRRC circulated a Notice of Preparation (NOP) notifying responsible agencies and interested parties that an EIR would be prepared for the proposed Project and indicated the environmental topics anticipated to be addressed in the EIR. An Initial Study circulated with the NOP. The NOP was mailed to public agencies, organizations, and individuals likely to be interested in the potential impacts of the proposed Project. SJRRRC held a virtual scoping meeting (via Zoom) on August 26, 2021, to present the proposed Project and to solicit input from interested parties regarding environmental issues that the EIR should address. Comments SJRRRC received on the NOP were considered during preparation of the Draft EIR.

The Draft EIR was made available for public review on December 3, 2021, and was distributed to local and State responsible and trustee agencies. The Draft EIR and an announcement of its availability were posted electronically on SJRRRC's website at https://acerail.com/valley_rail/, and paper copies were available for review at the SJRRRC Office, Elk Grove City Hall (Development Services Department), Elk Grove Public Library, and Franklin Library. The Notice of Availability for the Draft EIR was provided to all individuals and organizations who made a written request for notice and filed with the Sacramento County Clerk/Recorder.

The CEQA mandated 45-day public comment period ended January 18, 2022. SJRRRC held a public meeting on the Draft EIR on January 11, 2022. SJRRRC received a total of eight comment letters from local agencies, businesses/organizations, and individuals. Copies of all written comments received during the comment period are included in Chapter 3.0, Comments and Responses, of this document. A summary of the proceedings of the public meeting and comments provided in the chat function at the virtual public meeting are included in Attachment A of this document. The public was advised that all formal comments on the Draft EIR should also be submitted in writing for consideration by the SJRRRC; however, SJRRRC has also included responses to comments received via the chat function during the public meeting. The *State CEQA Guidelines* require that written responses be prepared for all comments regarding environmental issues received on a Draft EIR during the public review period.

Per Section 15132 of the *State CEQA Guidelines*, a Final EIR shall consist of:

1. The Draft EIR or a revision of that draft.

2. Comments and recommendations received on the Draft EIR either verbatim or in a summary.
3. A list of persons, organizations, and public agencies commenting on the Draft EIR.
4. The response of the lead agency to significant environmental points raised in the review and consultation process.
5. Any other information added by the lead agency.

In compliance with CEQA, this document contains:

- **Chapter 1.0: Introduction.** This chapter discusses the purpose and organization of this Final EIR and summarizes the environmental review process for the Project.
- **Chapter 2.0: List of Commenters.** This chapter contains a list of agencies and individuals who submitted written comments during the public review period and comments made at the public hearing on the Draft EIR.
- **Chapter 3.0: Comments and Responses.** This chapter contains reproductions of all comment letters received on the Draft EIR and comments submitted during the public meeting held during the Draft EIR comment period. A written response is provided for each CEQA related comment received during the public review. Each response is keyed to the corresponding comment.
- **Chapter 4.0: Draft EIR Text Revisions.** Corrections to the Draft EIR that are necessary in light of the comments received and responses provided, or necessary to amplify or clarify material in the Draft EIR, are contained in this chapter. Double-underlined text represents language that has been added to the Draft EIR; text with strikeout has been deleted from the Draft EIR.
- **Attachment A: Virtual Public Meeting Summary.** This appendix provides a summary of the proceedings of the public meeting and the comments provided by meeting attendees via the chat function.

The December 2021 Draft EIR is incorporated by reference and is provided on a USB drive inside the back cover of the printed version of this document.

2.0 LIST OF COMMENTERS

This chapter presents a list of comment letters received during the public review period and describes the organization of the letters and comments that are provided in Chapter 3.0, Comments and Responses, of this document.

2.1 ORGANIZATION OF COMMENT LETTERS AND RESPONSES

Chapter 3.0 includes a reproduction of each comment letter received on the Draft EIR. Chapter 3.0 also includes the comments and questions provided by attendees at the virtual public meeting on the Draft EIR. The comment letters are designated by a number and individual comments are designated by a letter. For example, the first comment letter is Comment Letter 1, and the first individual comment in Comment Letter 1 is 1-A.

2.2 LIST OF AGENCIES AND INDIVIDUALS COMMENTING ON THE DRAFT EIR

The following comment letters were submitted to SJRRC during the public review period.

Letter 1: Thomas Bennett, Individual

Letter 2: Devan Dalla, Individual

Letter 3: Hollis Erb, Individual

Letter 4: Larry Lew, Individual

Letter 5: Liz Irons, Individual

Letter 6: Bryan Young, Natural Resources Supervisor, Sacramento Regional County Sanitation District

Letter 7: Joseph J. Hurley, Associate Air Quality Planner/Analyst, Sacramento Metropolitan Air Quality Management District

Letter 8: Rob Ferrera, Environmental Services Specialist, Sacramento Municipal Utility District

2.3 COMMENTS PROVIDED AT THE JANUARY 11, 2022 PUBLIC MEETING

SJRRC hosted a virtual public meeting on the Draft EIR on January 11, 2022. The public meeting was held during the 45-day EIR comment period and attendees provided comments and questions in the chat function of the virtual meeting. Attachment A provides the transcript of the proceedings of the public meeting and the comments and questions provided in the chat function.

Letter 9: Chat Box Comments from Public Meeting

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3.0 COMMENTS AND RESPONSES

Written responses to each comment letter received on the Draft Environmental Impact Report (EIR) are provided in this chapter. All letters received during the public review period on the Draft EIR appears in its entirety. Responses keyed to the specific comments immediately follow each letter.

Please note that text within individual letters that has not been numbered does not raise environmental issues or relate to the adequacy of the information or analysis within the Draft EIR; therefore, no comment is enumerated nor is a response required, per *State CEQA Guidelines* Sections 15088 and 15132. In addition, when general support or opposition is given for the project, that comment is noted but no further analysis is provided in the response, as the commenter is not questioning the adequacy of the information or analysis within the Draft EIR. However, comments related to the merits of the proposed Project will be considered by decision-makers taking action on the project.

Where comments on the Draft EIR concern issues requiring technical expertise, the responses to comments, like the initial analysis in the Draft EIR, rely on the knowledge and professional analysis of qualified experts.

Where revisions to the Draft EIR text are called for, the page is set forth followed by the appropriate revision. Added text is indicated with double-underlined text, and deleted text is shown in ~~strikeout~~. Text revisions to the Draft EIR are summarized in Chapter 4.0 of this Final EIR.



Re: San Joaquin Regional Rail Commission has released the draft EIR for the Proposed Elk Grove Station! Join us January 11th!

1 message

Thomas Bennett <thomas@pobox.com>
To: elkgrovestation@gmail.com

Tue, Jan 4, 2022 at 1:27 PM

Dear Regional Rail Commission,

This sounds like a wonderful idea! It is sure to boost home values and improve economic opportunities as well as access to vital services for all residents in our region. It will also increase community connections and intercounty collaboration between our beautiful city of Elk Grove and its surrounding towns and cities. I can not wait to see this dream become a reality! So looking forward to it!

Next stop -- the RT light rail extension to Sacramento! To paraphrase Buzz Lightyear: "To the airport... and beyond!" ;-D

Full speed ahead!

S. Thomas Bennett, Elk Grove Homeowner

On Tue, Jan 4, 2022, at 09:53, Katie Demaio wrote:

1-A

Elk Grove Station Project Draft EIR Now Available for Review



Join us for a Virtual Public Meeting to review the draft Environmental Impact Report (EIR)

**Tuesday
January 11,
2022**

5:30 to 7:00 PM

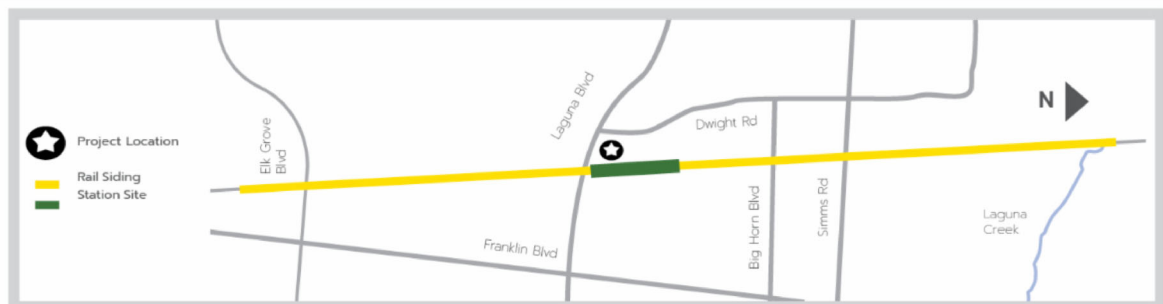
Register online through
Zoom:

[Register Here!](#)

FINAL REMINDER! The **San Joaquin Regional Rail Commission** (SJRRRC) has released a **draft EIR** for the Elk Grove Station Project. The 45-day review period began on December 3, 2021 and ends on January 18, 2022.

SJRRRC is hosting a **Virtual Public Meeting** for the proposed Elk Grove Station Project draft EIR on **January 11th from 5:30-7:00pm**. This public meeting will provide an opportunity for SJRRRC to share additional details on the proposed Elk Grove Station and present key highlights of the draft EIR.

The proposed Elk Grove Station would be part of the Valley Rail Sacramento Extension Project which is a planned passenger rail service between Stockton and Sacramento.



Interested parties are encouraged to review and comment on the draft Environmental Impact Review on the project website. Printed copies are available at: City Hall, the Elk Grove Library, Franklin Library and SJRRC.

All formal comments for the draft Environmental Impact Report (EIR) should be in writing and sent to elkgrovestation@gmail.com or mailed to the SJRRC office ([949 E. Channel Street, Stockton CA](#)).

Visit the website!

Email Here!

Questions about the Public Meeting? Contact Katie at 916-442-1168 or kdemaio@aimconsultingco.com

LETTER 1

Thomas Bennett, Elk Grove Homeowner
January 4, 2022

Response 1-A: The comment acknowledges review of the Draft EIR and expresses support for the proposed Project. The San Joaquin Regional Rail Commission acknowledges the commenter's support for the Project.



Elk Grove Station SJRRC <elkgrovestation@gmail.com>

Public comment

1 message

Devan Dalla <devandalla@gmail.com>
To: elkgrovestation@gmail.com

Tue, Jan 11, 2022 at 6:35 PM

Even though Elk Grove is quite zone and still trains honk when they approach near Willard parkway and Bilby road, this station will bring more trains and more noise level, city should enforce rail road to build sound walls both ways then only they cross from Elk Grove.

Especially at Willard parkway there are so many residential units and and laguna so they should enforce them to build some kind of noise level mitigation as how it is right now you can hear the train sound at night. This will be Elk Grove city biggest mistake if they let them just build the station, you guys should have them build the sound wall on both sides to decrease the noise level as much as possible or they should relocate their rail road tracks.

2-A

Dr Devan Dalla

LETTER 2

Devan Dalla
January 11, 2022

Response 2-A:

The comment expresses concerns regarding potential noise impacts from the proposed Project and notes that train horns currently sound as they approach Willard Parkway and Bilby Road. The commenter states that Elk Grove has been designated as a Quiet Zone and suggests additional mitigation for noise levels such as the construction of sound walls or relocation of the railroad tracks.

The City of Elk Grove has implemented Quiet Zones at six public crossings. Although trains are directed to cease the routine sounding of the horns when approaching these crossings, horns will still be used in emergency situations or to comply with other Federal Railroad Administration regulations and Union Pacific Railroad (UPRR) operating rules. Some reasons the horn may be sounded within Quiet Zones include the crossing warning devices are malfunctioning or out-of-service; work is being done on or near the tracks; or to warn animals, vehicle operators, pedestrians, trespassers, or crews on other trains (City of Elk Grove 2021).

As discussed in Section 4.3.2 (page 4-54) of the Draft EIR, the proposed Project would not introduce a change in operations along the UPRR corridor. The proposed Project includes construction and operation of a passenger rail station in Elk Grove but would not result in a change in the number of trains operating within the UPRR corridor. The approved Valley Rail Sacramento Extension Project EIR, which evaluated improvements in the UPRR corridor from the Natomas/Sacramento Airport Station in the north to Hammer Lane Siding Upgrade and Curve Reconstruction in Stockton in the south, assessed the increase in passenger train traffic and noise from train operations, such as wheels on tracks and horns, and determined that no severe noise impacts would occur.

Per the *State CEQA Guidelines*, impacts that do not exceed significance thresholds do not require consideration of mitigation measures. Impact NOI-2 in the certified Valley Rail Sacramento Extension Project Final EIR discusses the addition of new passenger service that would result in increases in noise levels for sensitive receptors along the corridor. However, the Valley Rail Sacramento Extension Project Final EIR notes that the relatively high existing noise levels from existing trains and local traffic will result in relatively few moderate and no severe noise impacts (as defined by Federal Transit Authority), and that no significant CEQA impact will result. As such, mitigation (including the construction of noise barriers) was not required for operations of the Valley Rail Sacramento Extension Project. Operations along the tracks that would serve the proposed Elk Grove

Station would be consistent with those evaluated in the approved Valley Rail Sacramento Extension Project EIR (<https://acerail.com/deir-chapters-and-appendices/>), and no mitigation from rail operations (which would include development of sound walls of relocation of tracks) through the corridor would be required.

Impact 4.3-1 identified a potentially significant impact related to operations at the station, including equipment for operation of the elevators and the public address (PA) system. With implementation of Mitigation Measure (MM) NOI-2, which would require an automatic volume adjustment to meet City of Elk Grove noise criteria, impacts related to station operations would be less than significant.



Elk Grove Station SJRRC <elkgrovestation@gmail.com>

2 questions

1 message

Hollis Nancy Erb <hne1@cornell.edu>

Wed, Jan 12, 2022 at 10:33 AM

To: "elkgrovestation@gmail.com" <elkgrovestation@gmail.com>

Cc: Darren Suen <dsuen@elkgrovecity.org>, "phume@elkgrovecity.org" <phume@elkgrovecity.org>

Thank you for the January 11, 2022 Zoom update meeting.

I had trouble getting through with the <chat>, so here are my 2 questions; I read the DEIR before the meeting, and did not find answers within it.

Q1. Please explain how the length of **idling time** can be ONLY 1 minute (e.g., p. 121 but also elsewhere).

To me, "idling" means "engine on, train not moving." I am elderly, with artificial knees that do not balance well on side-to-side movements. If I were to return on the train from Sacramento, I would need to wait until the train had stopped to rise from my seat. Then I must gather any belongings and make my way to the door. And then I might need to dodge folks embarking. Other passengers waiting to board might nicely step aside to allow me to disembark. The embarking passengers must find seats and sit before the train moves again.

3-A

How is this all to take place within 1 minute? If there are 10 coaches (not only 5) and 100 riders trying to get on in the morning during 1 stop, and they distribute themselves across all

10 coaches—I STILL cannot imagine all 100 getting on and to their seats within 1 minute of the train stopping.

3-A
cont'd

Q2. Please explain why there is no apparent interest in **solar production** for this station. Most lamp posts could have solar generation to power themselves part of the dark time, the way we have panels on lamps along the highways. The covering of the long passenger walkway and the roof of the station could also have solar panels and generate energy either for battery backup at the passenger station (passenger elevator might take too much energy, but emergency lighting and PA and...?), or to sell to SMUD.

3-B

These might raise the height of the station and walkway slightly, but could be aligned on the western station edge to reduce visual interference to the homes on the East.

These additions would increase the energy/climate responsibility of the project. I acknowledge that the solar panels and battery are not cheap at the initial outlay, but certainly they would add to environmental responsibility and pay for themselves long-term. At the very least, could all be designed somehow "solar-ready" in case grants could be found in the future to install solar facilities?

...

I am greatly IN FAVOR of this public-transportation project and, frankly, its proposed location. I just wish that the hundreds of spots for the **relocated RVs** were already identified. I confirm that our HOA (Laguna West Association) does not allow storage of RVs at homes.

3-C

Thank you.

Hollis Erb

9392 Lufkin Way, Elk Grove 95758

LETTER 3

Hollis Erb
January 12, 2022

Response 3-A:

The comment expresses concerns regarding the proposed 1-minute idling time for trains at the station platform. The commenter states the opinion that 1 minute would not allow enough time for individuals to embark/disembark safely from the train at each stop.

As discussed in Section 4.2 Air Quality, minimizing idling time is an effective strategy to reduce greenhouse gas emissions and air quality impacts. Additionally, it is necessary to maintain an efficient and consistent train schedule and to minimize delays to the greatest extent feasible. As noted by the commenter, the Environmental Impact Report (EIR) conservatively estimated a 1-minute idling time at the proposed station. San Joaquin Regional Rail Commission (SJRR) Operations estimates idling times of Altamont Corridor Express (ACE) trains at 45 seconds, whereas idling times for the San Joaquin trains are 1.5 minutes. Anticipated operations include 5 ACE trains and 2 San Joaquin trains, and the average idling time for the 7 trains would be 58 seconds per stop, consistent with the assumptions in the EIR. Dwell times at the Elk Grove Station are proposed to remain consistent with the standard dwell times that have been part of the operating processes at other stations for decades. Additionally, ACE is a commuter-based service and offers a shorter idling time, consistent with other commuter-focused services.

SJRR is committed to ensuring that the agency complies with the Americans with Disabilities Act (ADA), including 49 Code of Federal Regulations Parts 27, 37, 38, and 39. Transportation entities are required to make reasonable modifications/accommodations to policies, practices, and procedures to avoid discrimination and ensure that their programs are accessible to individuals with disabilities. Consistent with ADA requirements, seats are reserved near the train doors for those with mobility issues.

Response 3-B:

The comment suggests the incorporation of solar technology as part of Project development or to design the Project so it is “solar-ready” and can accommodate the installation of solar technology in the future when funds are available. The commenter suggests the installation of solar lamp posts, the installation of solar panels on top of the passenger walkway covering, or installation of solar panels on the roof of the station.

The proposed Project would be consistent with Section 23.54.050, Special Landscape Provisions of the City of Elk Grove (City) Municipal Code. Section 23.54.050.K requires that parking lots with 50 or more parking spaces have a minimum of 50 percent shade coverage. As noted in Section 23.54.050.K,

the City may allow alternative shade structures, including solar carports, in lieu of parking lot trees when it can be demonstrated that (1) there is a secondary benefit (including energy conservation), and (2) stormwater management can adequately accommodate any increase in drainage, as determined by the approving authority. Solar carports can counter the effects of urban heat islands and offer a sustainable option to power electric vehicles (Randall and Maines 2021; Casey 2012). As discussed in the SJRRC *Valley Rail Station Design Guidelines* (2021), SJRRC will continue to coordinate with the City to seek additional funding for the balance of alternative shade structures to be installed at the Project site.

Response 3-C:

The comment expresses concern over the identification of a location for the recreational vehicles (RVs) requiring relocation. The City is in discussion with the business owner to identify a new site for relocating the RV storage facility. The relocated RV storage facility would be of comparable size to the affected RV storage facility and would be in an area that is zoned for RV storage.



Elk Grove Station SJRRC <elkgrovestation@gmail.com>

Elk Grove Train Station Questions

1 message

larry lew <llew@hotmail.com>

Tue, Jan 11, 2022 at 7:09 PM

To: "elkgrovestation@gmail.com" <elkgrovestation@gmail.com>

Hi,

I have joined each one of the SJRRC meeting and there has been no mention regarding the trains running through the neighborhood.

The EIR reports only contains information regarding the station. What about the actual routes it runs into Elk Grove. Has additional surveys taken place with the addition of trains running?

4-A

I am a concerned resident the lives alongside Diamond Point Ln. The sound walls currently do to block much of any noise. The trains rumble and shake my house daily.

With more train running this will just make matters worse.

4-B

1. Will there be sound walls built or made higher along the corridor?

2. Will there be double tracks added to the current single Union Pacific track?

4-C

Thanks,
Larry

LETTER 4

Larry Lew
January 11, 2022

Response 4-A:

The comment expresses concerns that the Draft Environmental Impact Report (EIR) only contains information regarding the station and raises the question of whether the new route to the proposed station has been surveyed or analyzed through the California Environmental Quality Act (CEQA) process.

As noted by the commenter, the EIR discusses the development of the proposed Elk Grove Station, but Section 3.4.1 (page 3-10) in the Draft EIR also discusses that the Project includes approximately 10,000 feet of siding track that would extend from just north of Elk Grove Boulevard to just south of Big Horn Boulevard. The Valley Rail Sacramento Extension Project EIR, which was certified in October of 2020, evaluated improvements in the Union Pacific Railroad (UPRR) corridor from the Natomas/Sacramento Airport Station in the north to Hammer Lane Siding Upgrade and Curve Reconstruction in Stockton in the south. A link to the Valley Rail Sacramento Extension Project EIR is provided below:

<https://acerail.com/deir-chapters-and-appendices/>

Response 4-B:

The comment expresses concerns regarding potential impacts to noise and ground-borne vibration levels in the residential area along Diamond Point Lane and raises the question of whether sound walls would be built or made higher along the corridor.

This Project does not include any proposals to construct new sound walls or enhance existing sound walls at this time. The proposed Project includes the construction and operation of a passenger rail station at the Project site. The certified Valley Rail Sacramento Extension Project Final EIR assessed the increase in passenger train traffic and noise from train operations, such as wheels on tracks and horns, and determined that no severe noise impacts would occur. Per the *State CEQA Guidelines*, impacts that do not exceed significance thresholds do not require implementation of mitigation measures as no nexus is established to require such measures. Impact NOI-2 in the certified Valley Rail Sacramento Extension Project Final EIR discusses the addition of new passenger service that would result in increases in noise levels for sensitive receptors along the corridor. However, the Valley Rail Sacramento Extension Project Final EIR notes that the relatively high existing noise levels from existing trains and local traffic will result in relatively few moderate and no severe noise impacts (as defined by Federal Transit Authority), and no significant CEQA impact will result. As such, mitigation (including the construction of noise barriers) was not required for

operations of the Valley Rail Sacramento Extension Project. Operations along the tracks that would serve the proposed Elk Grove Station would be consistent with those evaluated in the certified Valley Rail Sacramento Extension Project Final EIR, and no mitigation from rail operations (which would include development of sound walls or relocation of tracks) through the corridor would be required.

As discussed under Impact 4.3-2 of the Draft EIR, ground-borne vibration impacts from construction and operation would be reduced to a less-than-significant level with implementation of MM NOI-3 and MM NOI-4, respectively.

Response 4-C:

The comment raises the question of whether double tracks would be added to the current single UPRR track. As discussed in Section 3.4.1 (page 3-10) in the Draft EIR, the Elk Grove Station project includes approximately 10,000 feet of siding track extending from just north of Elk Grove Boulevard to just south of Big Horn Boulevard.



Elk Grove Station SJRRC <elkgrovestation@gmail.com>

Security measures at proposed Elk Grove station

1 message

Liz Irons <mrslizirons@gmail.com>
To: elkgrovestation@gmail.com

Tue, Jan 11, 2022 at 6:32 PM

Hello.

My concern is security. What are proposed security measures? Will there be security gates, lighting, cameras?

Train stations attract vandalism, what are preventative measures that ACE will have?

--

Liz Irons

5-A

LETTER 5

Liz Irons
January 11, 2022

Response 5-A:

The comment expresses concerns regarding security and the potential for the train station to be vandalized. The commenter raises the question whether there would be security gates, lighting, or cameras. As discussed in Section 3.4.2 (page 3-10) of the EIR, the station platform includes security features, such as lighting, security cameras, and emergency call boxes. As further discussed in Section 3.4.7 (page 3-23) of the Draft Environmental Impact Report (EIR), lighting would promote security by providing illumination levels, color, and quality sufficient for quality high-definition recordings by security cameras and for accuracy of license plate readers at night in parking areas and at the station entrance/exit.

