

Notice of Preparation of an Environmental Impact Report Valley Rail Sacramento Extension Project Scoping Period: August 4 – September 3, 2021

DATE: August 4, 2021

TO: Agencies, Organizations, and Interested Parties

FROM: San Joaquin Regional Rail Commission (SJRRC) and San Joaquin Joint Powers Authority (SJJPA)

SUBJECT: Notice of Preparation of an Environmental Impact Report

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

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

A. Scoping Period

Written responses and comments on the scope of the Elk Grove Station Project will be accepted until 6:00 PM on Friday, September 3, 2021.

Comments may be sent via email to elkgrovestation@gmail.com, or via mail to:

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

Please include "Elk Grove Station Project NOP" in the subject heading for emailed comments. Public scoping meetings are scheduled for the times and dates listed below.

B. Scoping Meetings

A virtual public scoping meeting will be held for the Project on August 26, 2021 at 5:30 p.m. and will be accessible at: bit.ly/ElkGroveStation

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

C. Project History

SJJPA, which manages the Amtrak San Joaquins passenger rail service, and SJRRC, which owns and operates the Altamont Corridor Express (ACE) passenger rail service, are jointly undertaking the planning, design, and environmental review of the Elk Grove Station Project. In March 2020, the SJJPA and SJRRC released the Valley Rail Sacramento Extension Project Draft EIR, which analyzed the extension of passenger rail service to new markets in San Joaquin and Sacramento counties. While the

March 2020 Draft EIR evaluated six new station sites, including a proposed station site just south of Cosumnes River Boulevard that would serve the Elk Grove community (North Elk Grove Station), during project approval, SJJPA and SJRRC removed the North Elk Grove Station in unincorporated Sacramento County from further consideration, and the station site was not part of the project Final EIR certified by the SJRRC on October 2, 2020. SJRRC and SJJPA have continued coordination efforts with the City of Elk Grove to determine a new station site that would serve the Elk Grove community. Those discussions resulted in the identification of the currently proposed station location.

D. Project Location

As shown in the attached Project Location Map, the Project study area is located in the City of Elk Grove, Sacramento County, California and extends along an alignment from just south of Elk Grove Boulevard at the southern limits and Simms Road at the northern limits. The proposed surface parking lot for the Elk Grove Station would be constructed on a 3.0-acre site fronting Dwight Road north of the intersection of Dwight Road and Laguna Boulevard. The site currently serves as an RV parking lot for an adjacent self-storage facility at the corner of the intersection of Dwight Road and Laguna Boulevard.

Project Location Map

See attached.

E. Project Objectives

The primary objectives of the Project are to expand passenger rail service to the Elk Grove community, increase passenger rail ridership; provide transit connections; alleviate traffic congestion, improve regional air quality, and reduce greenhouse gas (GHG) emissions; and to support local and regional land use development plans and policies.

F. Project Description

The proposed project would require the construction of up to a 10,000-foot-long siding track to accommodate the operational requirements UPRR needs to allow passenger service to run in this corridor. The proposed siding track would start just north of Big Horn Boulevard and extend just south of Elk Grove Boulevard. The project also involves the removal and replacement of approximately 3,900 feet of existing UPRR mainline track between Laguna Boulevard and Big Horn Boulevard to accommodate construction of the station platform between the UPRR mainline track and rail siding track.

The proposed station platform would be located along the existing UPRR Sacramento Subdivision, which is the rail line that extends from Marysville in the north and Stockton in the south. Access to the station platform from the adjacent surface parking lot would be provided by a pedestrian overcrossing. Access to the parking lot on the west side of the UPRR corridor would be via a new signalized intersection 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. 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 construction of a surface parking lot providing approximately 180 parking spaces (8 of which are reserved for handicap parking) and 4 bus bays. Parking lot access would be via a new signalized intersection along Dwight Road.

The project would include a pedestrian overcrossing with stairs and elevators at each end of the pedestrian overcrossing (approximately 22 feet above existing grade of the parking lot) providing access from the surface parking lot to the passenger platform. The pedestrian overcrossing would maintain clearance for maintenance vehicles that access the drainage channel adjacent to the UPRR corridor and would include minimum 10-foot high railing on both sides of the pedestrian overcrossing. The bottom of the pedestrian overcrossing would be designed to maintain at least 23-foot-4-inch clearance over the UPRR tracks.

The project would install concrete crash barriers around the base of the bridge columns next to the proposed rail tracks at both Elk Grove Boulevard and Laguna Boulevard.

Existing culverts within UPRR right-of-way along the limits of the proposed rail siding would be extended, where needed, to accommodate the planned improvements. Existing drainage facilities in the surface parking lot area would be modified, where needed, to accommodate surface improvements that could include raised curb, curb and gutter, sidewalks, medians, and new driveway connecting to Dwight Road. Existing drainage facilities along Dwight Road would be modified, where needed, to accommodate the new signalized intersection at the entrance to the surface parking lot.

The proposed project would include full right-of-way acquisition of APN 119-1540-021 for development of the proposed surface parking lot. Partial right-of-way acquisition and easements may also be required from private right-of-way (APN 119-1540-010), in which the drainage channel is located to the west of the UPRR corridor.

For additional detail of the proposed Project, refer to the Initial Study attached to this NOP.

G. Potential Environmental Effects

The lead agency has initially determined that the following topics will be included for evaluation in the EIR: Air Quality, Noise and Vibration, and Transportation. The EIR will consider both temporary construction-period and permanent impacts.

The EIR will also include a cumulative impact analysis of the impacts of the project in combination with other planned railway projects, transportation improvements, and applicable land use plans and projects along the project corridor. SJRRC and SJJPA are seeking comments from agencies, stakeholders, and the public regarding the environmental effects and potential alternatives to be analyzed in the EIR.

H. Alternatives

As required by CEQA, the EIR will consider a reasonable range of alternatives in addition to the Project. At a minimum, the EIR will also consider a No Build Alternative. SJRRC and SJJPA are seeking comments from agencies, stakeholders, and the public regarding feasible alternatives for evaluation in the EIR. After consideration of input from project scoping and development of environmental analysis of the Project, SJRRC and SJJPA will consider the need for analysis of additional alternatives. Only alternatives that are feasible, meet the project objectives, and reduce one or more significant environmental impacts of the Project will be analyzed in detail. Alternatives that are infeasible, that do not meet the project objectives, or that do not reduce one of more significant environmental impacts of the Project will be discussed in the EIR but will not be analyzed in detail as allowed by the requirements of CEQA.

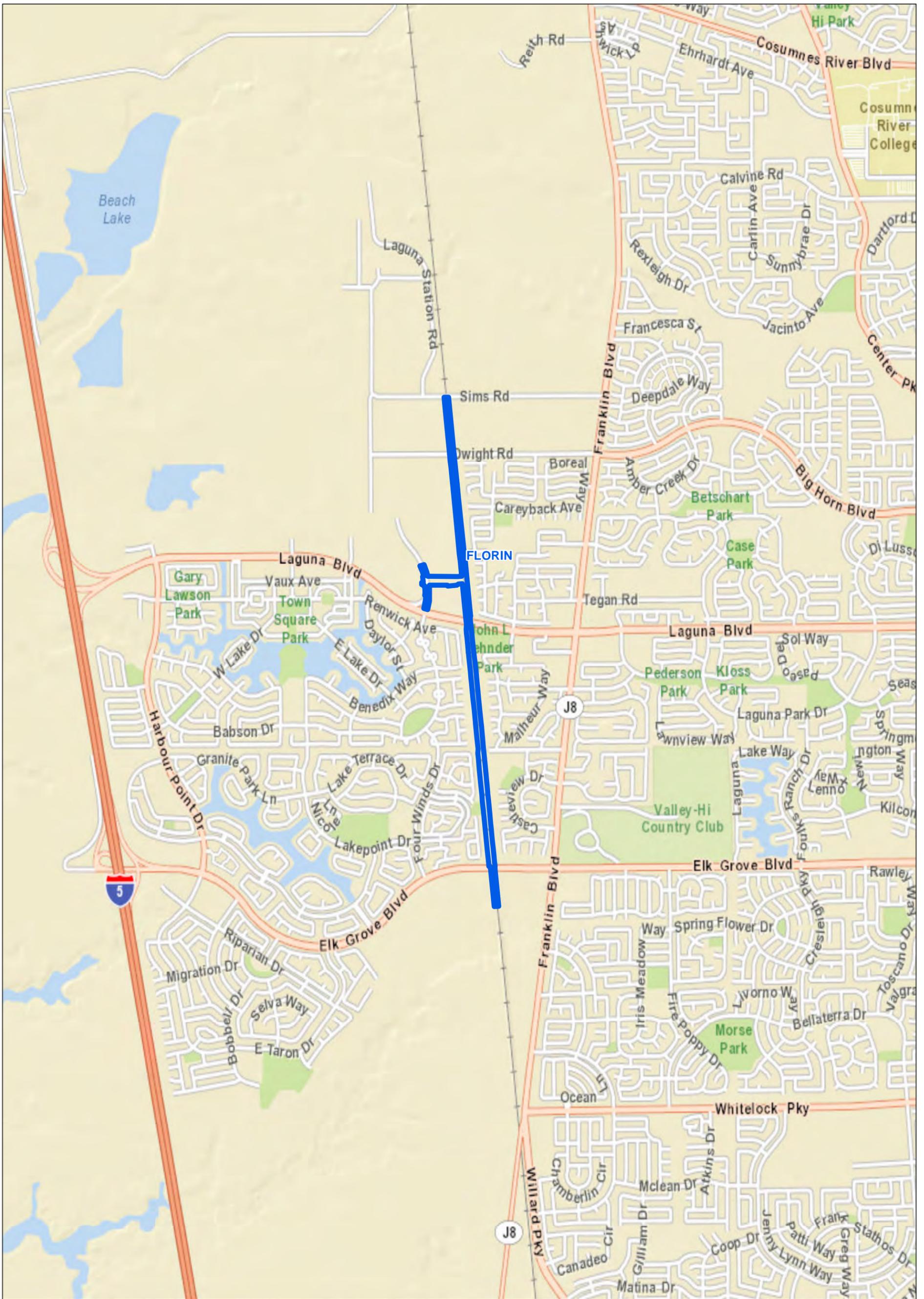
I. Environmental Review Process

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

SJRRC and SJJPA requests that any potential Responsible or Trustee Agency responding to this notice do so in a manner consistent with CEQA Guidelines Section 15082(b). All parties that have submitted their names and email or mailing addresses will be notified as part of this CEQA review process. A copy of the NOP can be found on the active applications website at https://acerail.com/valley_rail/. If you wish to be placed on the mailing list or need additional information, please submit your request to elkgrovestation@gmail.com.