Section 5.4.12 (pages 5-30 and 5-31) of the EIR states that the Elk Grove Police Department would provide law enforcement services to the new station area. As part of the Project's design, security cameras would be used to monitor the parking lot and station platform and video feed may be shared with the Elk Grove Police Department to enforce trespassing and illegal dumping laws and also to monitor any potential criminal activity that may occur at the site during operation. This section of the EIR also states that San Joaquin Joint Powers Authority and the San Joaquin Regional Rail Commission would continue to coordinate with the Elk Grove Police Department through final design to ensure a safe environment is maintained at the site to reduce illegal activities (e.g., trespassing, illegal dumping).

Additionally, the proposed Elk Grove Station would be developed consistent with the *Valley Rail Station Design Guidelines*, which identifies Crime Prevention Through Environmental Design measures to reduce opportunities for crime. Features that would be implemented at the Project site to reduce crime opportunities, trespassing, and illegal dumping may include (but are not limited to):

- A perimeter fence for enclosing the station area site during non-operation hours and 8-foot-tall security fences installed on the perimeter of the site
- A minimum 6-foot-tall security fence along the Union Pacific Railroad (UPRR) right-of-way per UPRR standards;
- Installation of 3- to 4-foot-tall pedestrian fences in areas where needed to prevent walking across landscaped areas

- Installation of pedestrian security gates if the station site is enclosed with a perimeter security fence
- Installation of electronically controlled vehicle gates if the station site is enclosed with a perimeter security fence
- Security lighting



Elk Grove Station SJRRC <elkgrovestation@gmail.com>

Regional San and SASD Comments to the Elk Grove Station DEIR

1 message

Young, Bryan <youngb@sacsewer.com>

Tue, Jan 18, 2022 at 1:05 PM

To: "elkgrovestation@gmail.com" <elkgrovestation@gmail.com>

Cc: "Dobson, Christoph" <dobsonc@sacsewer.com>, "Bielefelt, Glenn" <bielefeltg@sacsewer.com>, "Clark, Rosemary" <clarkr@sacsewer.com>, "Huynh, My" <huynhm@sacsewer.com>, "Armstrong, Robert" <armstrongro@sacsewer.com>

Thank you for the opportunity to review and comment to the San Joaquin Regional Rail Commission regarding the Draft Environmental Impact Report for the proposed Elk Grove Station. Comments on behalf of Regional San and the Sacramento Area Sewer District are contained in the attached letter with a hard copy also sent to: San Joaquin Regional Rail Commission, ATTN: Elk Grove Station NOP, [949 E. Channel Street, Stockton, CA 95202](#).

Bryan Young*Natural Resource Supervisor**Bufferlands*

Sacramento Regional County Sanitation District

[8521 Laguna Station Road](#)[Elk Grove, CA 95758](#)

w (916) 875-9273

youngb@sacsewer.comwww.regionalsan.comwww.bufferlands.com**Regional San and SASD Comments to Elk Grove Station DEIR 01182022.pdf**

167K



January 18, 2022

San Joaquin Regional Rail Commission
Attn: Elk Grove Station Project DEIR
Dan Leavitt, Manager of Regional Initiatives
949 East Channel Street
Stockton, CA 95202

Subject: Draft Environmental Impact Report: Elk Grove Station Project

Mr. Leavitt,

The Sacramento Regional County Sanitation District (Regional San) and the Sacramento Area Sewer District (SASD) have reviewed the Draft Environmental Impact Report (DEIR) for the proposed Elk Grove Station Project (Project) associated with the San Joaquin Regional Rail Commission (SJRC) Valley Rail Sacramento Extension Project. Regional San is an adjacent landowner to the proposed Project area and both Regional San and SASD have existing and planned infrastructure in the vicinity of the proposed construction. Regional San and SASD previously reviewed and commented on the Project Notice of Preparation (NOP) and Initial Study (IS). These documents have been included as attachments to DEIR with no revisions to address our previous comments. Unresolved NOP and IS comments and concerns are reiterated herein along with Regional San and SASD comments to the DEIR. Regional San and SASD do not oppose the Project but expect the following issues and concerns to be addressed.

6-A

Project Description

In section 2.2 of the DEIR, the Summary of the Project Description states that the proposed siding track would begin just north of Big Horn Blvd. This is inconsistent with the limits of construction described in chapter three of this document (3.4.1). Regional San and SASD previously commented to the NOP and IS that greater clarity of Project boundaries was necessary as the northern and southern limits of siding track improvements were not clearly defined. Further biological resource issues and Regional San infrastructure issues will be encountered dependent on the extent Project construction is necessary north of Big Horn Blvd and south of Elk Grove Blvd. Figures 3.1-2, 3.1-3, and 3.4-1 of the DEIR depict the Project area as extending north to Sims Road.

6-B

Section 3.1.1 of the DEIR describes the Project location and surrounding uses. This section fails to disclose that the Project is adjacent to the Regional San Bufferlands surrounding the Sacramento Regional Wastewater Treatment (SRWTP). The SRWTP is a regional treatment

6-C

Main Office

10060 Goethe Road
Sacramento, CA 95827-3553
Tel: 916.876.6000
Fax: 916.876.6160

Treatment Plant

8521 Laguna Station Road
Elk Grove, CA 95758-9550
Tel: 916.875.9000
Fax: 916.875.9068

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facility that serves approximately 1.6 million people in the greater Sacramento area, treating approximately 136 million gallons of wastewater per day. The Bufferlands is managed with an emphasis on open space preservation and is recognized by the National Audubon Society as an Important Bird Area. This omission was previously noted by Regional San and SASD in their comments to the description of the Surrounding Land Uses and Setting in the Project IS.

6-C
cont'd

Figures 3.1-2 and 3.1-3 in the DEIR depict labeling of Big Horn Blvd, Dwight Road, and Laguna Station Road that is not accurate and not consistent with their description in the text. Regional San and SASD previously commented that the vicinity maps in the NOP and IS label Big Horn Blvd. as Dwight Road (an outdated reference) and the current Dwight Road is not labeled on the map but is referred to in the document.

6-D

Environmental Analysis

SJRRC has determined that only the environmental topics of Aesthetics, Air Quality, Noise, and Transportation warranted further analysis within the DEIR.

In the analysis of Aesthetics, the DEIR section 4.1.3 is remiss in failing to disclose the presence of the aforementioned and Project-adjacent Regional San Bufferlands within the Existing Environmental Setting. This section also identifies the Stone Lakes National Wildlife Refuge (SLNWR) as 4.3 miles from the Project. This presumably is the distance to the SLNWR Headquarters and not to the approximate 18,000 acre project boundary. Most of the Regional San Bufferlands falls within this boundary, and is adjacent to the northern extent of the Project area.

6-E

6-F

Cumulative Effects

Table 5.1-B of the DEIR provides a list of current and foreseeable projects that could produce a related or cumulative impact when considered in conjunction with the Project. This list omits major construction activity by Regional San at the SRWTP and in the Project vicinity. The Regional San EchoWater Project (SCH# 2012052017) is a massive upgrade to the treatment facilities at the SRWTP. This project is among the largest public works projects in Sacramento's history. Construction was initiated in 2014 and completion is targeted by 2023. In addition, the South Sacramento County Agriculture & Habitat Lands Recycled Water Program (South County Ag Program, now known as Regional San Harvest Water Project, SCH#2015022067) is a pump station and pipeline distribution project that seeks to deliver up to 50,000 acre-feet per year (AFY) of drought-resistant recycled water to irrigate more than 16,000 acres of permanent agriculture and habitat conservation lands near the Cosumnes River Preserve and Stone Lakes Wildlife Refuge. The pump station will be constructed at the SRWTP and approximately 41 miles of transmission and distribution lines will be built in or near existing roadways throughout the south county. The project is in design with construction expected to begin in 2023. Dwight Road is currently utilized to facilitate Capital Improvement Project construction access to the SRWTP including these two projects. It is expected the Project will coordinate construction activities with Regional San to minimize traffic burdens to the respective parties and the public

6-G

and consider these nearby major infrastructure projects in the DEIR analysis of cumulative effects.

6-G
cont'd

Effects Not Found to be Significant

SJRRC determined that further analysis in the DEIR of the environmental topics of Agriculture and Forestry Resources, Biological Resources, Cultural Resources, Energy, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Population and Housing, Public Services, Recreation, Tribal Cultural Resources, Utilities and Service Systems, and Wildfire was not warranted. As also expressed in a review of the NOP and IS, Regional San and SASD have the following concerns.

Biological Resources

Biological Resource issues are discussed in section 5.4.2 of the DEIR and section 3.4 of the IS. Limited biological resource reconnaissance work is noted or referenced. A query of the California Natural Diversity Database (CNDDB) and other natural resource occurrence repositories would reveal special status plant and animal species with potential to occur within or nearby the Project area. Notably absent from consideration in DEIR Table 2.6-A and section 5.4.2, as well as section 3.4 of the IS are Giant Garter Snake, Western Pond Turtle, Loggerhead Shrike, Cooper's Hawk, White-tailed Kite, Northern Harrier, vernal pool crustaceans, and a number of listed plant species associated with mesic environments. Section 5.4.2 of the DEIR refers to one 0.14 acre aquatic feature in the Project site referred to as an unnamed channel. Additional wetland resources occur in and adjacent to the Union Pacific Railroad (UPRR) corridor and should be identified through implementation of BIO-5. There are known Vernal Pool Tadpole Shrimp occurrences within the UPRR corridor in the Project vicinity. Section 5.4.2 also acknowledges the presence of avian nesting habitat in the project vicinity. BIO-2 and BIO-3 from Table 2.6-A address protection for Western Burrowing Owls and Swainson's Hawks and BIO-4 addresses other nesting birds. BIO-3 should be updated to ensure that survey methods are consistent with the 2000 Swainson's Hawk Technical Advisory Committee protocol. BIO-4 is inadequate to address other nesting raptors and Loggerhead Shrike that will likely be encountered in the project vicinity. A separate measure should be incorporated to address these species. Preconstruction surveys extending beyond the Project limits are necessary to protect these species.

6-H

Public Services

Section 5.4.12 of the DEIR and section 3.13 of the IS address Public Services. Trespass and illegal dumping are issues of growing concern for property owners in the Project vicinity. Design efforts and coordination with local law enforcement should be employed to ensure the Project does not exacerbate these issues.

6-I

Utilities and Service Systems

Utilities and Service Systems are addressed in section 3.4.10.4 and 5.4.15 of the DEIR. They are also addressed in section 3.19 of the IS. Potential construction impacts to Regional San and SASD facilities include areas where the proposed Project is constructed over or adjacent to existing pipelines and associated appurtenances. Construction loading evaluations will need to be

6-J

performed to evaluate the project loading impacts on both Regional San and SASD pipelines wherever impacted. Regional San and SASD seek assurance from the Project proponent that all necessary improvements required to protect and mitigate impacts to existing Regional San and SASD infrastructure will be at the sole expense of the Project proponent.

6-J
cont'd

In areas where the proposed Project footprint is constructed over or adjacent to existing Regional San or SASD infrastructure, an operating agreement may be required between the Project proponent and Regional San or SASD. This agreement will accommodate and account for future responsibilities associated with access, maintenance, repair, and replacement of Regional San and SASD infrastructure and property. The location of the proposed Project appears to be in conflict with the existing SASD Laguna Stonelake Sewer Force Main.

6-K

Regional San has future project alignments proposed to be located adjacent to and crossing under the existing UPRR ROW and the proposed Project siding improvements. The future projects consist of the recycled water pipelines for the Regional San Harvest Water Project and the South Interceptor sanitary sewer pipelines. Regional San requests that alignments for these future facilities be reserved to accommodate their future construction and operation.

6-L

Regional San and SASD have staff available to meet with the Project proponent to discuss this matter in further detail. Please feel free to contact Bryan Young at (916) 875-9273 or by email: youngb@sacsewer.com.

Sincerely,



Bryan Young
Natural Resources Supervisor

Regional San
Sacramento Area Sewer District

cc: Christoph Dobson, General Manager, Regional San and SASD
Rosemary Clark, Director of SASD Operations
Glenn Bielefelt, Director of Regional San Operations,
My Huynh, Sr. Civil Engineer, SASD
Robb Armstrong, Principal Engineering Technician, Regional San

LETTER 6

Sacramento Regional County Sanitation District (Regional San)
Sacramento Area Sewer District (SASD)
Bryan Young, Natural Resources Supervisor
January 18, 2022

Response 6-A: The comment serves as an introduction, acknowledges receipt and review of the Draft Environmental Impact Report (EIR), and provides context for the agencies' involvement and relation to the proposed Project and Project area. The commenter states that Regional San is an adjacent landowner and that both agencies (Regional San and SASD) have existing and planned infrastructure in the vicinity of the Project area.

The San Joaquin Regional Rail Commission (SJRRRC) is committed to continued collaboration with all interested parties and permitting agencies, including Regional San and SASD, through the final design, permitting, and construction phases and implementation of all mitigation measures described in the EIR. SJRRRC has revised the EIR to show and analyze the proximity of Regional San adjacent landownership and existing/planned infrastructure. Details of the revisions in the EIR are provided in Responses to Comments 6-B through 6-L, below, and are shown in Chapter 4.0 of this Final EIR.

Response 6-B: The comment raises concern regarding inconsistency in the description of the Project boundaries and how this may further impact biological resources and Regional San infrastructure. The commenter states that the Project Description describes the Project area as starting just north of Big Horn Boulevard and Section 3.4.1 describes and shows the Project area as extending north to Sims Road.

To clarify, the limits of construction work extend from just north of Elk Grove Boulevard and would extend to just south of Big Horn Boulevard, while the Project study area extends from Sims Road in the north to just south of Elk Grove Boulevard in the south. The Project study area limits and construction limits are depicted in Figure 3.4-1. The text in Section 3.4.1 (page 3-10) of the Draft EIR accurately describes the limits of the siding track proposed as part of the Project.

Response 6-C: The comment expresses concerns that Section 3.1.1 of the Draft EIR does not disclose that the Project is adjacent to the Regional San Bufferlands surrounding the Sacramento Regional Wastewater Treatment Plant (SRWTP). The commenter states that the National Audubon Society recognizes the Bufferlands as an Important Bird Area and is managed with an emphasis on open space preservation.

SJRRRC acknowledges that Section 3.1.1 does not disclose that the Project's northern boundary is adjacent to the Regional San Bufferlands area. Section 3.1.1 (pages 3-1 and 3-2) has been revised as follows:

"North of Big Horn Boulevard to Sims Road within the limits of Sacramento County are lands subject to the South Sacramento County Habitat Conservation Plan (HCP). The Sacramento Regional County Sanitation District's Regional San Bufferlands surrounding the SRWTP is located adjacent to the northern limit of the Project area. The City of Elk Grove is not a party to the South Sacramento County HCP, and the proposed Project area does not include lands that are within the HCP limits."

Figures 3.1-2 and 3.1-3 on 3-2 and 4-6 of the EIR have been revised to add the boundary of the Regional San Bufferlands.

Response 6-D:

The comment states that Figures 3.1-2 and 3.1-3 in the Draft EIR have incorrect/inconsistent labeling of Big Horn Boulevard, Dwight Road, and Laguna Station Road. The commenter states that Big Horn Boulevard is labeled as Dwight Road which is an outdated reference and that the current Dwight Road is not labeled on the map but is referred to in the document.

SJRRRC acknowledges that Big Horn Boulevard was incorrectly labeled on Figures 3.1-2 and 3.1-3 in the EIR and have revised the figures accordingly to reflect the accurate street names and their locations. No further revisions to the EIR are necessary in response to this comment.

Response 6-E:

The comment expresses concern that Section 4.1.3 of the Draft EIR does not disclose the Regional San Bufferlands within the Existing Environmental Setting section.

SJRRRC acknowledges that Section 4.1.3 of the Draft EIR does not disclose that the Project's northern boundary is adjacent to the Regional San Bufferlands. To accurately describe adjacent uses to the north of the Project boundary, SJRRRC has revised the discussion in Section 4.1.3 (page 4-6) as follows:

"North of Big Horn Boulevard to Sims Road within the limits of Sacramento County are lands subject to the South Sacramento County Habitat Conservation Plan (HCP). The Sacramento Regional County Sanitation District's Regional San Bufferlands surrounding the SRWTP is located adjacent to the northern limit of the Project area. The City of Elk Grove is not a party to the South Sacramento County HCP, and the proposed Project area does not include lands that are within the HCP limits."

Response 6-F:

The comment expresses concern regarding the distance identified between the Project site and the Stones Lake National Wildlife Refuge (SLNWR) in Section 4.1.3. The commenter states that the distance identified, 4.3 miles, is the distance to the SLNWR Headquarters and not the SLNWR project boundary.

SJRRRC acknowledges that Section 4.1.3 of the Draft EIR does not accurately describe the distance from the proposed Project to Stone Lakes National Wildlife Refuge (SLNWR). As such, SJRRRC has revised the discussion in Section 4.1.3 (page 4-11) as follows:

“The City of Elk Grove identifies scenic resources that contribute to the overall visual character of the area. The following areas are designated scenic resources by the City of Elk Grove: Stone Lakes National Wildlife Refuge, Cosumnes River Preserve, parks and open space areas, and local lakes, rivers, and creeks. The Project site is located approximately ~~4.3~~ 1.6 miles ~~northeast~~ of the Stone Lakes National Wildlife Refuge and 11 miles north of the Cosumnes River Preserve.”

Response 6-G:

The comment describes two additional planned construction activities that the commenter states should be included in Table 5.1-B of the Draft EIR as projects that could produce a related or cumulative impact when considered in conjunction with the Project. This includes the Regional San Echo Water Project, which includes upgrades to the treatment facilities at the SRWTP. The other project mentioned is the Regional San Harvest Water Project, which will include the construction of a pump station at the SRWTP and 41 miles of transmission and distribution lines. The commenter states that Dwight Road will be used for construction access for both projects and expects that construction activities will be coordinated with the proposed Elk Grove Station Project to prevent any potential traffic issues.

SJRRRC acknowledges this comment and has revised Table 5.1-B of the EIR (where double underlined text equates to new text) to include the following projects to be considered under the cumulative impact analysis: the Regional San EchoWater Project (State Clearing House Number [SCH#] 2012052017) and the Regional San Harvest Water Project (SCH# 2015022067).

Table 1: Table 0-A: Summary of Cumulative Projects

<u>139</u>	<u>Control Number 2012-70044</u>	<u>Regional San EchoWater Project</u>	<u>Regional San SRWTP</u>	<u>Under construction through 2023</u>	<u>Upgrade to the treatment facilities at the SRWTP.</u>
<u>140</u>	<u>SCH # 2015022067</u>	<u>Regional San Harvest Water Project</u>	<u>SRWTP, local road right-of- way, and conservation lands near the Cosumnes River Preserve and Stone Lakes National Wildlife Refuge</u>	<u>Approved. In Design. Construction to commence in 2023</u>	<u>Development of a pump station and pipeline distribution system to deliver 50,000 acre-feet per year of drought- resistant recycled water to irrigate more than 16,000 acres of permanent agriculture and habitat conservation lands near the Cosumnes River Preserve and Stone Lakes National Wildlife Refuge.</u>

Additionally, Figure 5.1-1 has been updated to reflect consideration of the Regional San EchoWater Project and the Regional San Harvest Water Project. Inclusion of these projects would not change the conclusions of the analysis of potential cumulative impacts evaluated in Section 5.1 of the Draft EIR.

Section 5.1.2.4 (page 5-19) of the Draft EIR discusses how the Project would implement standard construction practices and regulations that require construction contractors to work with relevant parties (e.g., public works departments, transportation agencies, transit service providers) to coordinate construction activities, and identify, avoid, and minimize disruptions to the circulation system. As such, SJRRC would coordinate with Regional San and the City of Elk Grove to reduce traffic impacts and/or roadway detours to the local circulatory system if construction activities were to overlap between the SJRRC and Regional San projects.

Response 6-H:

The comment suggests that additional information be included in the Biological Resources section of the Draft EIR (5.4.2) and Initial Study (3.4). The commenter states that giant garter snake, western pond turtle, loggerhead shrike, Cooper's hawk, white-tailed kite, northern harrier, vernal pool crustaceans, and a number of plant species associated with mesic environments should be considered. The commenter states there are additional wetland resources in and adjacent to the Union Pacific Railroad (UPRR) corridor that should be identified, as well as known vernal pool tadpole shrimp occurrences. The commenter states that MM BIO-3 requires updates and must ensure survey methods are consistent with the 2000 Swainson's Hawk Technical Advisory Committee protocol and that Mitigation Measure (MM) BIO-4 requires additional measures to address other nesting raptors and loggerhead shrike.

A senior LSA biologist conducted a reconnaissance-level field survey of the Project site in April 2021 to assess suitable habitats for special-status species to determine the potential of the Project site to support protected species. Also, as part of the biological resources analysis, LSA reviewed the United States Fish and Wildlife Services Information for Planning and Consultation website, the Department of Fish and Wildlife's California Natural Diversity Database, and the California Native Plant Society's Inventory of Rare, Threatened, and Endangered Plants of California to determine if any occurrences of special-status species occur on or in the vicinity of the site.

The commenter states that giant garter snake and western pond turtle should be considered in the analysis. The minimal features in the Project area are not suitable for giant garter snake and western pond turtle. A stock pond that provides potential suitable habitat for western pond turtle is present in the lands west of the existing UPRR corridor. Construction in this area would take place entirely within the UPRR corridor; therefore, the Project would not impact the stock pond.

The Initial Study prepared for the Project (included in Appendix A of the EIR) discusses "Other Nesting Birds", which includes loggerhead shrike, Cooper's Hawk, white-tailed kite, and northern harrier. As discussed in the Initial Study, although no nests were observed during the April 2021 field survey, construction of the Project could result in the removal of Valley oak trees and associated vegetation in the central portion of the Project site that provides suitable nesting habitat. Implementation of MM BIO-4 would reduce the potential for impacts to nesting birds to a less than significant level.

The commenter states that MM BIO-4 is inadequate to address nesting raptors in the Project vicinity. As noted in MM BIO-3, the pre-construction survey area for Swainson's hawk is 0.25 mile, which would be large enough to capture the pre-construction survey area for nesting raptors. MM BIO-4 has been revised as follows to clarify the survey area for nesting raptors.

"If work must begin during the nesting season (February 1 to August 31), a qualified biologist shall survey all suitable nesting habitat in the Project area for presence of nesting birds. This survey shall occur no more than 10 days prior to the start of construction. Surveys shall encompass all potential habitats (e.g., grasslands and tree cavities) within 500 feet of the Project site."

Vernal pool habitat that has the potential to support protected plants and invertebrates is adjacent to the southern portion of the Project site; however, all construction work would take place within the UPRR corridor

where vernal pool habitat is not present. Because the Project site does not support vernal pool habitat, the Project would not impact protected plants and invertebrates that inhabit vernal pools.

The commenter states that MM BIO-3 should include measures to ensure survey methods are consistent with the 2000 Swainson's Hawk Technical Advisory Committee protocol. MM BIO-3 in Table 2.6-A has been revised to include the following:

"Pre-construction nest surveys shall follow the protocols set out in the *Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in California's Central Valley* (Swainson's Hawk Technical Advisory Committee 2000)."

Response 6-I:

The comment expresses concern regarding trespassing and illegal dumping in the area and requests that input from local law enforcement be considered to prevent the exacerbation of these issues.

Please refer to Response to Comment 5-A for security measures that could be implemented to prevent trespassing and illegal dumping at the proposed station.

UPRR owns the railroad right-of-way, and trespassing and cleanup as a result of illegal dumping within the UPRR corridor is UPRR's responsibility.

Response 6-J:

The comment requests that construction loading evaluations be completed to evaluate the project loading impacts on Regional San and SASD pipelines and that any necessary improvements to protect or mitigate impacts to existing infrastructure be completed by the project proponent.

Per Section 3.4.10.4 (page 3-25) of the Draft EIR, there are known existing underground and overhead utilities in the Project area, based on existing utility information provided by the utility owners. Existing sanitary sewer facilities are known to exist within the UPRR right-of-way, along Dwight Road and in an easement within the portion of private property fronting Dwight Road where the surface parking lot is proposed. As discussed in the Draft EIR, SJRRRC will coordinate with utility owners during the final design phase of the Project to accurately locate existing underground utilities and evaluate existing underground and overhead utilities potentially in conflict with the Project improvements to assess potential relocation needs or methods for protecting existing utilities in place. All necessary improvements required to protect or relocate existing Regional San and SASD infrastructure will be evaluated during the design phase of the proposed Project, and costs to relocate utilities would be based on utility agreements in place during final design. Project proponent costs, utility

costs, or shared costs for relocation or avoidance will be determined during the design phase.

Response 6-K:

The comment states that an operating agreement may be required with Regional San or SASD in areas where the proposed Project is constructed over or adjacent to existing Regional San or SASD infrastructure. The commenter states that the proposed Project location may conflict with the existing SASD Laguna Stonelake Sewer Force Main.

Per Section 3.4.10.4 (page 3-25) of the Draft EIR and based on existing utility information provided by the utility owners, the existing SASD Laguna Stonelake Force Main is within an easement on the east side of the private property where the proposed surface parking lot would be located. As described in the Draft EIR, the proposed pedestrian overcrossing connecting the surface parking lot to the station platform would have deep support foundations, but these would be placed to avoid impacts to the existing underground sanitary sewer line.

Response 6-L:

The comment requests that alignments for proposed Regional San projects adjacent to and crossing under the existing UPRR right-of-way and proposed Project siding improvements be reserved for their future construction and operation.

While this comment is not related to the adequacy of the EIR for addressing environmental impacts associated with the proposed Project, it has been included in this Final EIR to allow for decision-maker review and consideration prior to action on the proposed Project. The SJRRC and the San Joaquin Joint Powers Authority are committed to continued collaboration with all interested parties and permitting agencies, including Regional San and SASD, through the final design, permitting, and construction phases and implementation of all mitigation measures described in the EIR.

SACRAMENTO METROPOLITAN



January 18, 2022

San Joaquin Regional Rail Commission
Attn: Valley Rail Sacramento Extension Project
949 East Channel Street
Stockton, CA 95202
elkgrovestation@gmail.com

Subject: Notice of Availability of a Draft Environmental Impact Report for the Elk Grove Station Project
(SCH #2021080045, Sac Metro Air District Project #SAC202102777)

Attention: Valley Rail Sacramento Extension Project:

Thank you for providing the Sacramento Metropolitan Air Quality Management District (Sac Metro Air District) with the Draft Environmental Impact Report (DEIR) for the Elk Grove Station Project (Proposed Project). The San Joaquin Regional Rail Commission is the California Environmental Quality Act (CEQA) Lead Agency for the Proposed Project.

The Proposed Project would include a proposed station platform that would be located along the existing Union Pacific Railroad (UPRR) Sacramento Subdivision, which is the rail line that extends from Marysville in the north and Stockton in the south. A pedestrian overcrossing would provide access to the station platform from the adjacent surface parking lot. Access to the parking lot on the west side of the UPRR corridor would be via a new driveway along Dwight Road. The station platform, pedestrian overcrossing, and surface parking lot would be designed in compliance with Americans with Disabilities Act (ADA) regulations and applicable federal transportation standards. The proposed station platform would be approximately 30 feet wide and 955 feet in length, with the top surface of the platform 10 inches above the rail tracks. The station platform would also include passenger amenities, such as passenger shelters, benches, lighting, security cameras, signage, ticketing machines, bicycle storage facilities, landscaping, and emergency call boxes. The proposed station site would also include constructing a surface parking lot providing 227 parking spaces and three bus bays.

Sac Metro Air District staff comments on the Proposed Project follow.

Design Comments:

Urban Heat Island (UHI) Impacts

According to the Capital Region Transportation Sector Urban Heat Island Mitigation Project¹ (UHI Project), the urban heat island effect already presents a serious challenge for our region. Developed areas in Sacramento are 3 to 9 degrees Fahrenheit warmer than their surrounding, undeveloped areas

¹ UHI Project website: <https://urbanheat-smaqmd.hub.arcgis.com/>

as a result of the built environment, such as pavements, roofs, and roads, which absorb and retain heat during the day. Higher air temperatures increase the formation of ozone, a respiratory system irritant. Extreme heat and extended heat waves can lead to health effects such as heat stress, heat stroke, and even heat mortality, especially for the elderly, the young, people working outdoors, people who are unhoused, people who are low income, and those with pre-existing health conditions. The urban heat island results from converting undeveloped land to developed land but can be mitigated through the use of cool roofs, cool pavements, trees and green infrastructure, and other strategies.

Please accept the following recommendations, informed by UHI Project findings, to help reduce this project's contribution to the urban heat island effect.

For construction, we recommend all new pavements, including sidewalks, roads, bike lanes, pedestrian paths, parking lots, and plazas, have the **highest albedo possible, but no less than 0.25**. To the extent feasible, we also recommend reducing pavements and paved surfaces – which absorb and amplify heat – for green infrastructure, bioswales, and rain gardens utilizing native and drought-tolerant vegetation.

We recommend that the landscaping plan incorporate new trees to shade new and existing pavements and structures to the extent feasible. The Sacramento Tree Foundation has a directory of air-quality supportive trees in the Shady Eighty guide.² A more extensive tree list is available on p.153 of the UHI Technical Analysis Report.³ **The final design should include a landscaping plan that demonstrates compliance with the Elk Grove Parking Lot Shade Requirements described in Section 23.54.050 of Chapter 23.54 Landscaping.**⁴

Multi-Modal Station Access

Sac Metro Air District commends this intent and the bicycle parking/storage referenced in the DEIR. The station is anticipated to attract 94 pedestrians and bicyclists per day, as described in section Table 4.4-H: *SJRRRC Elk Grove Station Ridership* on page 4-93. Figure 3.4-2 on page 3-21 of the DEIR depicts the proposed parking lot and bus bays but does not show the location of bicycle storage. To ensure the safe storage of bicycles which would further encourage travel to the station by bike, we recommend **the project commit to including on-demand secure bicycle storage for station users**. Many stations on the Capitol Corridor line feature on-demand secure long-term bike parking through services such as BikeLink;⁵ we recommend that the final station design specify the locations and quantity of bicycle storage facilities.

Sac Metro Air District recommends that these multi-modal improvements **provide direct bicycle and pedestrian access from all neighborhoods adjacent to the station area**. The DEIR notes in section 4.4.9.2 Bicycle and Pedestrian Circulation on page 4-84 that “*Both Laguna Boulevard and Dwight Road provide access to the project site, and are designed with Class II Bike Lanes.*” To facilitate multi-modal access over the train tracks from the east, we recommend that the project include or contribute to the

² Sacramento Tree Foundation Shady Eighty Guide: <https://sactree.org/wp-content/uploads/2021/11/Shady-80-Trees-recommended-for-the-Sacramento-region.pdf>

³ UHI Technical Analysis Report:

http://www.airquality.org/LandUseTransportation/Documents/Altostratus_Final_Report.pdf

⁴ City of Elk Grove City Code Chapter 23.54 Landscaping:

<https://www.codepublishing.com/CA/ElkGrove/html/ElkGrove23/ElkGrove2354.html>

⁵ BikeLink On-demand Bicycle Parking; <https://www.bikelink.org/>

7-A
cont'd

7-B

planned improvement of the bike lanes on Laguna Boulevard. Specifically, we recommend **constructing or contributing to the City of Elk Grove's efforts to construct buffered Class II Bike lanes within a ½ mile of the station**, as described in the *Elk Grove Bike, Pedestrian, and Trails Master Plan*.⁶

7-B
cont'd

Electric Vehicle (EV) Infrastructure

Figure 3.4-2 on page 3-21 of the DEIR depicts the proposed parking lot and bus bays but does not depict any designated EV Charging or EV Ready spaces. Consistent with the Sac Metro Air District *Guide to Air Quality Assessment in Sacramento County*,⁷ we recommend that this project **exceed minimum CalGreen requirements by providing at least 20% EV ready spaces and having five percent of the parking public include EV charging stations, onsite**. The project design includes 227 parking spaces; we recommend the installation of 45 EV Ready spaces and 12 EV public EV Charging stations.

7-C

Passenger rail offers a prime opportunity for commuters with EVs to recharge them while parked at the station. Due to State policy and legislative direction, EV chargers could be a necessity for most people who access the station via automobile in the future, and EV chargers are most cost-effective to install during project construction.

Rules Statement:

All projects are subject to Sac Metro Air District rules and regulations in effect at the time of construction. Please visit our website⁸ to find a list of the most common rules that apply at the construction phase of projects.

Communication:

To allow for sufficient time for coordination, please send all future documents and notices to ProjectReview@AirQuality.org.

You may contact me at jhurley@airquality.org or (279) 207-1130 if you have questions regarding these comments.

Respectfully,

-JJ Hurley

Joseph J. Hurley
Associate Air Quality Planner/Analyst
CEQA and Land Use Section

⁶ Elk Grove Bike, Pedestrian And Trails Master Plan

https://www.elkgrovecity.org/city_hall/departments_divisions/planning/resources_and_policies/bicycle_pedestrian_and_trails_master_plan

⁷ Guide to Air Quality Assessment in Sacramento County:

<http://www.airquality.org/LandUseTransportation/Documents/Ch6GHG2-26-2021.pdf>

⁸ Sac Metro Air District Rules Statement:

<https://www.airquality.org/LandUseTransportation/Documents/RulesAttachment10-2020Final.pdf>

cc: Paul Philley, AICP, Program Supervisor, CEQA and Land Use Section, Sacramento Metropolitan Air Quality Management District

Antonio Ablog, AICP, Development Services Planning Manager, City of Elk Grove

Dan Leavitt, Manager of Regional Initiatives, San Joaquin Regional Rail Commission

LETTER 7

Sacramento Metropolitan Air Quality Management District
Joseph J. Hurley, Associate Air Quality Planner/Analyst
January 18, 2022

Response 7-A:

The comment expresses concerns about urban heat island impacts, which can lead to negative health effects, and suggests using pavement that has the highest albedo possible, but no less than 0.25; replacing paved surfaces with green infrastructure, bioswales, or rain gardens with native and drought tolerant vegetation; and incorporating new trees to shade pavement and structures. The commenter also notes that a landscaping plan should be included in the final design that demonstrates compliance with the Elk Grove Parking Lot Shade Requirements described in Section 23.54.050 of Chapter 23.54, Landscaping.

The San Joaquin Regional Rail Commission (SJRR) will continue coordination efforts with the City of Elk Grove (City) in preparing a design plan package for the station that would include a variety of hardscapes, landscaping, and shade trees. The final design package and landscape plan will be consistent with Chapter 23.54, Landscaping, of the City of Elk Grove Municipal Code. Examples of hardscape and landscaping that would reduce urban heat island effects at the station site could include (but are not limited to) preservation of existing trees on the site (if applicable); matching tree species, form, and character on the site; tree/shrub/grass/ groundcover species that respond to the sites unique solar exposure, slope, drainage, and soil conditions; and trees with large canopies that provide shade and promote cooler air temperatures. SJRR will coordinate with the City and the Sacramento Metropolitan Air Quality Management District to determine the best type of pavement with the highest albedo to be used on the station site.

The proposed Project would also be consistent with Section 23.54.050 Special Landscape Provisions of the City of Elk Grove Municipal Code. Section 23.54.050.K requires that parking lots with 50 or more parking spaces have a minimum of 50 percent shade coverage. As noted in Section 23.54.050.K, the City may allow alternative shade structures, including solar carports, in lieu of parking lot trees when it can be demonstrated that (1) there is a secondary benefit (including energy conservation), and (2) stormwater management can adequately accommodate any increase in drainage, as determined by the approving authority. Solar carports can counter the effects of urban heat islands and offer a sustainable option to power electric vehicles (Randall and Maines 2021, Casey 2012). The SJRR will continue to coordinate with the City to determine the balance of alternative shade structures to be installed at the Project site.

Although this comment is not related to the adequacy of the EIR for addressing environmental impacts associated with the proposed Project, it has been included in this Final EIR to allow for decision-maker review and consideration prior to action on the proposed Project. The SJRRC and the San Joaquin Joint Powers Authority are committed to continued collaboration with all interested parties and permitting agencies, including the Sacramento Metropolitan Air Quality Management District and the City of Elk Grove, through the final design, permitting, and construction phases and implementation of all mitigation measures described in the EIR.

Response 7-B:

The comment suggests including on-demand, secure bicycle storage for station users to encourage travel to the station by bicycle and recommends the addition of direct bicycle and pedestrian access from all neighborhoods adjacent to the station area. The commenter also recommends constructing or contributing to the City of Elk Grove's efforts to construct buffered Class II bike lanes within 0.5 mile of the station.

Section 4.4.6.1 (page 4-92) of the Draft EIR provides an inventory of the existing bicycle and pedestrian facilities adjacent to and near the proposed station site. Impact 4.4-1 in the Draft EIR determined that the proposed Project would not have adverse impacts to bicycle facilities in the area (Table 4.4-F). As such, the proposed Project would not need to implement mitigation measures such as paying a fair share fee that would contribute to the City of Elk Grove's efforts to construct buffered Class II bike lanes within 0.5 mile of the station site. The EIR states that the proposed Project would include bicycle facilities at the proposed station to promote the use of bicycles as an alternative mode of transport for rail users. Bicycle facilities on the station site could include storage lockers and bicycle racks and would be determined at the final design of the proposed Project. Section 4.4.6.1 discusses that implementation of the proposed Project would not impact pedestrian facilities leading to the proposed station site along Dwight Road and Laguna Boulevard. Pedestrian facilities would be developed as part of the proposed Project at the station site and would connect to the existing pedestrian system on Dwight Road. Internal sidewalks on the proposed station site would also be included to promote pedestrian safety and separate people from vehicles as they access the station ramps and board the trains.

The commenter states that pedestrian and bicycle access to the station should be extended to the residential neighborhood east of the proposed station. Section 3.4.3 (page 3-19) in the Draft EIR states that extending the overcrossing from the platform to the east side of the UPRR right-of-way is restricted by the existing residential properties that back up to the UPRR right-of-way and existing overhead electrical transmission lines that run parallel to the UPRR right-of-way. For those reasons, pedestrian and bicycle

access to the residential neighborhood east of the proposed station is not proposed.

Response 7-C:

The comment requests the inclusion of designated electric vehicle (EV) charging or EV ready parking spaces and recommends that the project provide at least 20 percent EV ready spaces and that 5 percent of public parking include EV charging stations.

The SJRRC and the SJJPA would continue to coordinate with the City of Elk Grove through final design to determine the number of EV parking stalls and EV charging stations that can be accommodated at the proposed station surface parking lot. The installation of EV facilities at the station surface parking lot would be consistent with the allotted facilities as outlined in Section 23.58.120 Electrical Vehicle Charging of the Elk Grove Municipal Code. Development on land zoned as industrial, for any project equal to or greater than 10,000 square feet, requires that 3 percent of total spaces provided are dedicated with electrical vehicle supply equipment (EVSE) and 3 percent of total spaces provided are EV ready for future expansion of EVSE. The City of Elk Grove Planning Department will conduct a final plan check and approval to ensure that an adequate amount of EV facilities is installed in the surface parking lot pursuant to the City's Municipal Code.



Elk Grove Station SJRRC <elkgrovestation@gmail.com>

Elk Grove Station Project / DEIR / 2021080045

1 message

Entitlements <Entitlements@smud.org>

Tue, Jan 18, 2022 at 4:41 PM

To: "elkgrovestation@gmail.com" <elkgrovestation@gmail.com>

Cc: Rob Ferrera <Rob.Ferrera@smud.org>

Good Afternoon,

Attached is SMUD's comment letter for the project listed above. Please confirm receipt of this email with the attachment.

Thank you in advance and please reach out to Rob Ferrera (copied) with any questions.

Sara Christian

Office Tech – Government Affairs

w.916-732-5380 | sara.christian@smud.org

SMUD | Powering forward. Together.

6201 S Street, Mail Stop B404, Sacramento, CA 95817

P.O. Box 15830, Sacramento, CA 95852-0830

**2021080045_Valley Rail Elk Grove Station_EIR_FINAL.pdf**

7617K



Sent Via E-Mail

January 18, 2022

San Joaquin Regional Rail Commission
Attn: Valley Rail Sacramento Extension Project
949 E. Channel Street
Stockton, CA 95202
elkgrovestation@gmail.com

Subject: Comments of Sacramento Municipal Utility District on the Environmental Impact Report for Valley Rail Sacramento Extension –
Elk Grove Station Project (SCH 2021080045)

To Whom It May Concern:

The Sacramento Municipal Utility District (SMUD) appreciates the opportunity to provide comments in response to the San Joaquin Regional Rail Commission's ("SJRRC" or "Commission") December 2021 Draft Environmental Impact Report ("EIR") for the Valley Rail Sacramento Extension - Elk Grove Station Project (State Clearing House project number 2021080045), the "Project."¹ SMUD is the primary energy provider for Sacramento County and the proposed Project area. SMUD's vision is to be a trusted and powerful partner in achieving an inclusive, zero carbon economy. We work to accelerate innovation, ensure energy affordability and reliability, protect the environment, eliminate greenhouse gas emissions, catalyze economic and workforce development, promote environmental justice, and enhance community vitality for all. In that spirit, SMUD offers the following comments to the draft EIR.

While the EIR takes into account certain potential environmental impacts, it fails to study the whole of the action, including various reasonably foreseeable actions and impacts, and it does not adequately consider a number of key factors, as required by the California Environmental Quality Act ("CEQA") (Pub. Res. Code § 21000 et seq.). Specifically, as proposed, the Project may require relocation of a number of SMUD's overhead and underground electrical facilities, underground natural gas pipelines, and telecommunications facilities. Relocation of these assets may have significant environmental impacts, including those associated with ground disturbance and land use issues. It would also likely impact Project completion timelines, as other public and regulatory agencies are required to be involved in pipeline relocations, separate environmental assessments would need to be prepared, and new easements benefitting SMUD would have to be obtained. The draft EIR does not study these reasonably foreseeable activities or possible impacts. As set forth in greater detail below, we strongly recommend that the EIR incorporate these considerations so that the Project can move forward efficiently and in compliance with CEQA obligations.

8-A

¹ SMUD has been coordinating with the SJRRC since May of 2020 on this Project. SMUD previously submitted written comments on the Notice of Preparation (NOP) of the Draft Environmental Impact Report for the Valley Rail Sacramento Extension Project (SCH 2019090306) on September 3, 2021, and provided written comments during the public meeting on January 11, 2022. Those comments are incorporated herein by reference.

CEQA Requirements

The purpose of an EIR is “to provide public agencies and the public in general with detailed information about the effect which a proposed project is likely to have on the environment; to list ways in which the significant effects of such a project might be minimized; and to indicate alternatives to such a project.” Pub. Resources Code. § 21061. To that end, CEQA requires that the EIR identify the Project’s significant and reasonably foreseeable environmental impacts, address possible mitigation measures, and describe reasonable alternatives. 14 Cal. Code Regs. tit. 14, § 15121(a).

In defining the project and assessing potential impacts, public agencies must construe the scope of the project broadly to capture the whole of the action. Cal. Code Regs., tit. 14, § 15378. The analysis of reasonably foreseeable impacts must be robust and thorough, and the agency must respond to each significant effect in the EIR; this analysis cannot be deferred or piecemealed. Cal. Code Regs., tit. 14, § 15152(b). With respect to mitigation and avoidance, the report “must describe all reasonable alternatives to the project including those capable of reducing or eliminating environmental effects.” *City. of Inyo v. City of L.A.*, 71 Cal. App. 3d 185, 203 (1977) (“A major function of an EIR is to ensure that all reasonable alternatives to proposed projects are thoroughly assessed by the responsible official or board.”)

8-A
cont'd

As set forth below, this Project implicates various reasonably foreseeable actions and impacts that are not adequately addressed in the EIR. Potentially significant environmental impacts cannot be adequately addressed without analyzing the whole of the action, and as the draft EIR summarily notes, the Project will require construction of a pedestrian overcrossing that “would have deep support foundations that may conflict with existing utilities on the west side of the UPRR right-of-way requiring relocation that include gas and communication lines.” See EIR page 3-25. The utility infrastructure in question includes SMUD’s overhead and underground electrical facilities, underground high-pressure natural gas pipelines, and telecommunications facilities, which fall both within and near Project boundaries. Contrary to Table 2.6-A of the EIR, the relocation of these assets could not be determined to be “less than significant” without describing and analyzing the relocation activities and potential impacts associated with the relocation activities. Moreover, if the draft report analyzes the impacts associated with relocation of utilities that result in potentially significant impacts, the EIR must consider alternatives to the proposed project that could avoid or mitigate these potential impacts.

SMUD Infrastructure and Specific Concerns

SMUD maintains facilities and rights of way necessary to generate, transmit and distribute electric power to over 640,000 customers in the Sacramento County area. 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. SMUD staff is concerned with the overall effects of any proposal for a Project that would interfere with the safe and reliable operation of our facilities or require the relocation of these facilities. The facilities potentially impacted by the project include gas pipeline, electric transmission and distribution line facilities, and telecommunication assets which are maintained in or near the Project boundary pursuant to recorded Grants of Easement and Right of Way, which easements are included herewith as Attachment A.

8-B

The following sections of the EIR did not adequately address the potential need to relocate SMUD facilities. CEQA requires an analysis of this action and potential impacts, and including this assessment now avoids segmentation of the environmental analysis by considering the whole of the action. SMUD requests that SJRRC analyze the potential impacts of relocating SMUD assets and revise the following sections of the EIR accordingly:

- Section 5.4.1 Biological Resources
- Section 5.4.4 Energy
- Section 5.4.6 Greenhouse Gases
- Section 5.4.8 Hydrology and Water Quality
- Section 5.4.9 Land Use and Planning
- Section 5.4.12 Public Services

8-B
cont'd

Electrical Facilities

- **The EIR must assess environmental impacts associated with relocation of overhead and underground electrical facilities.** SMUD owns and operates numerous 12kV, 69kV, and 230kV lines, both underground and above ground, within the Project boundary, directly adjacent to the Union Pacific Railroad Right-of-Way. It is unclear without further study if the proposed Project station and culvert extensions would require that these facilities need to be relocated to maintain compliance with federal, state, and local regulatory and reliability requirements. The Project proponent will be responsible for maintaining all CalOSHA, State of California Public Utilities Commission General Order No. 95 and utility standard safety clearances during construction and upon Project completion. If the required clearances cannot be maintained, the Project proponent will be responsible for the cost of relocating the facilities, including providing new easements and rights of way. Relocation of the utility lines and related facilities would potentially cause significant impact to the environment and threaten to interrupt the reliable delivery of electricity for an extended period of time. Without the inclusion of the potential impacts associated with these activities, the analysis in the Utilities section is incomplete.
- Relocation of transmission line facilities could take up to 2 years to design and construct after the execution of a cost recovery agreement. To ensure the safety and reliability of the transmission system and power supply, construction within the SMUD transmission line easement requires SMUD technical review and consent. To obtain written consent, the Project will need to submit an application and plans to SMUD's Real Estate Services department to begin the consent process. SMUD has not received an application as of the date of this letter.

8-C

Gas Facilities

- **The EIR must assess environmental impacts associated with relocation of SMUD's underground high-pressure natural gas transmission pipeline.** SMUD owns and operates a high-pressure natural gas transmission pipeline within the Project boundary, directly adjacent to the Union Pacific Railroad Right-of-Way. It is unclear without further study if the proposed Project station and culvert extensions would require this pipeline to be relocated to maintain compliance with federal, state, and local pipeline safety regulations. The Project proponent will be responsible for the cost of relocating the pipeline and related facilities, including providing new easements and rights of way. Relocation of this pipeline would cause potentially significant impacts to the environment and threaten to interrupt a reliable source of electricity that can power over 500,000 homes. In addition, relocation would be subject to authorization from the California Energy Commission (CEC) to amend Docket No. 01-AFC-19 Cosumnes Power Plant and Gas Pipeline Project. This would likely be a multi-year process that would include the CEC completing its own environmental review. Without the inclusion of the potential impacts associated with these activities, the analysis is incomplete.

8-D

Telecommunications Facilities

- **The EIR must assess environmental impacts associated with relocation of SMUD's telecommunication equipment within the Project boundary.** SMUD owns and operates telecommunication equipment within the Project boundary, directly adjacent to the Union Pacific Railroad Right-of-Way. It is unclear without further study if the proposed Project station and culvert extensions would require that this telecommunication equipment would need to be relocated to maintain compliance with federal, state and local regulations. The Project proponent will be responsible for the cost of relocation. Without the inclusion of the potential impacts associated with these activities, the analysis is incomplete.

8-E

Relocation of SMUD's electric facilities, natural gas pipeline, and telecommunication equipment could have significant environmental and cost impacts to the Project, including significant transportation disruption during construction and reduced reliability in electric service to the community. For these reasons, SMUD believes that the relocation of utility infrastructure should be described, and potential impact be further studied in the Environmental Impact Report.

Thank you for your consideration of these comments. As we have previously noted, SMUD staff would be happy to work directly with the Valley Rail project team on design details to avoid Utility Infrastructure conflicts; our team wants to help the SJRRC avoid lengthy Project delays due to possible relocation or remediation, other impacts to utility infrastructure, and potential interruption of electric service to over 500,000 customers. We request that the information included in these comments be conveyed to the Project planners and the relevant Project proponents and be responded to appropriately. SMUD further requests the opportunity to meet with appropriate personnel to discuss the above-described potential environmental impacts associated with relocation of utility facilities and the identification of feasible alternative(s). Our goal is to be a supportive partner in the efficient and sustainable delivery and completion of the proposed Project.

8-F

Environmental leadership is a core value of SMUD, and we look forward to continuing our collaboration with the SJRRC on this Project. Again, we appreciate the opportunity to provide input on this EIR. If you have any questions regarding this letter, please do not hesitate to contact me directly at 916.732.6676, or by email at rob.ferrera@smud.org.

Sincerely,

A handwritten signature in black ink, appearing to read 'Rob Ferrera', with a horizontal line extending to the right.

Rob Ferrera
Environmental Services Specialist
Sacramento Municipal Utility District
6201 S Street, Sacramento, CA 95817

cc: Entitlements

Encl: Attachment A

ATTACHMENT A

No fee for recordation
Govt. Code Sec 6103
RECORD AT REQUEST OF AND RETURN TO:
Sacramento Municipal Utility District
Attention: Real Estate Services - B 304
P. O. Box 15830
Sacramento, CA 95852-1830

NO COUNTY TRANSFER TAX DUE
PER GOV'T CODE SEC. 11922


Sacramento County Recording
Mark Norris, Clerk/Recorder
BOOK 20040505 PAGE 1081
Wednesday, MAY 05, 2004 10:00:36 AM
Ttl Pd \$0.00 Nbr-0002769293
JRH/40/1-5

SMUD BY: Keith D. Shoney

SPACE ABOVE THIS LINE FOR RECORDER'S USE ONLY

A.P.N. Ptn. 119-1540-012 and 119-1540-010

R/W Order: 508/02

GRANT OF RIGHT OF WAY AND EASEMENT

Angelo K. Tsakopoulos, a married man, as his sole and separate property, as to an undivided 50% interest and I-5 Laguna, a California limited partnership, as to an undivided 50% interest, collectively, "Grantor", does hereby grant, sell and convey to **SACRAMENTO MUNICIPAL UTILITY DISTRICT, a municipal utility district**, "Grantee", its successors and assigns, an exclusive right-of-way and easement ("Easement") to:

locate, survey, construct, operate, maintain, repair, replace, remove, inspect and protect a natural gas pipeline or pipelines, cathodic equipment, valves, metering equipment and all necessary fixtures and appurtenances; and

underground electrical and communication systems consisting of, but not limited to wires, cables, splicing, switching, terminal, and pull boxes, underground conduits, and all necessary above and below ground fixtures and appurtenances,

all the above being hereinafter collectively referred to as the "Facilities", over, under and upon that certain real property situate in the City of Elk Grove, County of Sacramento, State of California, described herein.

Parcel 10 as shown on Parcel Map, Laguna West Industrial Park, recorded February 27, 1996, in Book 144 of Parcel Maps, Page 21, Records of County

The route of said Easement shall be as described in Exhibit "A" attached hereto and hereby made a part hereof.

This Easement conveys to Grantee the right of ingress and egress to and from, and access on and within said Easement, with the right to use existing and future roads for the purpose of exercising and performing all the rights and privileges granted herein. During temporary periods Grantee may use such portions of the property along and adjacent to said Easement as may be reasonably necessary in connection with the construction, maintenance, repair, removal or replacement of the Facilities.

Grantee shall have the right to trim, cut or remove, without payment of damages, all trees, brush, foliage or other obstructions that may, in the Grantee's opinion, endanger, hinder or conflict Grantee's exercise of the rights granted herein.

Grantee agrees that within a reasonable time following the completion of its work and subject to weather and/or soil conditions, Grantee shall, as near as practicable, restore said Easement to its original contour and condition. Grantee agrees to compensate Grantor for damages, which directly result from its work, including loss of timber, growing crops, pasture and livestock. Any other recognizable damages to other real or personal property that resulted from its work shall be repaired by Grantee.

Grantee may assign the Easement, either in whole or in part, subject to the terms of this grant. Any such assignment shall be deemed to be a covenant running with the land and to be binding upon Grantor, its heirs, legal representatives and successors in interest.

Grantee may at any time permanently abandon the Easement and, at its discretion, may remove or abandon in place the Facilities constructed on it. Upon such abandonment action, Grantee may, at its discretion, execute and record a quitclaim deed of the Easement whereupon the Easement with all rights and privileges mutually granted shall be fully canceled and terminated.

Grantor reserves the right to use and enjoy said property except for the purposes granted in this Easement. Grantor shall have the right to cultivate, work, plow, harvest and use the land granted within the Easement so long as it shall not hinder, conflict or interfere with Grantee's surface or subsurface rights or hinder its ability to operate, maintain and protect its Facilities.

Grantor agrees and covenants that it will not impound water, plant vineyards or orchards, or deep rooted crops, deep rip the soil, construct wells, buildings or structures of any type whatsoever within the Easement. This shall be a covenant running with the land and shall be binding on Grantor, its heirs, successors in interest, and assigns.

Grantor agrees and covenants that no road or change in surface grade, shall be constructed, created or maintained within the Easement without the prior express written approval of Grantee.

Grantee shall indemnify and hold Grantor harmless from and against any and all loss, damage, or injury which may result from the construction, operation and maintenance of the Facilities; provided, however, that said loss, damage, or injury does not arise out of or result from the actions of the Grantor, its agents, employees, or invitees.

Grantor agrees to indemnify Grantee against any environmental liability that predates the date of this Easement or is caused by the Grantor's actions or inactions.

Grantor shall not grant any other right of way or easement within the Easement to any third party, firm or corporation without the prior express written consent of Grantee.

Grantor shall not cross fence the Easement without the prior express written consent of Grantee.

It is mutually understood and agreed that this Easement and the attached Exhibits, as written, cover and include all of the agreements and stipulations between the parties and that no representations or statements, verbal or written, have been made modifying, adding to or changing the terms of this Easement.

The terms, conditions, and provisions of this Easement shall extend to end be binding upon the heirs, executors, administrators, personal representatives, successors in interest, and assigns of the parties hereto.

Grantor:

Angelo K. Tsakopoulos
Angelo K. Tsakopoulos

Date: 3/25/04

I-5 Laguna, a California limited partnership

By: Angelo K. Tsakopoulos

Date: 3/25/04

Its: _____

STATE OF CALIFORNIA)
COUNTY OF SACRAMENTO)

Certificate of Acceptance
Attached to R/W 508/02

This is to certify that the SACRAMENTO MUNICIPAL UTILITY DISTRICT, a municipal utility district, hereby accepts for public purposes the interest in real property conveyed by the foregoing deed or grant and consents to the recordation thereof. The undersigned officer is authorized to execute this acceptance and consent pursuant to authority conferred by Resolution No. 89-6-11, adopted by said District's Board of Directors on June 20, 1989.

Dated: April 2, 2004

Keith D. Shorey
Keith D. Shorey
Supervisor, Real Estate Services

STATE OF CALIFORNIA)
) SS
COUNTY OF Sacramento

On 3/25/04, 200__ before me, the undersigned Notary Public, personally appeared ANGELO K. TSAKOPoulos, personally known to me, **or** proved to me on the basis of satisfactory evidence, to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

Witness my hand and official seal.



[Signature]
Notary Public, State of California

STATE OF CALIFORNIA)
) SS
COUNTY OF)

On _____, 200__ before me, the undersigned Notary Public, personally appeared _____, personally known to me, **or** proved to me on the basis of satisfactory evidence, to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

Witness my hand and official seal.

Notary Public, State of California

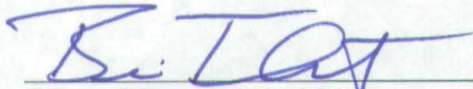
EXHIBIT 'A'

**Pipeline Right-of-Way
R/W 508/02**

All that real property situated in the County of Sacramento, State of California, described as follows:

The easterly 15 feet of Parcel 10 as shown on the Parcel Map filed in the Recorder's office of said County in Book 144 of Parcel Maps, Page 21.

End of Description


Brian Thionnet, L.S. 6866



SMUD0080-S

No fee for recordation.
Government Code Sec. 6103

RECORD AT THE REQUEST OF
AND RETURN TO:
Sacramento Municipal
Utility District
Attention Land Department - 45
P. O. Box 15830
Sacramento, CA 95852-1830
A.P.N. Ptn. 119-0143-004
NO COUNTY TRANSFER TAX DUE

SMUD BY

Keith D. Shroy

BOOK

PAGE

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SACRAMENTO COUNTY, CALIF.

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251133

Jane Russell Smith
COUNTY CLERK-RECORDER

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Indexed 9-24-86 sdm
Posted 276/152 AKA
Other (5-13-87)

T/L R/W 129/30A-PS
WO 101649

GRANT OF EASEMENT

DAROLYN W. MILLER, who acquired title as DAROLYN W. FENWICK, hereinafter called Grantor, in consideration of value paid by SACRAMENTO MUNICIPAL UTILITY DISTRICT, a municipal utility district, hereinafter called Grantee, the receipt whereof is hereby acknowledged, hereby grants to Grantee those perpetual and exclusive easements and rights of way to construct, operate, maintain, repair, reconstruct, replace, and remove, at any time and from time to time, electric transmission lines, consisting of one line of poles, wires and cables, including ground wires, both overhead and underground, for the transmission of electric energy, and for communication purposes, and all necessary and proper foundations, footings, crossarms and other appliances and fixtures for use in connection with said poles, wires and cables, together with a right of way, on, along and in all of the hereinafter described strip of those certain lands which are situate in the County of Sacramento, State of California, and are described as follows:

The South 100 acres of the Southwest one-quarter of Section 29, Township 7 North, Range 5 East, M.D.B.&M. EXCEPTING THEREFROM all that portion of land lying within a strip of land 100 feet in width the centerline of which is described as follows: Beginning at a point on the north line of the Southeast one-quarter of the Northwest one-quarter of said Section 29, at or near Engineers Station 1880-34, said point being East along said north line 1870 feet, more or less, from the west line of said Section 29; thence from said point of beginning South 05°11' East 3990 feet to Engineers Station 1840-44 on the south line of the East one-half of the Southwest one-quarter of said Section 29; said strip of land is described in the Deed from James O. Stephenson to Western Pacific Railway Company, a corporation, dated May 3, 1907 and recorded

AKS

in the office of the Recorder of Sacramento County on September 10, 1907 in Book 261 of Deeds at Page 163. ALSO EXCEPTING THEREFROM all that portion of the South 100 acres of the Southwest one-quarter of said Section 29 lying west of the said 100-foot strip of land described in said Deed recorded in Book 261 of Deeds at Page 163.

The route of said right of way shall be within a strip of land 73.00 feet in width the westerly line of which is described as follows: Beginning at a point in Section 29, Township 7 North, Range 5 East, M.D.B.&M., being the intersection of the easterly right of way line of the Union Pacific Railroad Company, with the southerly line of Parcel 1 as said parcel is shown on the parcel map entitled "A Portion of Section 29 T.7N., R.5E., M.D.B.&M.", recorded in the office of the Recorder of Sacramento County on July 31, 1975 in Book 23 of Parcel Maps at Page 4; thence from said point of beginning along the easterly right of way line of the Union Pacific Railroad Company, South 05°11' East 1658.00 feet to a point on the south line of said Section 29.

Grantor further grants to Grantee:

- (a) the right of ingress to and egress from said strip over and across said lands by means of roads and lanes thereon, if such there be, otherwise by such route or routes as shall occasion the least practicable damage and inconvenience to Grantor; provided that such right of ingress and egress shall not extend to any portion of said lands which is isolated from said strip by any public road or highway now crossing or hereafter crossing said lands; provided, further, that if any portion of said lands is or shall be subdivided and dedicated roads or highways on such portion shall extend to said strip, said right of ingress and egress on said portion shall be confined to such dedicated roads and highways;
- (b) the right from time to time to trim and to cut down and clear away or otherwise destroy any and all trees and brush now or hereafter on said strip and to trim and to cut down and clear away any trees on either side of said strip which now or hereafter in the opinion of Grantee may be a hazard to said poles, wires or cables, by reason of the danger of falling thereon, or may interfere with the exercise of Grantee's rights hereunder; provided, however, that all trees which Grantee is hereby authorized to cut and remove, if valuable for timber or wood, shall continue to be the property of Grantor, but all tops, lops, brush and refuse wood shall be burned or removed by Grantee;
- (c) the right from time to time to enlarge, improve, reconstruct, relocate and replace any poles, constructed hereunder with any other number or type of poles either in the original location or at any alternate location or locations within said strip;
- (d) the right to install, maintain and use gates in all fences which now cross or shall hereafter cross said strip;
- (e) the right to mark the location of said strip by suitable markers set in the ground; provided that said markers shall be placed in fences or other locations which will not interfere with any reasonable use Grantor shall make of said strip.

Grantee hereby covenants and agrees:

- (a) Grantee shall not fence said strip;
- (b) Grantee shall promptly backfill any excavations made by it on said strip and repair any damage it shall do to Grantor's private roads or lanes on said lands;
- (c) Grantee shall indemnify Grantor against any loss and damage which shall be caused by the exercise of said ingress and egress or by any wrongful or negligent act or omission of Grantee or of its agents or employees in the course of their employment.

Grantor reserves the right to use said strip for purposes which will not interfere with grantee's full enjoyment of the rights hereby granted; provided that Grantor shall not:

- (a) erect or construct any building, swimming pool, or other structure, or drill or operate any well, or construct any reservoir or other obstruction, or add to the ground level in said strip;
- (b) deposit, or permit or allow to be deposited, earth, rubbish, debris, or any other substance or material, whether combustible or noncombustible, on said strip, or so near thereto as to constitute, in the opinion of Grantee, a hazard to said poles, wires or cables;
- (c) grant any easement or easements on, under, or over said strip without the written consent of Grantee.

The provisions hereof shall inure to the benefit of and bind the successors and assigns of the respective parties hereto, and all covenants shall apply to and run with the land.

Dated November 14, 1986

Darolyn W. Miller
Darolyn W. Miller
a.k.a. Darolyn W. Fenwick

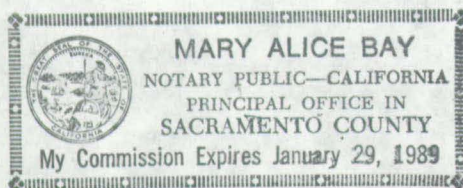
Executed in the presence of Witness:

Robert C. Ellis

STATE OF CALIFORNIA)
COUNTY OF SACRAMENTO) ss.

Certificate of Acknowledgment
(Witness Form Only — General)

On NOVEMBER 17, 1986, before me, the undersigned, a Notary Public in and for said State, personally appeared
ROBERT L. ELLIS, personally known
to me to be the person whose name is subscribed to the foregoing instrument as a witness thereto, who, being by me duly sworn,
deposed and said: That he resides in the County of Sacramento, State of California: that he was present and saw
DAROLYN W. MILLER
(personally known to him to be the person - - described in and who executed the foregoing instrument as
party thereto) sign and deliver the same; that she acknowledged to affiant that she executed the same;
and that affiant subscribed his name as a witness thereto.



WITNESS my hand and official seal.

Mary Alice Bay
Notary Public in and for said State.

STATE OF CALIFORNIA)
COUNTY OF SACRAMENTO) ss.

Certificate of Acceptance

This is to certify that the SACRAMENTO MUNICIPAL UTILITY DISTRICT, a municipal utility district, hereby accepts for public purposes the interest in real property conveyed by the foregoing deed or grant and consents to the recordation thereof. The undersigned officer is authorized to execute this acceptance and consent pursuant to authority conferred by Resolution No. 84-5-34, adopted by said District's Board of Directors on 5/31/84.

DATED November 17, 1986

Judy R. Habecker
Assistant Secretary

INDEXED
POSTED
OTHER

EASEMENT
T/L/129/30A -

PS

SMUD0065

No fee for recordation

Govt. Code Sec. 6103

RECORD AT REQUEST OF AND RETURN TO:
Sacramento Municipal Utility District
Attention Real Estate Services - MS 45

P. O. Box 15830

Sacramento, CA 95852-1830

A.P.N. Ptn. 119-0120-005,026

NO COUNTY TRANSFER TAX DUE

BOOK

PAGE

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1479

OFFICIAL RECORDS
SACRAMENTO COUNTY, CALIF.

94 MAR 31 AM 10:47

G. J. Davis
COUNTY CLERK-RECORDER

SMUD BY:

Ernie L. Davis

R/W 29/1143
WA 83432

GRANT OF RIGHT OF WAY

NO
FEE
B

3

ANGELO K. TSAKOPOULOS,

Grantor, hereby grants to SACRAMENTO MUNICIPAL UTILITY DISTRICT, a municipal utility district, Grantee, its successors and assigns, the right from time to time to construct, place, inspect, remove, replace, maintain and use electrical facilities consisting of aerial wires and cables, with associated poles, crossarms, braces, transformers, capacitors, switches, anchors, guy wires, guy stubs, and all necessary fixtures and appurtenances, within the following described route.

TOGETHER WITH a right of way therefor over that certain real property situate in the County of Sacramento, State of California, described herein.

Said right includes the trimming by Grantee of any trees or foliage along said right of way whenever considered necessary for the complete enjoyment thereof and the right of ingress to and egress from said right of way for the purpose of exercising and performing all rights and privileges granted herein.

All that portion of Section 29, Township 7 North, Range 5 East, M.D.B. & M. described in that certain Corporation Grant Deed from SKK Exchange Inc. to Angelo K. Tsakopoulos, dated November 25, 1991 and recorded in the office of the Recorder of Sacramento County on November 25, 1991 in Book 91 11 25 of Official Records at Page No. 0791.

EXCEPTING THEREFROM any portion lying within the public road now known as Laguna Boulevard.

The route of said right of way shall be within a strip of land 20 feet in width, the centerline of which is described as follows: Beginning at a point in said Section 29 located South 05°37'28" East 1296.16 feet and South 89°34'22" West 91.74 feet from the northeast corner of that certain tract of land designated "Walter E. Fazzio et al" on the Record of Survey entitled "A Portion of Sections 25 & 36, T. 7N., R. 4E., & A Portion of Sections 29, 30, 31, & 32 T. 7N., R. 5 E., M.D.B. & M., Sacramento County, California", recorded in the office of the Recorder of Sacramento County on October 18, 1977 in Book 33 of Surveys at Page 20; thence from said point of beginning South 00°47'09" West 247.58 feet; thence South 05°37'28" East 2125.87 feet to the north line of the public road now known as Laguna Boulevard.

Dated 3/23/94


Angelo K. Tsakopoulos

ALL PURPOSE ACKNOWLEDGEMENT

State of California

County of Sacramento

On 3/23/94 before me, Sharon A. Wichmann
(Name, Title of Officer),

personally appeared Angel K. Tsakopoulos,

☒ personally known to me - OR - ☐ proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.



WITNESS my hand and official seal.

Sharon A. Wichmann
Signature

CAPACITY CLAIMED BY SIGNER

☒ INDIVIDUAL(S) SIGNING FOR ONESELF/THEMSELVES

☐ CORPORATE OFFICER(S) _____ TITLE(S) _____

☐ _____ COMPANY _____

☐ PARTNERS _____ PARTNERSHIP _____

☐ ATTORNEY-IN-FACT _____ PRINCIPAL(S) _____

☐ TRUSTEES _____ TRUST _____

☐ OTHER _____ TITLE(S) _____

_____ TITLE(S) _____

_____ ENTITY(ES) REPRESENTED _____

_____ ENTITY(ES) REPRESENTED _____

STATE OF CALIFORNIA)
COUNTY OF SACRAMENTO) ss.

Certificate of Acceptance
Attached to R/W 29/1143

This is to certify that the SACRAMENTO MUNICIPAL UTILITY DISTRICT, a municipal utility district, hereby accepts for public purposes the interest in real property conveyed by the foregoing deed or grant and consents to the recordation thereof. The undersigned officer is authorized to execute this acceptance and consent pursuant to authority conferred by Resolution No. 89-6-11, adopted by said District's Board of Directors on June 20, 1989.

Dated: 3/30/94

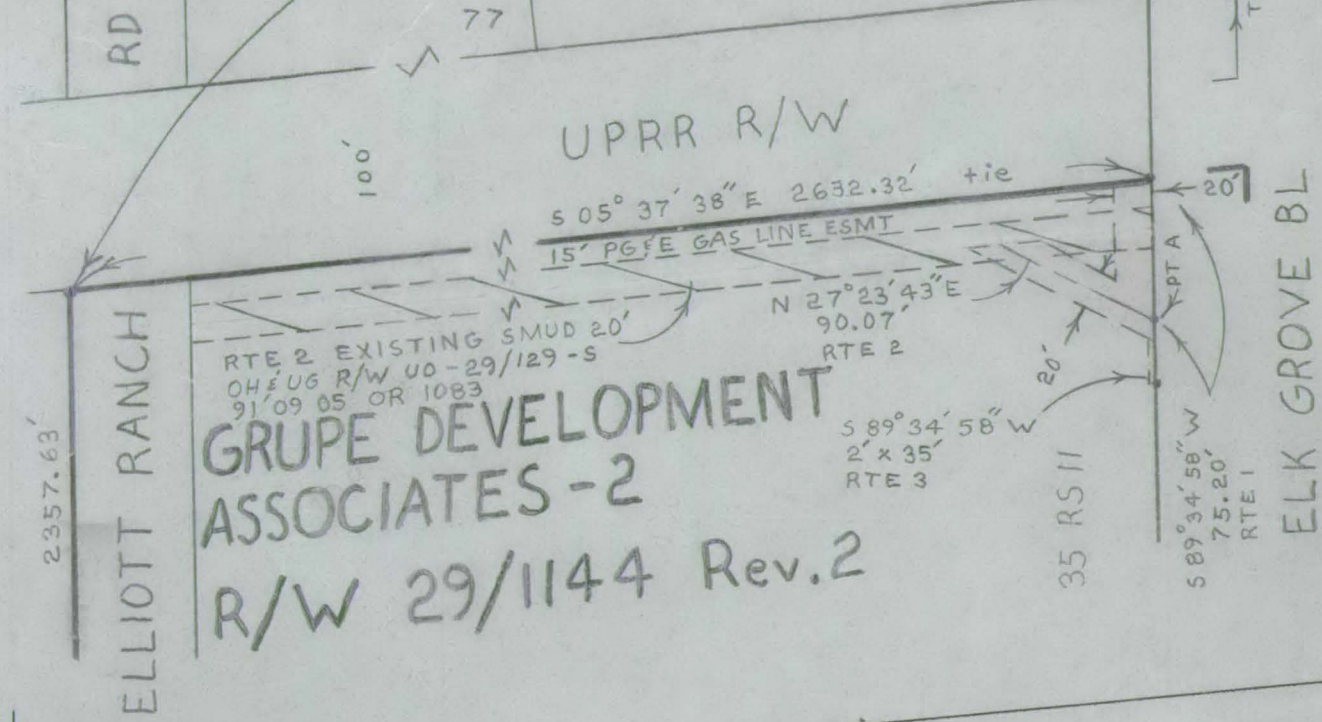
John C. Hughes
John C. Hughes, Acting Supervisor
Real Estate Services

INDEXED	DAD	9-30-92
POSTED	3-31-94	met
OTHER	276,278	/155

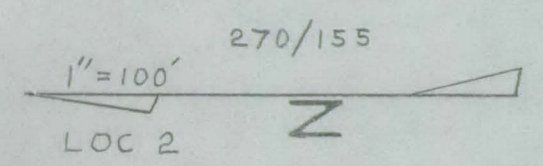
EASEMENT
29/ 1143

SEC 32
T7N R5E
MDB & M

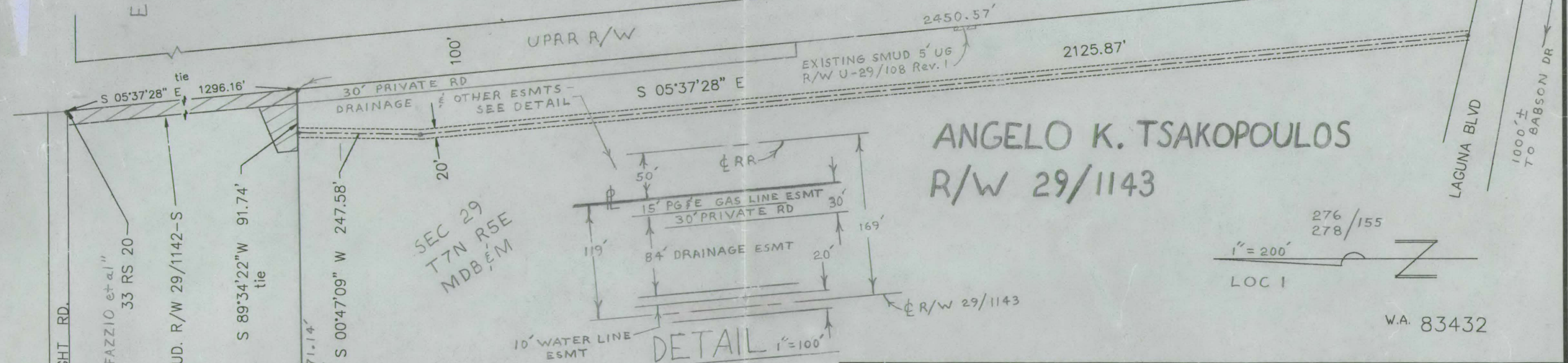
118 PM 14
ELLIOTT RANCH
EAST NO. 4
INTX N LINE ELLIOTT RANCH RD
S WLY LINE UPRR R/W
PER 35 RS II



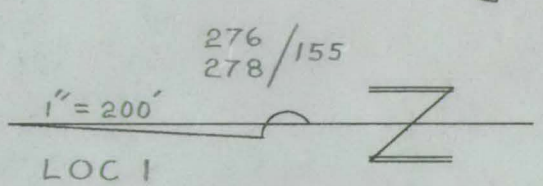
**GRUPE DEVELOPMENT
ASSOCIATES-2**
R/W 29/1144 Rev.2



VICINITY MAP



ANGELO K. TSAKOPOULOS
R/W 29/1143



W.A. 83432

NO.	DATE	DESCRIPTION
2	8/2/94	ROUTE CHANGE 29/1144
1	12-16-92	CHANGED TIE ON R/W 29/1144

SCALE VARIES		TITLE UD OVERHEAD RIGHT OF WAY WITHIN	
DR. BY JKB, RL	DATE 5/92	SECTIONS 29 & 32, T. 7N., R. 5E., M.D.B. & M.	
CHKD. BY TEA/JS	DATE 9-29-92		
SMUD SACRAMENTO MUNICIPAL UTILITY DISTRICT		DWR. NO. R/W 29/1143	REVISION 2
		Sheet No. 1 of 1 Sheets	

MICROFILMED

No fee for recordation

Govt. Code Sec. 6103

RECORD AT REQUEST OF AND RETURN TO:

Sacramento Municipal Utility District

Attention Land Department — 45

P.O. Box 15830

Sacramento, CA 95813

A.P.N. Ptn. 119-120-07

NO COUNTY TRANSFER TAX DUE

SMUD BY:

Keith D. Shoney

BOOK

PAGE

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1271

OFFICIAL RECORDS
SACRAMENTO COUNTY, CALIF.

1985 NOV 22 PM 12:30

Joyce Russell Smith
COUNTY CLERK-RECORDER

201951

NO
FEE
B

R/W U-29/108 Rev.1
WA 67005

GRANT OF RIGHT OF WAY

JERRY A. PAVLATOS,

Grantor, hereby grants to SACRAMENTO MUNICIPAL UTILITY DISTRICT, a municipal utility district, Grantee, its successors and assigns, the right from time to time to construct, place, inspect, remove, replace, maintain and use electrical facilities consisting of underground conduits, wires and cables, with associated aboveground or belowground transformers, transformer pads, pedestals, service, terminal, splicing, switching and pull boxes, switch and fuse cubicles, cubicle pads, riser poles, and all necessary fixtures and appurtenances, within the following-described routes.

TOGETHER WITH a right of way therefor over that certain real property situate in the County of Sacramento, State of California, described herein.

Said right includes the trimming by Grantee of any trees or foliage along said right of way whenever considered necessary for the complete enjoyment thereof and the right of ingress to and egress from said right of way for the purpose of exercising and performing all rights and privileges granted herein.

The South 100 acres of the Southwest one-quarter of Section 29, Township 7 North, Range 5 East, M.D.B.&M. EXCEPTING THEREFROM all that portion of land lying within a strip of land 100 feet in width the centerline of which is described as follows: Beginning at a point on the north line of the Southeast one-quarter of the Northwest one-quarter of said Section 29, at or near Engineers Station 1880-34, said point being East along said north line 1870 feet, more or less, from the west line of said Section 29; thence from said point of beginning South 05°11' East 3990 feet to Engineers Station 1840-44 on the south line of the East one-half of the Southwest one-quarter of said Section 29; said strip of land is described in the Deed from James O. Stephenson to Western Pacific Railway Company, a corporation, dated May 3, 1907 and recorded in the office of the Recorder of Sacramento County on September 10, 1907, in Book 261 of Deeds at Page 163. ALSO EXCEPTING THEREFROM all that portion of the South 100 acres of the Southwest one-quarter of said Section 29 lying east of the said 100 foot strip of land described in said Deed recorded in Book 261 of Deeds at Page 163.

The route of said right of way shall be within a strip of land 5 feet in width the easterly line of which is described as follows: Beginning at a point on the westerly right of way line of the Union Pacific Railroad Company located South 05°11'00" East 327.23 feet and South 84°49'00" West 100 feet from the southwest corner of Parcel 1 as said parcel is shown on the

Parcel Map entitled "A Portion of Section 29 T.7N. R.5E. M.D.B.&M.", recorded in the office of the Recorder of Sacramento County on July 31, 1975, in Book 23 of Parcel Maps at Page 4, said southwest corner being located on the easterly right of way line of the Union Pacific Railroad Company; thence from said point of beginning, along the westerly right of way line of the Union Pacific Railroad Company, South 05°11'00" East 34.50 feet to a point in the Grant of Right of Way from Kenneth M. Fenwick, et ux, to Sacramento Municipal Utility District dated June 16, 1952, and recorded in said Recorder's Office on June 20, 1952, in Book 2241 of Official Records at Page 344.

Dated

9-10-85

Jerry A. Pavlatos

RECORDED
INDEXED
FILED
NOV 18 1985
SACRAMENTO COUNTY

STATE OF CALIFORNIA)
COUNTY OF Sacramento) ss.

Certificate of Acknowledgment
(General)

On September 10, 1985, before me, the undersigned, a Notary Public in and for said State, personally appeared
Jerry A. Pavlatos,

personally known to me ~~(or proved to me on the basis of satisfactory evidence)~~ to be the person _____
whose name is subscribed to this instrument, and acknowledged that _____ he _____ executed it.

WITNESS my hand and official seal.



Patti Lewkowitz
Notary Public in and for said State.

STATE OF CALIFORNIA)
COUNTY OF SACRAMENTO) ss.

Certificate of Acceptance

This is to certify that the SACRAMENTO MUNICIPAL UTILITY DISTRICT, a municipal utility district, hereby accepts for public purposes the interest in real property conveyed by the foregoing deed or grant and consents to the recordation thereof. The undersigned officer is authorized to execute this acceptance and consent pursuant to authority conferred by Resolution No. 84-5-34, adopted by said District's Board of Directors on 5/31/84.

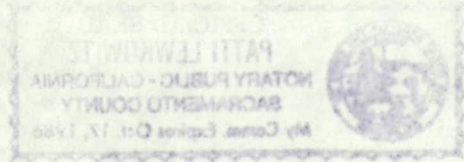
DATED NOV 18 1985

Judy R. Habecker
Assistant Secretary

BOOK PAGE
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UNDERGROUND EASEMENT	
U-29	108 REV.1

INDEXED	Adm 6-8-85
POSTED	376/152
OTHER	11-21-85 JPP



LETTER 8

Sacramento Municipal Utility District (SMUD)
Rob Ferrera, Environmental Services Specialist
January 18, 2022

Response 8-A: The comment serves as an introduction, acknowledges receipt and review of the Draft EIR, provides context for the agency's involvement and relation to the proposed Project and Project area, and summarizes the agency's concerns with the Draft Environmental Impact Report (EIR) to be covered in more detail in subsequent comments in the letter.

While this comment is not related to the adequacy of the EIR for addressing environmental impacts associated with the proposed Project, it has been included in this Final EIR to allow for decision-maker review and consideration prior to action on the proposed Project. The San Joaquin Regional Rail Commission (SJRRRC) and the San Joaquin Joint Powers Authority (SJJPA) are committed to continued collaboration with all interested parties and permitting agencies, including SMUD, through the final design, permitting, and construction phases and implementation of all mitigation measures described in the EIR.

Response 8-B: The comment raises concern that the proposed Project would potentially impact SMUD maintained gas pipeline, electric transmission and distribution line facilities, and telecommunication assets within or near the Project boundary. The commenter states that six sections of the Draft EIR did not adequately address the potential need to relocate SMUD facilities, including Section 5.4.1, Biological Resources; Section 5.4.4, Energy; Section 5.4.6 Greenhouse Gases; Section 5.4.8, Hydrology and Water Quality; Section 5.4.9, Land Use and Planning; and Section 5.4.12, Public Services.

The Draft EIR, under Section 3.4.10.4, discusses known utility infrastructure within the UPRR right-of-way, in Dwight Road, and on the private property west of the UPRR Corridor. The analysis in Section 5.4 considers the whole of the proposed Project (including utility relocation) as described in Chapter 3.0, Project Description of the Draft EIR.

SJRRRC will coordinate with utility owners during the final design phase of the Project to accurately locate existing underground utilities and evaluate existing underground and overhead utilities potentially in conflict with the Project improvements to assess potential relocation needs within the Project footprint or methods for protecting existing utilities in place.

Response 8-C: The comment requests that the environmental impacts associated with relocation of overhead and underground electrical facilities be further assessed. The commenter states that it is not clear if the proposed Project

station and culvert extensions would require the relocation of nearby SMUD underground and aboveground lines. Additionally, the commenter states that the project proponent is responsible for maintaining all Cal/OSHA, State of California Public Utilities Commission General Order No. 95, and utility standard safety clearances during construction and upon completion and if the required clearances cannot be maintained, the Project proponent will be responsible for the cost of relocating the facilities and providing new easements and rights of way.

Please see Response to Comment 6-J.

Response 8-D:

The comment requests that the environmental impacts associated with relocation of underground high-pressure natural gas transmission pipeline be further assessed. The commenter states that it is not clear if the proposed Project station and culvert extensions would require the relocation of nearby SMUD natural gas pipeline and if so, the project proponent will be responsible for the cost of relocating the pipeline and related facilities, including providing new easements and rights of way.

Please see Response to Comment 6-J.

Response 8-E:

The comment requests that the environmental impacts associated with relocation of telecommunication equipment be further assessed. The commenter states that it is not clear if the proposed Project station and culvert extensions would require the relocation of nearby SMUD telecommunication equipment and if so, the project proponent will be responsible for the cost of relocating the pipeline and related facilities, including providing new easements and rights of way.

Please see Response to Comment 6-J.

Appendix A: Chat Box Comments from Public Meeting

- Be sure to check out our project website after the meeting at:
<https://www.sjrrc.com/elk-grove-station/> ; elkgrovestation@gmail.com
- Are upgrades to Laguna for cyclists such as Class IV lanes being considered for access? | 9-A
- With the increase in trips, the existing trains that come also sometimes honk although Elk Grove is a silent zone, what will they do to decrease the noise pollution for residents and new developments on Willard parkway that are close to the rail road track. They should consider building the sound wall across both sides to decrease noise pollution near bilby and Willard parkway | 9-B
- How come noise won't be increased as now passenger trains don't come about 5 round trips and 2 freight round trips is 12 times more noise to residents. Now only freight train comes and not passenger trains. | 9-C
- I am building a house at corner of Willard and a bilby and existing railroad is 500 feet away, and when it comes close to Willard parkway and I asked lot of residents and they were like it's a lot of nuisance and trains honk then they come whereas city is silent zone where they cannot honk. Rail commission should build sound wall all the way from where they enter the Franklin hood region to the station on both sides it makes less noise for residents. It will help so many residents in Laguna, Willard parkway and future generations. As they are for profit organization and they should do these developments to reduce noise level. | 9-D
- Be sure to check out our project website after the meeting at:
<https://www.sjrrc.com/elk-grove-station/> ; elkgrovestation@gmail.com
- Will the project require any sewer connection? | 9-E
- Will there be a gate at night to keep vagrants away? | 9-F
- Can you speak to integration and connectivity to existing transit centers such as Sac Valley and Regional Transit and bus lines? | 9-G
- How about maintaining Elk Grove as silent zone, but even now rail road's honk when they approach to city and go through the site, they honk at Franklin hood stop and then near Laguna. how will city enforce that passenger trains don't honk when they approach to city? | 9-H
- Can you address connection with High-Speed Rail? | 9-I
- The plan for the parking lot appears to place buses further away from the train than cars. Will this decrease transit access to the station? Is there an option to place buses nearer to the station? | 9-J
- In ref to bikes there is a reason why you see almost no one riding a bike on the overpass on Laguna...no one wants to ride up a huge overpass in a painted bicycle gutter on a 6 lane road* with traffic whizzing by at 60 MPH. That's suicide | 9-K

- Is there potential to include connections to the platform from the east side of the tracks as well as the west side? 9-L
- Can you speak to future electrification of this line? 9-M
- Can you please provide clarification on the mitigation anticipated to avoid impact with the utility facilities? 9-N
- *strood: a street that is designed like a high speed highway
- What is the anticipated ridership of this line/station? 9-O
- Can you put up the slide where we can see the web address to click on to see the plans, please?
- Is a professional who is CPTED trained being considered for lighting, landscaping, etc. CPTED is Crime Prevention Through Environmental Design. 9-P
- I did not see locations in the parking lot for either Level 3 Electric Vehicle Charging Stations (EVCS) or enclosed rental bicycle sheds, similar to those found at BART stations. Are those planned? 9-Q
- It was mentioned that one of previous target locations for this station had a # of concerned neighbors. What would those concerns be? The sound walls along the current Union Pacific railway do not work very well. 9-R
- How long would it take for train to get from Elk Grove to San Jose downtown? 9-S
- Are you guys planning to build any sound wall across the rail line to keep noise level low for residents when going through city? 9-T
- Is there a separate EIR for the San Joaquin railway expansion effort? Can you share info about EIR for that effort? 9-U
- What is the plan for railway tracks between Laguna to Elk Grove stretch? Is it part of Elk Grove station project scope? 9-V
- Fuel cells cannot handle the vibrations from rail service
- The EIR states that the pedestrian overcrossing would have deep foundations that could impact several high-pressure gas transmission lines that would require a huge cost, effort, and many years of permitting to relocate. Have those been considered in the design of the pedestrian bridge? 9-W
- Good evening, I own building at 3233 Dwight Road, Abbey Flooring, just north of the site. Are you planning on installing new traffic light at entrance/exit to station? I would also like to voice my support for the project. I believe it will be nice addition to the community. 9-X
- Conversion of the current storage parking lot will result in over 250 commercial and RV vehicles being displaced. The various HOA's west of Franklin do not allow storage and parking of vehicles over 3/4 tons, commercial vehicles, or RVs on homeowner's property. 9-Y

Neither does the city allow storage on city streets. This is the largest storage facility in the area. What action is the city or project taking to mitigate this displacement?

9-Y
cont'd

- How is the shuttle from the Natomas station getting to the airport? Can it get stuck in traffic or does it have its own ROW? 9-Z
- I believe the DEIR does indicate a light at that new intersection being constructed at the entrance/exit. I'm not a part of the project team, however.
- City Council report:
http://p1cdn4static.civiclive.com/UserFiles/Servers/Server_109585/File/cityclerk/citycouncil/2018/attachments/04-11-18_10.1.pdf
- UP trains travel at a slow speed. How fast will these train new trains travel? 9-AA
- Thank you all for your presentations and outreach efforts
- If it's anything like Capitol Corridor, it will likely hit speeds of about 80 MPH...depending on distance to stops, terrain, etc. (full disclosure, I am not on the design team)
- With the potential of both trains traveling on the two tracks at the same time, how is it that there would not be any additional vibrations created from the two trains. 9-AB
- <https://www.sjrrc.com/elk-grove-station/>
- Thank you

LETTER 9

Chat Box Comments from Public Meeting
January 11, 2022

- Response 9-A:** The comment questions whether upgrades to the Laguna Boulevard bike lanes would be considered as part of the proposed Project.
- The proposed Project does not include improvements or upgrades to existing bicycle and pedestrian facilities on Laguna Boulevard and Dwight Road but would maintain said facilities. As noted during the public meeting, the City of Elk Grove recently adopted an update to its *Bicycle, Pedestrian, and Trails Master Plan (2021)*, which identified a future Class I multi-use path along Laguna Boulevard from Franklin Boulevard to Dwight Road; however, those future improvements are outside of the scope of the proposed Project.
- Response 9-B:** The comment suggests that sound walls should be installed on both sides of the rail corridor to decrease noise, specifically near Willard Parkway and Bilby Road.
- Please refer to Response to Comment 2-A.
- Response 9-C:** The comment questions how the project would not result in increased noise to adjacent residents.
- Please refer to Response to Comment 2-A.
- Response 9-D:** The comment expresses concerns regarding potential noise impacts from the proposed Project and notes that train horns currently sound as they approach Willard Parkway and Bilby Road. The commenter states that Elk Grove has been designated as a Quiet Zone and suggests additional mitigation for noise levels, such as the construction of sound walls.
- Please refer to Response to Comment 2-A.
- Response 9-E:** The comment questions if the proposed Project would require a sewer connection.
- As discussed in Section 3.4.2 of the Draft EIR, the proposed station would be unattended (i.e., there would be a lack of human presence), and no restroom facility is proposed. Therefore, a sewer connection is not proposed as part of the Project.
- Response 9-F:** The comment questions if the proposed Project includes the installation of a gate to keep vagrants away.

Please refer to Response to Comment 5-A.

Response 9-G: The comment requests additional information related to connectivity between existing transit centers and the proposed Project.

The San Joaquin Regional Rail Commission (SJRRRC) has been coordinating with Sacramento Regional Transit (SacRT), which provides local and regional transit services in Elk Grove. SacRT has been consulted on the number of bus bays it would like at the proposed station and for proposed circulation of buses in the station parking lot. The proposed Project would connect to existing transit service, and SJRRRC would continue to coordinate with transit providers to ensure connectivity to the proposed Project.

Response 9-H: The comment asks how the proposed Project would maintain the quiet zone along the corridor.

Please refer to Response to Comment 2-A.

Response 9-I: The comment asks how the proposed Project would connect to the California High-Speed Rail (HSR) System.

In the future, the SJRRRC would look to connect with HSR, which would terminate at a multimodal station in Merced. The SJRRRC is working closely with the California High-Speed Rail Authority, the California State Transportation Agency, and the California Department of Transportation (Caltrans) to plan and develop a facility that would offer a seamless transition of services.

Response 9-J: The comment suggests that buses be placed nearer the station platform than the automobiles as shown in the current design.

The SJRRRC coordinated with SacRT on various early parking lot concepts and during those meetings, the team focused on minimizing parking lot conflicts between buses and pedestrians, cyclists, and vehicles.

Response 9-K: The comment asserts that very few cyclists use the bike lanes on Laguna Boulevard because of the speed of vehicular traffic and because bike lanes are separated from vehicular traffic by a painted stripe.

Please refer to Response to Comment 9-A.

Response 9-L: The comment questions if it would be possible to provide a connection from the station platform to the east.

Please refer to Response to Comment 7-B.

Response 9-M: The comment asks what the potential is for future electrification of this line.

Future electrification is beyond the scope of the current Project. Electrification of the corridor is not currently under consideration by the State. The UPRR owns the right-of-way and the track, and its trainsets are not currently capable of operating via electrification.

However, SJRRC is working with the State to identify a pilot program for zero-emission locomotives that would operate on battery power or hydrogen. Even if the proposed Project would not be electrified, the SJRRC is looking at ways to result in zero emissions in the future.

Response 9-N: The comment questions how the Project proposes to avoid utilities and/or address conflicts with utilities.

Please refer to Response to Comment 6-J.

Response 9-O: The comment asks what the anticipated ridership is for the proposed station.

As discussed in Section 3.4.8 of the Draft EIR, the anticipated daily ridership would be 890 in 2025.

Response 9-P: The comment questions if someone on Project team is trained in Crime Prevention Through Environmental Design measures.

Please refer to Response to Comment 5-A.

Response 9-Q: The comment asks if electric vehicle (EV) charging stations or bike rental stations are planned in the proposed parking lot.

Please refer to Response to Comment 7-C for discussion of EV charging stations.

Bike locker facilities are under consideration beneath the proposed elevated walkway. Locations and quantities of these facilities would be finalized during the final design process.

Response 9-R: The comment notes that a previously considered station site was eliminated from further consideration based on neighbors' concerns. The comment questions what those concerns were. The comment also notes that the existing sound walls adjacent to the corridor are not very effective.

The commenter did not specify to which previously considered station site they were referring, but the commenter is directed to the Staff Report for the Multi-Modal Facility Feasibility Study, which was submitted to the City

Council for consideration at its April 11, 2018 meeting. The link for the report is available at http://www.elkgrovecity.org/UserFiles/Servers/Server_109585/File/cityclerk/citycouncil/2018/attachments/04-11-18_10.1.pdf.

The SJRRC website also offers information about the program as a whole. Other environmental documents prepared by SJRRC are also available at the following link: <http://www.sjrrc.com>.

Response 9-S:

The comment questions how long it would take to travel on the train from Elk Grove to downtown San José.

Based on current operations, with the expectation that trip times would be improved in the future, travel time from Elk Grove to Great America (the key station in the Silicon Valley) would take 2.5 hours, and from Great America to San José, which is considered the end of the line, it would take about an additional 20 minutes.

Response 9-T:

The comment questions if a sound wall is proposed to reduce noise levels.

Please refer to Response to Comment 2-A.

Response 9-U:

The comment requests information for Valley Rail Sacramento Extension Project EIR.

Information related to the Valley Rail Sacramento Extension Project is available at <https://acerail.com/?s=valley+rail+extension>

Response 9-V:

The comment asks if the proposed Project includes rail improvements between Laguna Boulevard and Elk Grove Boulevard.

As discussed in Section 3.4.1 (page 3-10) in the Draft EIR, the Elk Grove Station project includes approximately 10,000 feet of siding track extending from just north of Elk Grove Boulevard to just south of Big Horn Boulevard. As shown on Sheets 3 and 4 of Figure 3.4-1 of the Draft EIR, the proposed Project includes rail improvements between Laguna Boulevard and Elk Grove Boulevard.

Response 9-W:

The comment questions whether the design for the pedestrian bridge considered the high-pressure gas transmission lines in the Project area.

Please refer to Response to Comment 6-J.

Response 9-X:

The comment asks if the Project includes a traffic signal at the entrance/exit to the station parking lot. The comment also expresses support for the Project.

SJRRC is working closely with the City of Elk Grove, and currently the team is looking at intersection treatments for the station entrance/exits; however, a traffic signal is not proposed at this time.

Response 9-Y: The comment asks how the Project or the City will mitigate the displacement of the RV storage facility at the proposed station parking lot.

Please refer to Response to Comment 3-C.

Response 9-Z: The comment questions how the shuttle from the Natomas Station would get to the airport. The comment asks if the shuttle could get stuck in traffic or if it would operate on dedicated right-of-way.

SJRRC is working closely with SacRT as the Natomas Station Project, which was environmentally cleared pursuant to the certified Valley Rail Sacramento Extension Project, enters the final design phase. The expectation is that the shuttle would connect directly with the airport without having to get onto Interstate 5 once Elkhorn Boulevard is extended to the airport.

Response 9-AA: The comment questions what speed the trains would operate through the corridor.

The passenger trains would operate at speeds up to 79 miles per hour (mph). As discussed in the Valley Rail Sacramento Extension Final EIR, the design speed along the Sacramento Subdivision is 79 mph south of Sacramento with slower speeds going through the city. In addition, a speed of 79 mph would only take place along certain stretches of track in isolated areas with minimal at-grade crossings.

Response 9-AB: The comment questions how the proposed Project would not result in vibration from the operation of trains within the UPRR corridor.

As discussed under Impact 4.3-2 of the Draft EIR, ground-borne vibration impacts from construction and operation would be reduced to a less-than-significant level with implementation of Mitigation Measure (MM) NOI-3 and MM NOI-4, respectively.

4.0 DRAFT EIR TEXT REVISIONS

This chapter presents specific changes to the text of the Draft Environmental Impact Report (EIR) made to clarify and supplement materials in the Draft EIR. In no case do these revisions result in a greater number of impacts or in impacts of a greater severity than those set forth in the Draft EIR. Where revisions to the main text are called for, the page and paragraph are set forth, followed by the appropriate revision. Added text is indicated with double-underlined text. Deleted text is shown in ~~strikeout~~.

To clarify that the Project's northern boundary is adjacent to the Sacramento Regional County Sanitation District (Regional San) Bufferlands area, Sections 3.1.1 and 4.1.3 of the EIR (pages 3-2 and 4-6, respectively) have been revised as follows:

North of Big Horn Boulevard to Sims Road within the limits of Sacramento County are lands subject to the South Sacramento County Habitat Conservation Plan (HCP). The Sacramento Regional County Sanitation District's (Regional San) Bufferlands surrounding the SWRTP is located adjacent to the northern limit of the Project area. The City of Elk Grove is not a party to the South Sacramento County HCP, and the proposed Project area does not include lands that are within the HCP limits.

Figures 3.1-2 and 3.1-3 on pages 3-5 and 3-7 of the EIR, respectively, have been revised to accurately label the location of Big Horn Boulevard, Dwight Road, and Laguna Station Road. The revised figures are included on pages 4-3 and 4-5 of this Response to Comments Document.

Figures 3.1-2 and 3.1-3 on pages 3-5 and 3-7 of the EIR, respectively, have been revised to add the boundary of the Regional San Bufferlands. The revised figures are included on pages 4-3 and 4-5 of this Response to Comments Document.

To further define the utility identification and construction process, text in Section 3.4.10.4 of the EIR (pages 3-25 and 3-26) has been revised as follows:

Construction of the proposed Project is anticipated to affect some existing utilities in the Project area. Based on existing utility information provided by utility owners, the following utilities exist in the Project area.

- **UPRR right-of-way:** There are existing underground sanitary sewer, gas, and communication lines running along the UPRR right-of-way; underground electrical, water, sanitary sewer, gas, and cable television lines crossing UPRR right-of-way just south of Big Horn Boulevard, just south of Laguna Boulevard, and just south of Elk Grove Boulevard; and overhead electrical lines crossing UPRR right-of-way at one location between Laguna Boulevard and Elk Grove Boulevard. The replaced mainline track, siding track, and platform would be constructed close to existing grade within existing UPRR right-of-way and relocation of existing utilities is not anticipated. ~~The pedestrian overcrossing would have deep support foundations that may conflict with existing utilities on~~

the west side of the UPRR right-of-way requiring relocation that include gas and communication lines. The proposed pedestrian overcrossing linking the platform within UPRR right-of-way to the parking lot to the west outside UPRR right-of-way would have columns with deep support foundations and depending on the final location of support columns, these may need to be placed in a location that conflicts with the existing underground gas and communication lines requiring partial relocation of these utilities around the support foundations. The pedestrian overcrossing would conflict with the overhead electrical line on the parking lot to the west outside UPRR right-of-way requiring relocation that could be accomplished by either raising the electrical wires or relocating the wires underground in this location. Raising the electrical lines may involve replacing the existing timber poles with new, taller timber poles or tubular steel poles depending on the height adjustment required. If the electrical lines would be relocated underground, the lines would be located within the Project study area and would be sited so as to avoid conflict with other underground utilities and sensitive resources.

- **Dwight Road:** Existing underground sanitary sewer, electrical, communication, street lighting, and water lines are located within the Dwight Road right-of-way. On the east side of Dwight Road where the new driveway access to the parking lot is proposed, there are existing underground electrical, communication, and water lines. The driveway would be constructed close to existing grade similar to the adjacent driveway to the Laguna Self Storage facility. Street lighting and an above ground electrical cabinet may require relocation. New light standards, signals, and/or pedestrian pushbuttons on Dwight Road would be placed to avoid existing underground utilities.
- **Private Property West of UPRR Corridor:** The proposed parking lot would be located on a private parcel fronting the east side of Dwight Road. Existing utilities on the east side of the parcel are located in easements that have overhead electrical line and an underground sanitary sewer line and gas line. The proposed pedestrian overcrossing would have deep support foundations, but these would be placed to avoid impacts to the existing underground sanitary sewer line and gas line. The pedestrian overcrossing would conflict with the overhead electrical line requiring relocation that could be accomplished by either raising the electrical wires or relocating the wires underground in this location as noted previously. Existing water line service feeding from the water lines along Dwight Road for the developed private parcel may need to be modified or relocated to accommodate the Project improvements. Between the private parcel and the UPRR right-of-way, there is existing privately owned right-of-way for a drainage channel and maintenance road with utility easements containing underground sanitary sewer, water, and communication lines. It is anticipated that existing utilities on this privately owned right-of-way would not require relocation.

As discussed in the comment letter provided by Sacramento Municipal Utility District (SMUD) the Project would require SMUD's review and approval of utility plans. The following has been added to Table 3.5-A of the EIR:

<u>Sacramento Municipal Utility District</u>	<u>Approval required for utilities relocation.</u>
--	--

To accurately describe the distance of the Project area to Stone Lakes National Wildlife Refuge (SLNWR), Section 4.1.3 of the EIR (page 4-11) has been revised as follows:

The City of Elk Grove identifies scenic resources that contribute to the overall visual character of the area. The following areas are designated scenic resources by the City of Elk Grove: Stone Lakes National Wildlife Refuge, Consumnes River Preserve, parks and open space areas, and local lakes, rivers, and creeks. The Project site is located approximately ~~4.3~~ 1.6 miles ~~north~~ northeast of the Stone Lakes National Wildlife Refuge and 11 miles north of the Cosumnes River Preserve.

As requested by Regional San, two additional planned projects have been added to the cumulative list of related projects. The "Regional San EchoWater Project" and "Regional San Harvest Water Project" have been added to the cumulative project list in Table 5.1-B of the EIR as follows:

<u>139</u>	<u>Control Number</u> <u>2012-70044</u>	<u>Regional San EchoWater Project</u>	<u>Regional San SRWTP</u>	<u>Under construction through 2023</u>	<u>Upgrade to the treatment facilities at the SRWTP.</u>
<u>140</u>	<u>SCH #</u> <u>2015022067</u>	<u>Regional San Harvest Water Project</u>	<u>SRWTP, local road right-of-way, and Conservation lands near the Cosumnes River Preserve and Stone Lakes Wildlife Refuge</u>	<u>Approved. In Design. Construction to commence in 2023</u>	<u>Development of a pump station and pipeline distribution system to deliver 50,000 acre-feet per year of drought-resistant recycled water to irrigate 16,000 + acres of permanent agriculture and habitat conservation lands near the Cosumnes River Preserve and Stone Lakes Wildlife Refuge.</u>

Figure 5.1-1 of the EIR has been updated to reflect consideration of the Regional San EchoWater Project and the Regional San Harvest Water Project. The revised figure is included on page 4-7 of this Response to Comments Document.

Mitigation Measure BIO-3 in Table 2.6-A of the EIR has been revised to ensure survey methods are consistent with the 2000 Swainson's Hawk Technical Advisory Committee protocol as follows:

"Pre-construction nest surveys shall follow the protocols set out in the Recommended Timing and Methodology for Swainson's Nesting Surveys in California's Central Valley (Swainson's Hawk Technical Advisory Committee 2000)."

Mitigation Measure BIO-4 in Table 2.6-A of the EIR has been updated to adequately address survey area size for nesting raptors as follows:

If work must begin during the nesting season (February 1 to August 31), a qualified biologist shall survey all suitable nesting habitat in the Project area for presence of nesting birds. This survey shall occur no more than 10 days prior to the start of construction. Surveys shall encompass all potential habitats (e.g., grasslands and tree cavities) within 500 feet of the Project site.

The following references have been added to Chapter 8.0 of the EIR:

City of Elk Grove, *Quiet Zones*, Website: https://elkgrovecity.org/city_hall/departments_divisions/public_works/maintenance_and_operations/quiet_zones (accessed January 27, 2022).

LinkedIn, Pam Maines, *The Little-known Benefits of Solar Canopies and Carports*, Website: <https://www.linkedin.com/pulse/little-known-benefits-solar-canopies-carports-pam-maines/> (accessed January 27, 2022), February 10, 2021.

Triple Pundit, Tina Casey, *What Color is Your Parking Lot: New Research Combats Heat Island Effect*, Website: <https://www.triplepundit.com/story/2012/what-color-your-parking-lot-new-research-combats-heat-island-effect/62311> (accessed January 27, 2022), September 16, 2012.

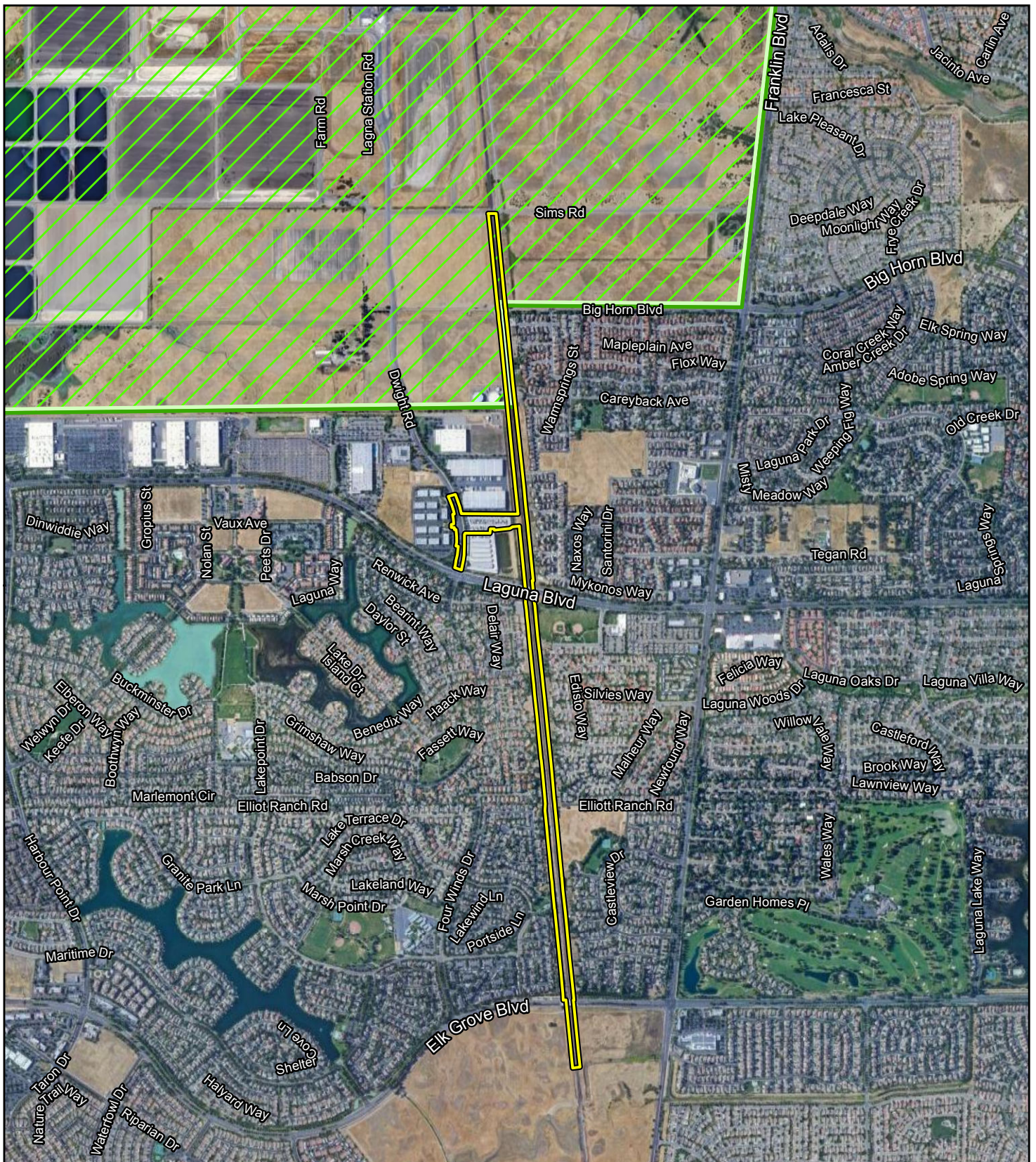


FIGURE 3.1-2

LSA

LEGEND

- Project Location
- Sacramento Regional County Sanitation District Bufferlands



0 900 1800
FEET

SOURCE: Google (2020); Elk Grove (2021)

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Elk Grove Station
Project Vicinity

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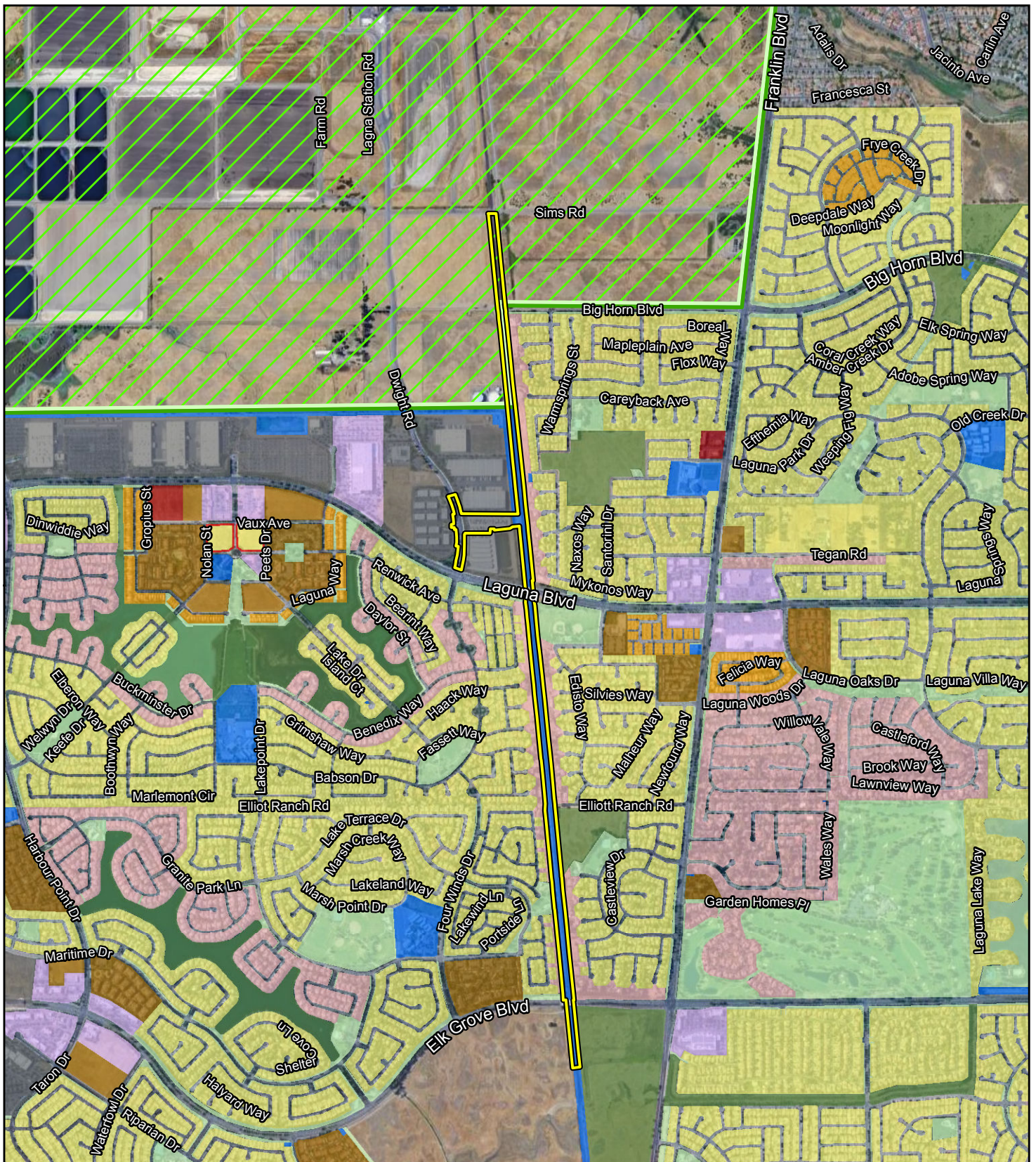


FIGURE 3.1-3

LSA



0 900 1800
FEET

LEGEND

Project Location

General Plan Land Use

Community Commercial

Employment Center

Light Industrial

Estate Residential

Low Density Residential

Medium Density Residential

High Density Residential

Parks and Open Space

Public Services

Resource Management and Conservation

RMU

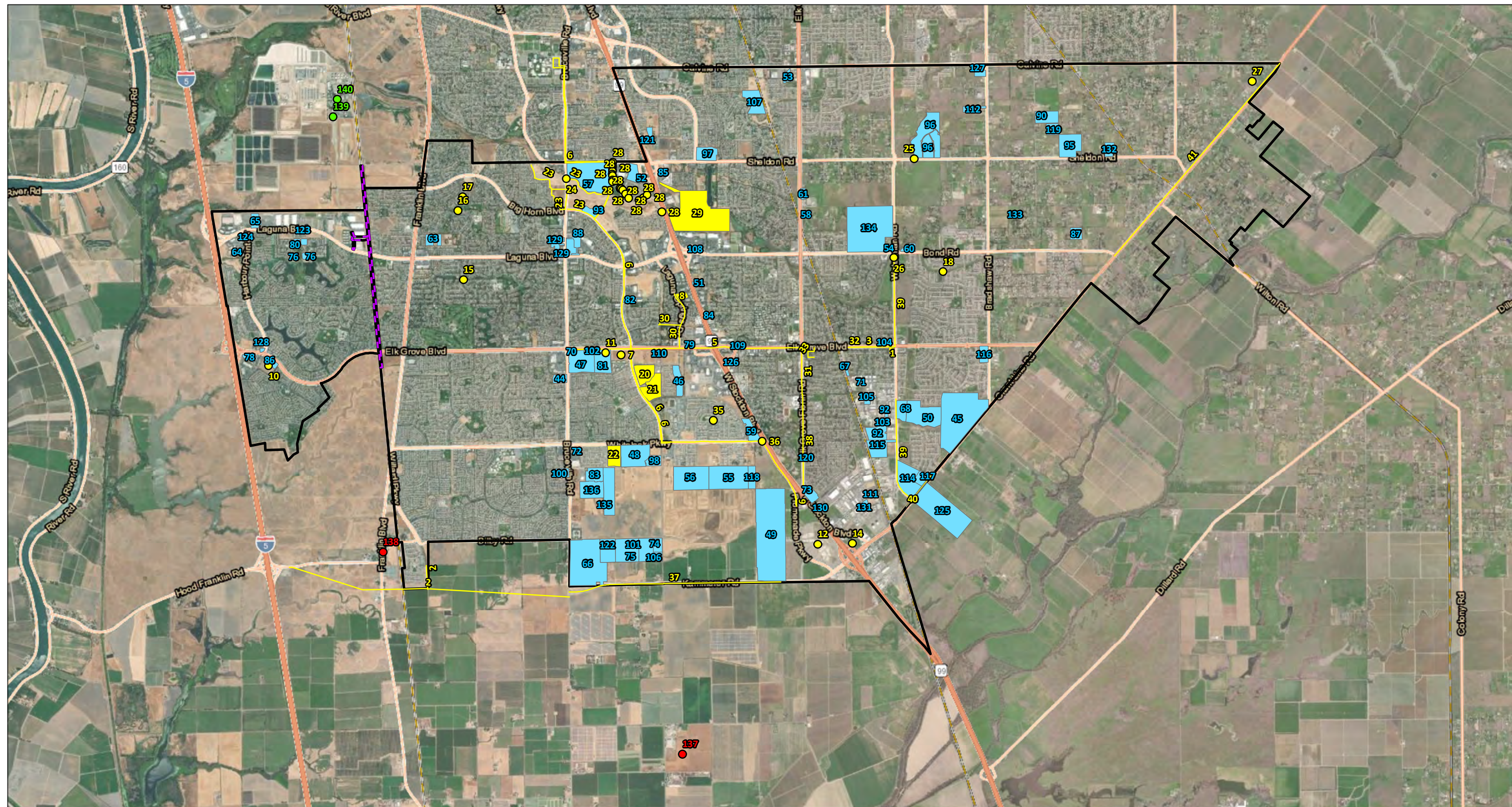
Sacramento Regional County
Sanitation District Bufferlands

Elk Grove Station
General Plan Designations

SOURCE: Google Maps (2020); Elk Grove (2021)

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LSA



0 0.5 1
MILES

LEGEND

- Project Site - (36.27 ac)
- Elk Grove City Limits
- Private Projects
- City Projects
- County Projects
- Regional San Projects

SOURCE: Basemap - Sacramento Regional GIS Coop (03/2018); Mapping - City of Elk Grove (2021)

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FIGURE 5.1-1

San Joaquin Regional Rail Commission
Elk Grove Station Project
City of Elk Grove, Sacramento County, Ca
Location of Related Projects

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ATTACHMENT A

VIRTUAL PUBLIC MEETING SUMMARY

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Project Overview:

Valley Rail Sacramento Extension Project:

The San Joaquin Joint Powers Authority (SJIPA) and the San Joaquin Regional Rail Commission (SJRRRC), which manage the Amtrak San Joaquins and the Altamont Corridor Express (ACE), respectively, are jointly partnering on the proposed Valley Rail Sacramento Extension Project, a new passenger rail service between Stockton and Sacramento. This proposed project will expand Amtrak San Joaquins and ACE passenger rail services to the greater Sacramento region with new rail stations and train track improvements along the Union Pacific Railroad's Sacramento Subdivision.



The Valley Rail Sacramento Extension Project approved five new stations between Stockton and Sacramento

Elk Grove Station:

The proposed Elk Grove Station would consist of a passenger rail station and siding track to support the new passenger rail service between Stockton and Sacramento. Overall station improvements include the construction of a new platform, a new surface parking lot, a pedestrian overcrossing linking the station to the surface parking lot, removal of approximately 3,900 feet of existing Union Pacific Railroad (UPRR) track, construction of about 3,900 feet of new UPRR mainline track, and up to 10,000 linear feet of rail siding.

The proposed station platform just north of Laguna Boulevard would be located along the existing UPRR Sacramento Subdivision, which is the UPRR rail line that extends from Marysville in the north and Stockton in the south. The station platform would be unattended and include passenger amenities, such as passenger shelters, benches, lighting, security cameras, signage, ticketing machines, bicycle storage facilities, landscaping, and emergency call boxes.

A surface parking lot for the Elk Grove Station would be constructed on an adjacent approximately 3.0-acre site fronting Dwight Road north of the intersection of Dwight Road and Laguna Boulevard. The station parking lot site currently serves as an RV parking lot for an adjacent self-storage facility at the corner of Dwight Road and Laguna Boulevard. The proposed project would require constructing a 10,000-foot-long siding track to accommodate the operational requirements UPRR needs to allow passenger service to run in this corridor with a

new station in Elk Grove. The proposed siding track would start just south of Elk Grove Boulevard and extend to just south of Big Horn Boulevard.

Prior Community Engagement

As part of the Project Scoping phase, the SJRRC hosted a virtual community open house on August 26, 2021. More than 135 community members participated in the workshop which included a presentation about the proposed Elk Grove station project, participants were encouraged to ask questions and provide feedback. A recording of the presentation is available on the project website: <https://www.sjrrc.com/elk-grove-station/>

A notice of the Project's Draft Environmental Impact Report (EIR) was released in late winter 2021 with the 45-day review period beginning on December 3rd, 2021 and ending on January 18th, 2022. Interested parties were encouraged to review and comment on the Draft EIR, which was available for review both on the project website as well as in printed copy form at Elk Grove City Hall, Franklin Library, Elk Grove Library, and the SJRRC office.

Public Meeting Overview & Format

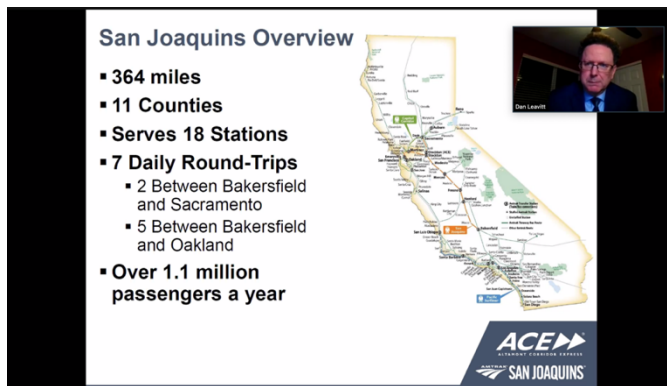
The San Joaquin Regional Rail Commission hosted a virtual public meeting on Tuesday, January 11th, 2022, from 5:30 to 7:00 p.m. This public meeting provided an opportunity for SJRRC to share additional details on the proposed Elk Grove Station Project and present key highlights of the Draft EIR. Participants were directed that all formal comments were required to be sent via an email to elkgrovestation@gmail.com or by mail to San Joaquin Regional Rail Commission to the attention of Elk Grove Station Project EIR, 949 E. Channel Street, Stockton, CA 95202.



Screenshot of the Virtual Public Meeting

The open house was held online through Zoom and 160 individuals registered and 91 community members attended the meeting. The public meeting began with welcoming remarks from the project team, the City of Elk Grove Mayor Bobbie Singh-Allen, District 1 Councilmember Darren Suen, and District 2 Councilmember and SJPA Chair Patrick Hume. Following the introduction, Gladys Cornell with AIM Consulting facilitated team and participant introductions.

After the introductions, Dan Leavitt, the manager of Regional Initiatives with SJRRC, presented an overview of the San Joaquins, Altamont Corridor Express (ACE), and its passenger rail service,



Dan Leavitt (SJRRC) presented the project overview

and the Valley Rail Sacramento Extension project. Christopher Jordan, the Strategic Planning and Innovation Director with the City of Elk Grove, presented background information of the project site including findings from a previous study the City undertook to evaluate possible locations for a train station in Elk Grove. Following that presentation, the project objectives and an overview of the proposed Elk Grove

Station were explained by the consultant's project manager, David Williams, with Mark Thomas Co. Finally, Amanda Durgen an associate environmental planner with LSA and the environmental lead for this project, provided an overview of the environmental review process and highlighted key findings.

A full version of the meeting presentation is available in the document's appendix, and a recording of the presentation is available on the project website: <https://www.sjrrc.com/elk-grove-station/>.

Discussion

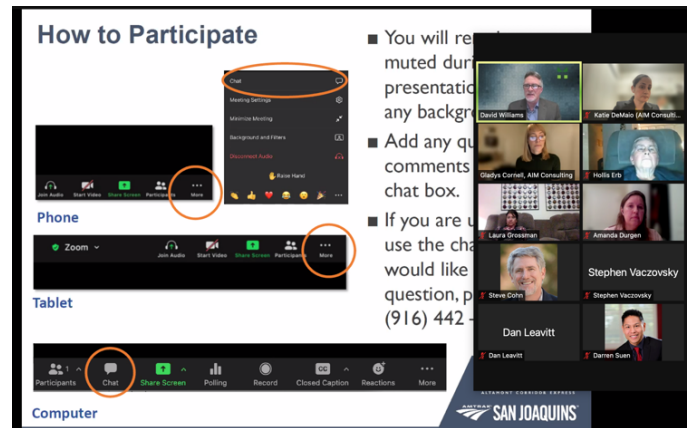
Following the presentation, the project team facilitated a discussion of clarifying questions by reading comments submitted via the Zoom chatbox. Below is a summary of the topics discussed during the question-and-answer portion of the meeting.

Ridership/Connections

Participants asked questions concerning the potential ridership who would use this station, train travel times, integration and connectivity to existing Sacramento Valley Station, light rail stations, and high-speed rail. The project team is currently working with Sacramento Regional Transit (SacRT) concerning the number of bus bays requested at the station. SJRRC will also work with the California High-Speed Rail to ensure a seamless transition. Potential ridership including all seven new roundtrips is anticipated at 890 daily riders, with train times from Elk Grove to the Silicon Valley (Great America Station) about 2 hours and 30 minutes and Elk Grove to Midtown Sacramento in about 20 minutes.

Utilities

Participants asked about sewer or utility connections to the station. Since the station will be unmanned there will not be restroom facilities so sewer upgrades are not needed. The team has located elevators and stairs to avoid the underground utilities on the east side of the planned surface parking lot but there are overhead electrical utilities that conflict with the proposed improvements on the surface parking lot that will need to be relocated either higher overhead or underground.



Participants during the discussion

Station Information/Public Safety

The next set of questions from the community was around general station information and public safety including:

- Would there be a security gate at the location?
- Is there a professional who is CPTED (Crime Prevention Through Environmental Design) trained as part of the project team?
- Will there be a new traffic light at the entrance/exit to the station?
- With the plan for the parking lot, it appears to place buses further away from the train than cars. Will this decrease transit access to the station? Is there an option to place buses nearer to the station?

The project team clarified that a security gate is under evaluation for safety but is not part of the project scope at this time. They next explained that yes, a Landscape Architect from Mark Thomas is CPTED certified and will be consulted on for lighting and landscaping safety concerns. The City added they have a program that is very CPTED driven that is a key design element for all future rail projects. The project team is also working with the City of Elk Grove on options for intersection treatments, and while traffic lights are not in the plans at the current time, they are having ongoing talks with the City. The project team is coordinating with SacRT on early concepts to help minimize conflicts with buses going through the parking lot site. The current parking lot concept allows buses to drop off and pick up passengers and then circulate back to Dwight Road without having to circulate throughout the entire parking lot area. They are working closely on a solution that works best for the buses and the station.

Noise and Vibrations of Train

One participant asked about the noise and vibration of the incoming trains to the station and how SJRRC will maintain the Elk Grove “Quiet Zone”. The project team clarified that noise and vibration of the rail operations were evaluated in the Valley Rail Sacramento Extension EIR, this EIR is focused on the construction and operation of the proposed station. The project team explained the quiet zone will be maintained; however, there are instances where the horn will need to be used for safety and emergency reasons. Finally, they explained that sound walls were not part of the design for the Draft EIR.

Intermodal Opportunities

A participant asked if there were any planned upgrades to Laguna Boulevard for cyclists such as Class IV bike lanes considered to access the station by bicycle. Another participant asked if there would be Level 3 Electronic Vehicle Charging Stations (EVCS) in the parking lot and/or enclosed bicycle sheds. The project team clarified that at this point the project is looking to maintain existing bike and pedestrian facilities on Laguna Boulevard but would be providing connections through the parking lot to the station facility. The City also noted that they have adopted an update recently to the Trails Master Plan that calls for the improvements of such bike lanes. It’s currently outside the scope of this project, and the City does not have a timeline but these bike lanes are in the plan. The project team clarified that bike lockers are planned to be on site. EVCS facilities are under evaluation in coordination with the City.

Public Meeting Notification

The project team implemented a robust notification plan that included an email blast to the project database, a city-wide distribution list, and the ACE rider’s distribution list. The team also sent personal emails and made personal follow-up calls to stakeholders, including transportation advocates, neighborhood associations within the City of Elk Grove, business advocates, active transportation advocates, and public health and safety organizations. The Sacramento Bee ran an article about the proposed Elk Grove Station and help spread awareness about the Virtual Community Open House.

A direct mail notification was sent out to more than 6,600 homes nearby the proposed project location on December 3, 2021.



Social media graphic used to increase awareness

Additionally, the project team posted on social media to promote the open house. Below are the organizations that helped spread the word about the open house:

- Environmental Council of Sacramento (ECOS)
- Elk Grove Chamber of Commerce
- Elk Grove Community Connection
- Ride Downtown 916
- San Joaquin Bike Coalition
- Ridership for the Masses
- Sacramento Area Council of Governments (SACOG)

Appendix

- A. Chat Box Comments from Public Meeting
- B. Public Meeting Presentation
- C. Awareness Materials

Appendix A: Chat Box Comments from Public Meeting

- Be sure to check out our project website after the meeting at:
<https://www.sjrrc.com/elk-grove-station/> ; elkgrovestation@gmail.com
- Are upgrades to Laguna for cyclists such as Class IV lanes being considered for access?
- With the increase in trips, the existing trains that come also sometimes honk although Elk Grove is a silent zone, what will they do to decrease the noise pollution for residents and new developments on Willard parkway that are close to the rail road track. They should consider building the sound wall across both sides to decrease noise pollution near bilby and Willard parkway
- How come noise won't be increased as now passenger trains don't come about 5 round trips and 2 freight round trips is 12 times more noise to residents. Now only freight train comes and not passenger trains.
- I am building a house at corner of Willard and a bilby and existing railroad is 500 feet away, and when it comes close to Willard parkway and I asked lot of residents and they were like it's a lot of nuisance and trains honk then they come whereas city is silent zone where they cannot honk. Rail commission should build sound wall all the way from where they enter the Franklin hood region to the station on both sides it makes less noise for residents. It will help so many residents in Laguna, Willard parkway and future generations. As they are for profit organization and they should do these developments to reduce noise level.
- Be sure to check out our project website after the meeting at:
<https://www.sjrrc.com/elk-grove-station/> ; elkgrovestation@gmail.com
- Will the project require any sewer connection?
- Will there be a gate at night to keep vagrants away?
- Can you speak to integration and connectivity to existing transit centers such as Sac Valley and Regional Transit and bus lines?
- How about maintaining Elk Grove as silent zone, but even now rail road's honk when they approach to city and go through the site, they honk at Franklin hood stop and then near Laguna. how will city enforce that passenger trains don't honk when they approach to city?
- Can you address connection with High-Speed Rail?
- The plan for the parking lot appears to place buses further away from the train than cars. Will this decrease transit access to the station? Is there an option to place buses nearer to the station?
- In ref to bikes there is a reason why you see almost no one riding a bike on the overpass on Laguna...no one wants to ride up a huge overpass in a painted bicycle gutter on a 6 lane road* with traffic whizzing by at 60 MPH. That's suicide

- Is there potential to include connections to the platform from the east side of the tracks as well as the west side?
- Can you speak to future electrification of this line?
- Can you please provide clarification on the mitigation anticipated to avoid impact with the utility facilities?
- *strood: a street that is designed like a high speed highway
- What is the anticipated ridership of this line/station?
- Can you put up the slide where we can see the web address to click on to see the plans, please?
- Is a professional who is CPTED trained being considered for lighting, landscaping, etc. CPTED is Crime Prevention Through Environmental Design.
- I did not see locations in the parking lot for either Level 3 Electric Vehicle Charging Stations (EVCS) or enclosed rental bicycle sheds, similar to those found at BART stations. Are those planned?
- It was mentioned that one of previous target locations for this station had a # of concerned neighbors. What would those concerns be? The sound walls along the current Union Pacific railway do not work very well.
- How long would it take for train to get from Elk Grove to San Jose downtown?
- Are you guys planning to build any sound wall across the rail line to keep noise level low for residents when going through city?
- Is there a separate EIR for the San Joaquin railway expansion effort? Can you share info about EIR for that effort?
- What is the plan for railway tracks between Laguna to Elk Grove stretch? Is it part of Elk Grove station project scope?
- Fuel cells cannot handle the vibrations from rail service
- The EIR states that the pedestrian overcrossing would have deep foundations that could impact several high-pressure gas transmission lines that would require a huge cost, effort, and many years of permitting to relocate. Have those been considered in the design of the pedestrian bridge?
- Good evening, I own building at 3233 Dwight Road, Abbey Flooring, just north of the site. Are you planning on installing new traffic light at entrance/exit to station? I would also like to voice my support for the project. I believe it will be nice addition to the community.
- Conversion of the current storage parking lot will result in over 250 commercial and RV vehicles being displaced. The various HOA's west of Franklin do not allow storage and parking of vehicles over 3/4 tons, commercial vehicles, or RVs on homeowner's property.

Neither does the city allow storage on city streets. This is the largest storage facility in the area. What action is the city or project taking to mitigate this displacement?

- How is the shuttle from the Natomas station getting to the airport? Can it get stuck in traffic or does it have its own ROW?
- I believe the DEIR does indicate a light at that new intersection being constructed at the entrance/exit. I'm not a part of the project team, however.
- City Council report:
http://p1cdn4static.civicle.com/UserFiles/Servers/Server_109585/File/cityclerk/citycouncil/2018/attachments/04-11-18_10.1.pdf
- UP trains travel at a slow speed. How fast will these train new trains travel?
- Thank you all for your presentations and outreach efforts
- If it's anything like Capitol Corridor, it will likely hit speeds of about 80 MPH...depending on distance to stops, terrain, etc. (full disclosure, I am not on the design team)
- With the potential of both trains traveling on the two tracks at the same time, how is it that there would not be any additional vibrations created from the two trains.
- <https://www.sjrrc.com/elk-grove-station/>
- Thank you



Valley Rail Sacramento Extension Elk Grove Station

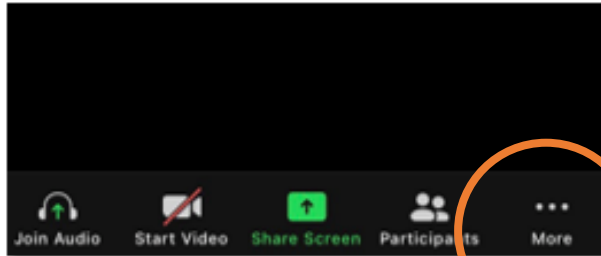
Virtual Community Open House

January 11, 2022

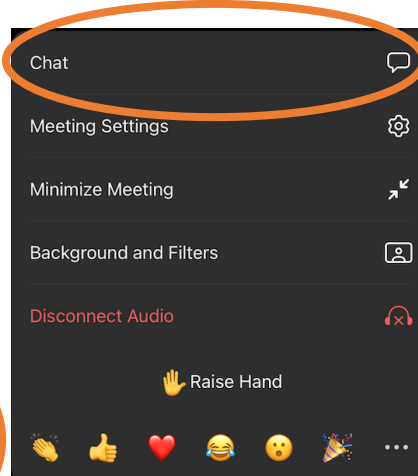
5:30 to 7:00 PM



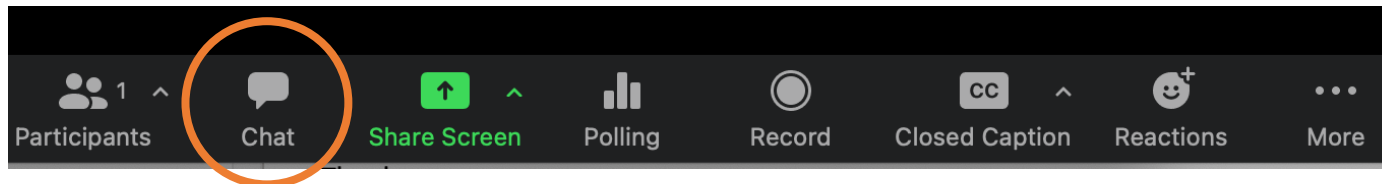
How to Participate



Phone



Tablet



Computer

- You will remain muted during the presentation to limit any background noise.
- Add any questions or comments to the chat box.
- If you are unable to use the chat box and would like to ask a question, please call (916) 442 – 1168

Public Comment Period is Open through 5:00 PM on January 18

Formal comments for the Environmental Impact Report
should be in writing and sent to
elkgrovestation@gmail.com

Or via mail to:

San Joaquin Regional Rail Commission
Attn: Elk Grove Station Project Draft EIR
949 E. Channel Street
Stockton, CA 95202



Agenda

- I. Welcome, Open House Goals, and Introductions
- II. Valley Rail Sacramento Extension Project Background
- III. Elk Grove Station Project Site Overview
- IV. Environmental Review Process
- V. Clarifications

Welcome, Open House Goals, and Introductions

Open House Goals

- This Open House will provide an opportunity to learn about the Valley Rail Sacramento Extension and the proposed Elk Grove Station
- Inform the public and responsible agencies about the Elk Grove Station Draft Environmental Impact Report (EIR) and how to provide formal comments on the Draft EIR
- Provide an overview of the environmental review process
- Highlight the findings in the Draft EIR
- Questions asked during this Open House are for informational purposes only – formal comments must be submitted in writing

Presenters



Gladys Cornell

Public Outreach Lead
AIM



Dan Leavitt

Manager of Regional Initiatives
San Joaquin Regional Rail
Commission



Christopher Jordan

Director of Strategic Planning and
Innovation
City of Elk Grove



David Williams

Project Manager
Mark Thomas



Amanda Durgen

CEQA Lead
LSA

Valley Rail Sacramento Extension Project Background

San Joaquins Overview

- 364 miles
- 11 Counties
- Serves 18 Stations
- 7 Daily Round-Trips
 - 2 Between Bakersfield and Sacramento
 - 5 Between Bakersfield and Oakland
- Over 1.1 million passengers a year



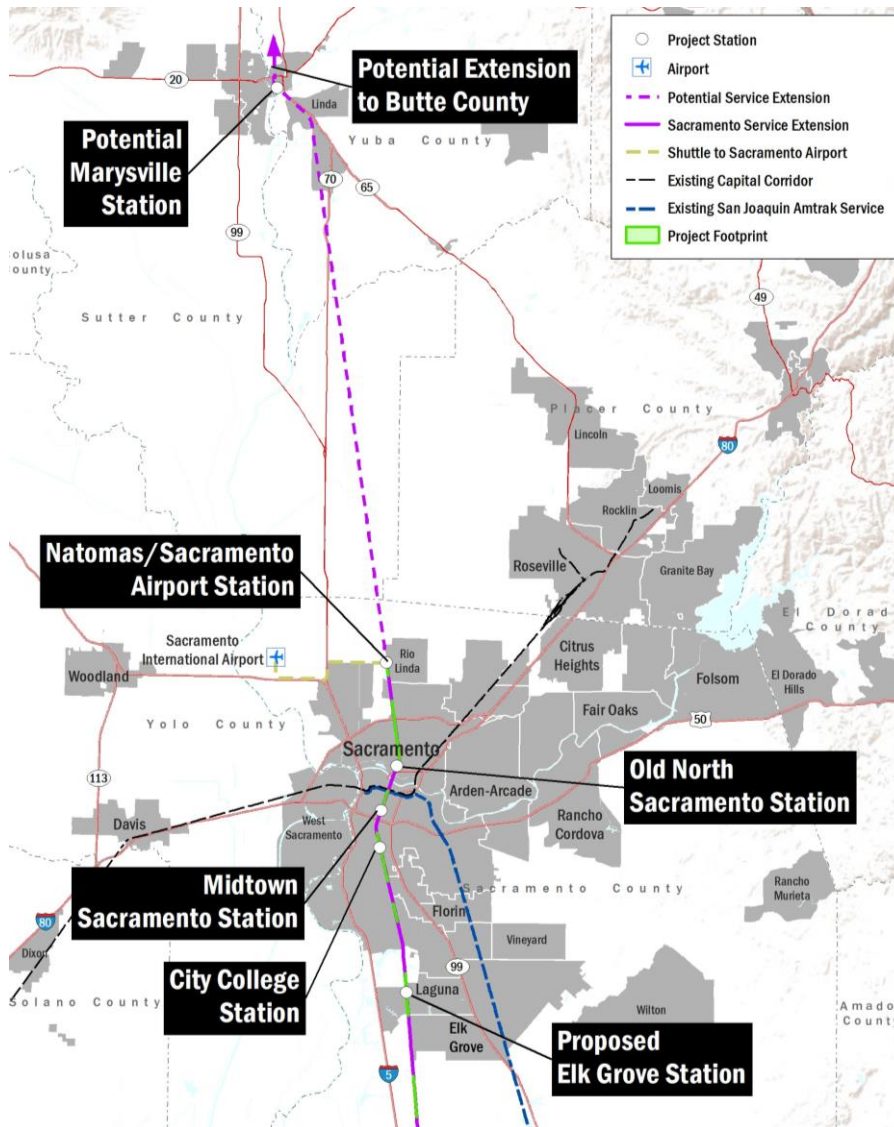
Altamont Corridor Express (ACE)





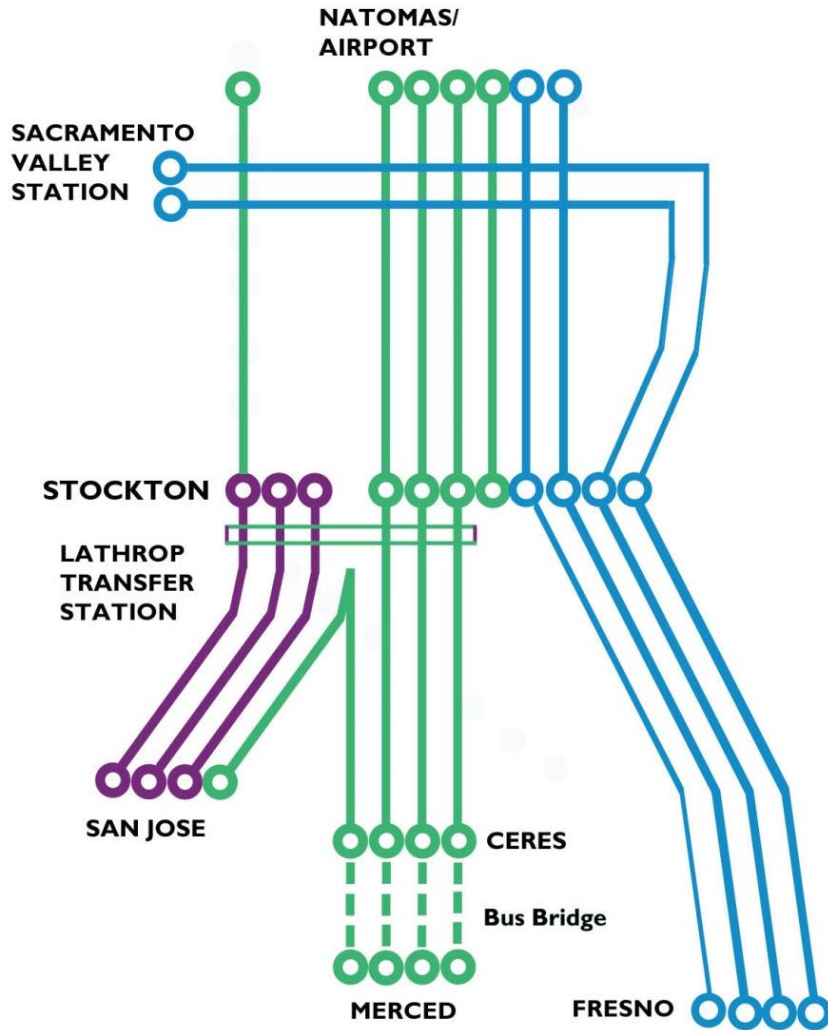
- Valley Rail Program includes expansion of both ACE and the San Joaquins Services
- Valley Rail has received about \$1.3 billion in state and other funding sources
- Targeting first round-trips from Ceres by 2023

Overview of the Sacramento Extension



- Service to Sacramento Valley Station via current route is capped by UPRR
- UPRR Sacramento Subdivision will support additional San Joaquins service and new ACE service.
- Working with Butte CAG and SACOG to plan for further extension north to Yuba City/Marysville and Butte County

Valley Rail Program



7 additional round-trips between
San Joaquin Valley & Sacramento
(2 San Joaquins & 5 ACE trains)

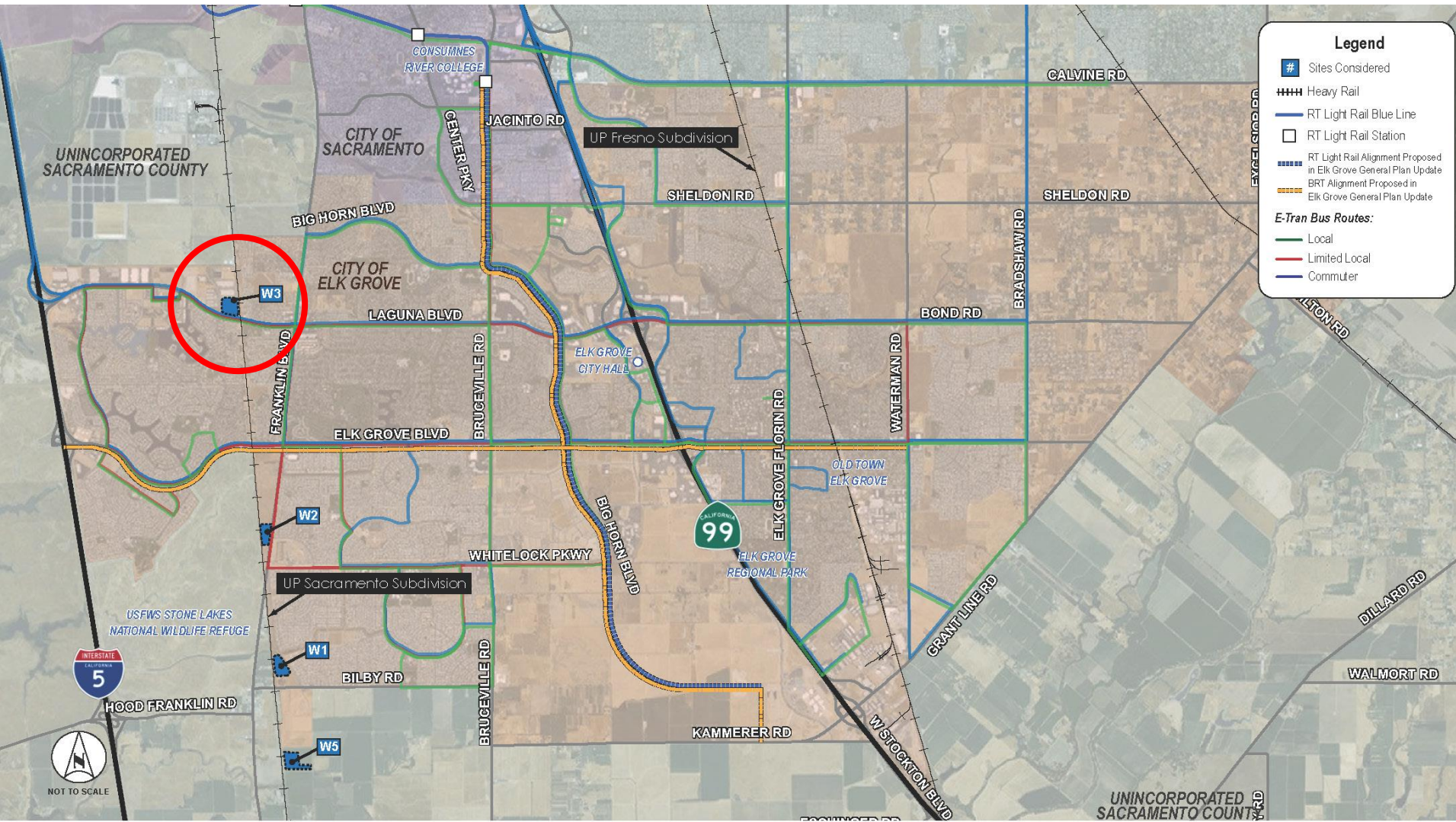
Legend

- Existing ACE Service
- Expanded ACE Service
- San Joaquins Service

Valley Rail Sacramento Extension

- Expanded Amtrak San Joaquins and ACE passenger rail services to the greater Sacramento region with new rail stations and train track improvements along the Union Pacific Railroad
- Final Environmental Impact Report (EIR) for the Valley Rail Sacramento Extension Project was certified by the SJRRC on October 2, 2020
- Future Elk Grove Station site to be studied separately

Previous Elk Grove City Process (2017-18): Station Feasibility Study Identified 4 Potential Sites



Elk Grove Station Project Site Overview

Project Objectives

- Valley Rail Sacramento Extension Project is coming
- Elk Grove station would serve the Elk Grove community
- Reduce traffic congestion, improve regional air quality and reduce greenhouse gas emissions
- Enhance commuter rail, local transit service and transit connections
- Promote local and regional land use and transportation sustainability goals

Current Proposal for Elk Grove Station: Location North of Laguna Blvd



*Discussions underway to assess current property owner needs/relocation interests

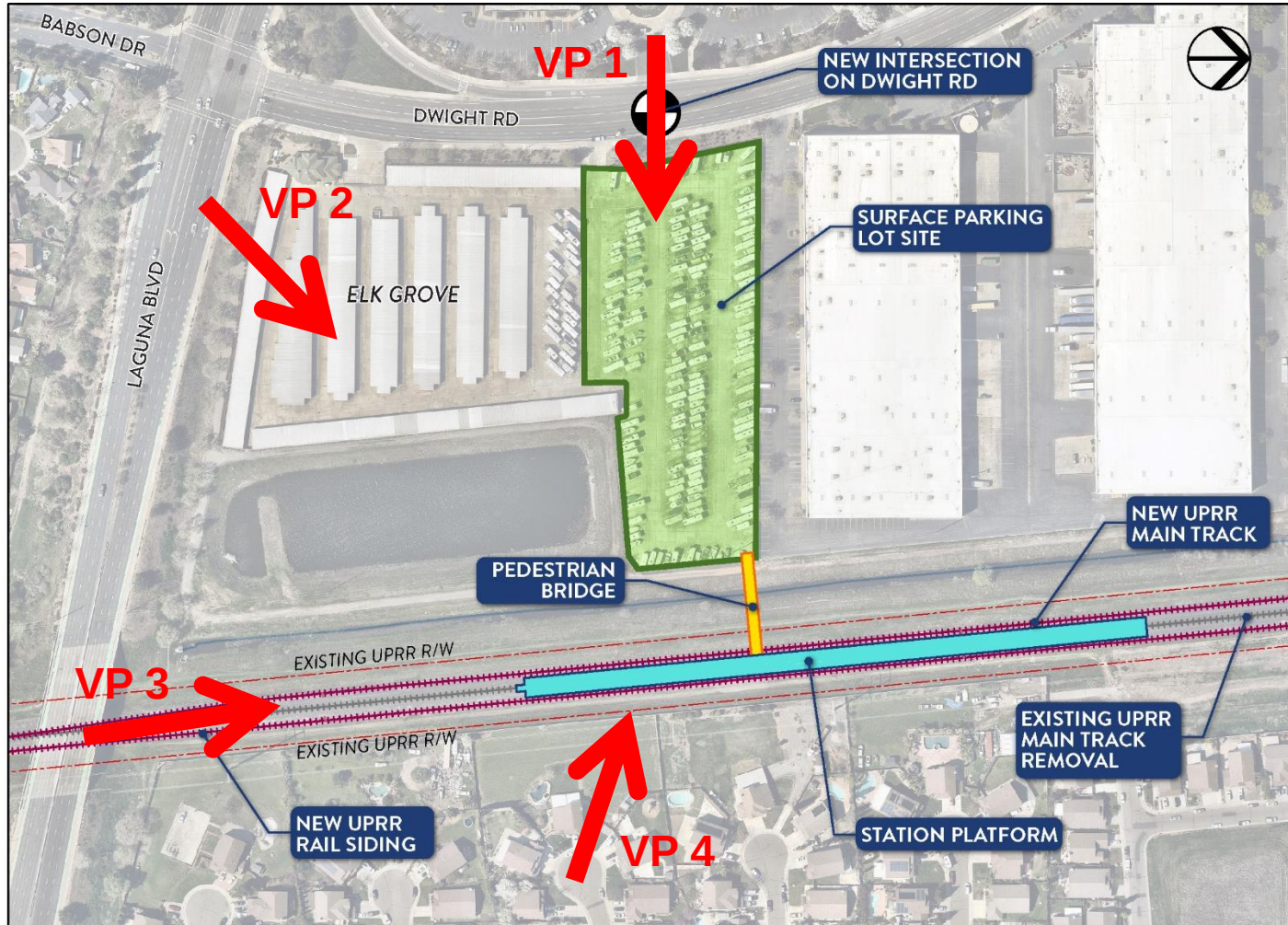
Elk Grove Station Concept

- 30 x 955 foot center loading platform
- Surface parking lot
- Pedestrian bridge linking platform to parking lot
- Up to two-mile long rail siding (second main track)
- Bus parking





Visual Simulations From Public View Points



Dwight Road Looking East - Existing



Google Earth
2014

Dwight Road Looking East - Proposed



ACEA 
ALTAMONT CORRIDOR EXPRESS

AMTRAK  **SAN JOAQUINS**

Laguna Boulevard/Dwight Road - Existing



Laguna Boulevard/Dwight Road - Proposed



Laguna Boulevard Bridge - Existing



Laguna Boulevard Bridge - Proposed



Nicosia Court Looking West - Existing



Nicosia Court Looking West - Proposed



Environmental Review Process

Environmental Review Process

California Environmental Quality Act (CEQA)

- Establishes a process for state and local agencies to consider environmental impacts of proposed projects
- CEQA process includes public participation through meetings and opportunities to comment on draft documents

Focused Environmental Impact Report

- SJRRC is the lead agency for this Project, and has prepared an EIR consistent with CEQA
- Released Notice of Preparation/Initial Study in August 2021
- Scoping Meeting held August 26, 2021

Focused Environmental Impact Report

- **Chapter 1** – Introduction
 - **Chapter 2** – Executive Summary
 - **Chapter 3** – Project Description
 - **Chapter 4** – Existing Setting, Environmental Analysis, Impacts, and Mitigation Measures
 - **Chapter 5** – Other CEQA Considerations
 - **Chapter 6** – Alternatives
 - **Chapter 7** – Report Preparation
 - **Chapter 8** – References
-
- **Appendix A** – Notice of Preparation/Initial Study
 - **Appendix B** – Notice of Preparation Comment Letters and Summary
 - **Appendix C** – Air Quality/Greenhouse Gas Emissions Data/Modeling
 - **Appendix D** – Health Risk Assessment
 - **Appendix E** – Noise Data/Modeling
 - **Appendix F** – Ridership Memorandum
 - **Appendix G** – Design Schematics

Focused Environmental Impact Report

- Chapter 4 of the Draft EIR evaluates the following resource topics:
 - Aesthetics
 - Air Quality
 - Noise and Vibration
 - Transportation

Focused Environmental Impact Report

- Aesthetics (Section 4.1):
 - Consistency with applicable zoning (Impact 4.1-3)
 - MM AES-1: Landscape station parking lot.
 - MM AES-2: Apply aesthetic treatments to the components of the station.
 - MM AES-3: Apply a screening design feature on the upper station pedestrian-way to screen user views of neighboring residential units.

Focused Environmental Impact Report

- Air Quality (Section 4.2):
 - Cumulatively considerable new increase of criteria pollutant for which project is in non-attainment (Impact 4.2-2)
 - MM AIR-I: Application of SMAQMD Basic Construction Emission Control Practices.

Focused Environmental Impact Report

- Noise and Vibration (Section 4.3):
 - Substantial temporary/permanent increase in ambient noise levels (Impact 4.3-1)
 - MM NOI-1: Implement a Construction Noise Control Plan.
 - MM NOI-2: Final Noise Analysis During Final Design.
- Ground-borne vibration or noise (Impact 4.3-2)
 - MM NOI-3: Implement a construction vibration control plan.
 - MM NOI-4: Conduct a detailed design-level vibration analysis.

Focused Environmental Impact Report

- Transportation (Section 4.4):
 - Conflict with planning document or program (Impact 4.4-1)
 - Consistency with CEQA Guidelines Section 15064.3(b) (Impact 4.4-2)
 - Increase hazards due to design features or incompatible uses (Impact 4.4-3)
 - Inadequate emergency access (Impact 4.4-4)

Focused Environmental Impact Report

Impact	Mitigation Measure	CEQA Determination with Mitigation
4.1-3	MM AES-1: Landscape station parking lot. MM AES-2: Apply aesthetic treatments to the components of the station. MM AES-3: Apply a screening design feature on the upper station pedestrian-way to screen user views of neighboring residential units.	Less than significant
4.2-2	MM AIR-1: Application of SMAQMD Basic Construction Emission Control Practices	Less than significant
4.3-1	MM NOI-1: Implement a Construction Noise Control Plan. MM NOI-2: Final Noise Analysis During Final Design.	<i>Significant and unavoidable (construction phase/temporary)</i> Less than significant (operations)
4.3-2	MM NOI-3: Implement a construction vibration control plan. MM NOI-4: Conduct a detailed design-level vibration analysis.	Less than significant

Key Project Milestones and Timeline

Activity	Timing
Final EIR for Valley Rail Sacramento Extension certified by SJRRC • Approved station locations in Lodi, Sac City College, Midtown, Old North Sacramento, Natomas	Oct. 2, 2020
Notice of Preparation and Initial Study for Elk Grove issued	Aug. 4, 2021
Discussions with property owner to assess needs	Underway
30-day comment period ended	Sept. 3, 2021
Draft EIR released	Dec. 3, 2021
45-day public comment period ends	Jan. 18, 2022
Final EIR released	March 2022
SJRRC Certification of Final EIR	April 2022
Begin final design and right of way negotiations	Summer 2022

Public Comment Period is Open through 5:00 PM on January 18

Draft Environmental Impact Report available on the project website:

<https://www.sjrrc.com/elk-grove-station/>

Printed copies of the Draft Environmental Impact Report are available at:

- SJRRC Office, 949 East Channel Street, Stockton, CA 95202
- Elk Grove City Hall, Development Services Department, 8401 Laguna Palms Way, Elk Grove, CA 95758
- Franklin Library, 10055 Franklin High Road, Elk Grove, CA 95757
- Elk Grove Library, 8900 Elk Grove Boulevard, Elk Grove, CA 95624

Public Comment Period is Open through 5:00 PM on January 18

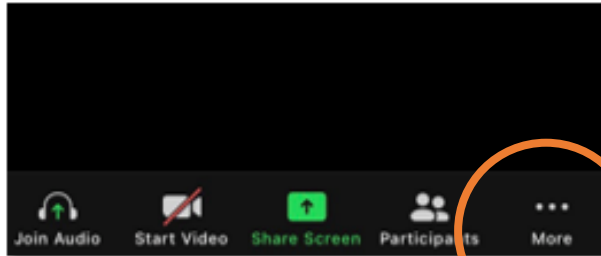
Formal comments for the Environmental Impact Report
should be in writing and sent to
elkgrovestation@gmail.com

Or via mail to:

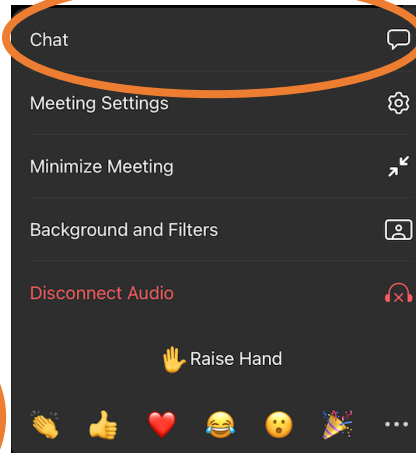
San Joaquin Regional Rail Commission
Attn: Elk Grove Station Project Draft EIR
949 E. Channel Street
Stockton, CA 95202



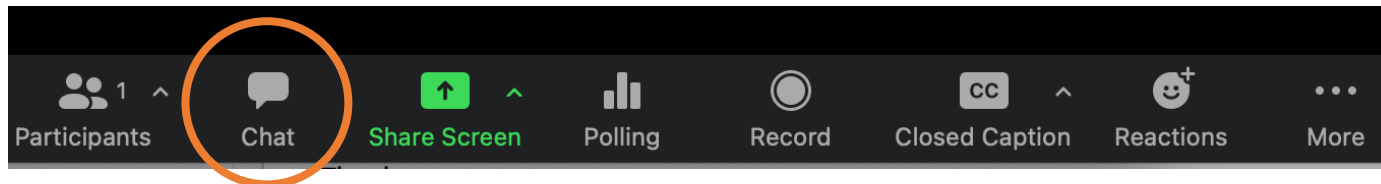
How to Participate



Phone



Tablet



Computer

- You will remain muted during the presentation to limit any background noise.
- Add any questions or comments to the chat box.
- If you are unable to use the chat box and would like to ask a question, please call (916) 442 – 1168

Clarifications



<https://www.sjrrc.com/elk-grove-station/>

dan@acerail.com



Elk Grove Station Project Draft EIR Now Available For Review

**VIRTUAL
PUBLIC
MEETING**
for the draft
Environmental
Impact Report (EIR)



The proposed Elk Grove Station will be part of the Valley Rail Sacramento Project which is a planned passenger rail service between Stockton and Sacramento. The Elk Grove Station is one of the six proposed stations.



The **San Joaquin Regional Rail Commission (SJRR)** has released a draft EIR for the Elk Grove Station Project. Interested parties are encouraged to review the draft EIR on the project website: <https://sjrrc.com/elk-grove-station/>. The 45-day review period begins on December 3, 2021 and ends on January 18, 2022. Printed copies are available for review at: City Hall, the Elk Grove Library, the Franklin Library and SJRR. Formal comments for the Environmental Impact Report process should be in writing either mailed to SJRR or sent to elkgrovestation@gmail.com.

SJRR is hosting a **Virtual Public Meeting** for the proposed Elk Grove Station Project draft Environmental Impact Report (EIR) on **January 11th** from **5:30 to 7:00 pm**. This public meeting will provide an opportunity for SJRR to share additional details on the proposed Elk Grove Station and present key highlights of the draft EIR.

Valley Rail Sacramento
Project is Coming

TUESDAY
JANUARY 11
5:30–7:00 PM



Register online
through zoom:
bit.ly/SJRRCElkgrove

Elk Grove Station Project Draft EIR Now Available for Review



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