Attachments:

Project Location Map
Initial Study



LSA

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 Study Limits



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SOURCE: ESRI Street Map (06/2021)

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San Joaquin Regional Rail Commission
Elk Grove Station Project
City of Elk Grove, Sacramento County, Ca
Project Vicinity

DRAFT

INITIAL STUDY

**ELK GROVE STATION PROJECT
ELK GROVE, CALIFORNIA**



LSA

July 2021

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DRAFT

INITIAL STUDY

ELK GROVE STATION PROJECT ELK GROVE, CALIFORNIA

Submitted to:

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

Prepared by:

LSA
1504 Eureka Road, Suite 310
Roseville, California 95661
916.772.7450

Project No. MKT2104



July 2021

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LIST OF ABBREVIATIONS AND ACRONYMS

AB	Assembly Bill
ACE	Altamont Corridor Express
APN	Assessor's Parcel Number
BMP	best management practice
CAP	Climate Action Plan
CARB	California Air Resources Board
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CESA	California Endangered Species Act
CEQA	California Environmental Quality Act
CGS	California Geological Survey
CHRIS	California Historical Resources Information System
CO ₂	carbon dioxide
CRHR	California Register of Historical Resources
CWA	Clean Water Act
EIR	Environmental Impact Report
FESA	Federal Endangered Species Act
GHG	greenhouse gas(es)
GWP	Global Warming Potential
HCP	Habitat Conservation Plan
ICCTA	Interstate Commerce Commission Termination Act
NCIC	North Central Information Center
NMFS	National Marine Fisheries Service
NPDES	National Pollutant Discharge Elimination System
OHWM	Ordinary high-water mark
OSHA	Occupational Safety and Health Administration
PCWQCA	Porter-Cologne Water Quality Control Act
PM ₁₀	particulate matter less than 10 microns in diameter
PM _{2.5}	particulate matter less than 2.5 microns in diameter

proposed project	Elk Grove Station Project
RCRA	Resource Conservation and Recovery Act
RWQCB	Regional Water Quality Control Board
SAVA	Sacramento Academic & Vocational Academy
SB	Senate Bill
SJJPA	San Joaquin Joint Powers Authority
SJRRC	San Joaquin Regional Rail Commission
SMAQMD	Sacramento Metropolitan Air Quality Management District
SMUD	Sacramento Municipal Utility District
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
U.S.	United States
UPRR	Union Pacific Railroad
USACE	U.S. Army Corps of Engineers
USFWS	U.S. Fish and Wildlife Service
VELB	Valley elderberry longhorn beetle
VMT	vehicle miles traveled

1.0 PROJECT INFORMATION

The following is an Initial Study/Environmental Checklist for the proposed Elk Grove Station Project (project). The proposed project would result in the development of a new passenger rail station in the City of Elk Grove. 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 approximately 3,900 feet of new UPRR mainline track, and up to 10,000 linear feet of rail siding. An overview of the project site location is followed by a description of the proposed improvements and a summary of requested approvals and entitlements. This checklist will be used to identify areas to be further discussed in an Environmental Impact Report (EIR).

1. Project Title:

Elk Grove Station Project

2. Lead Agency Name and Address:

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

3. Contact Person and Phone Number:

David Ripperda
(209) 944-6275

4. Project Location:

The project study area is located in the City of Elk Grove, Sacramento County, California and extends along an alignment from just south of Elk Grove Boulevard at the southern limits and Simms Road at the northern limits (Figure 1).

The proposed project would be located on portions of 5 parcels: Assessor's Parcel Number (APN) 119-1540-021 (proposed surface parking lot); APN 119-1540-010 (proposed pedestrian overcrossing); and APNs 119-0120-006, 119-0120-008, 119-0120-014, and 132-0020-002 (proposed platform, rail siding, and proposed UPRR mainline track). Through the project area, the existing UPRR corridor runs generally north-south. The project study area is approximately 2.25 miles along the UPRR corridor, and the GPS coordinates of the northern and southern termini are latitude 38° 26' 16.0476" N and longitude 121° 27' 28.7712" W to latitude 38° 24' 17.6724" N and longitude 121° 27' 14.6916" W.

The proposed surface parking lot for the Elk Grove Station would be constructed on an approximately 3.0-acre site fronting Dwight Road north of the intersection of Dwight Road and Laguna Boulevard. The site currently serves as an RV parking lot for an adjacent self-storage facility at the corner of the intersection of Dwight Road and Laguna Boulevard.

5. Project Sponsor:

San Joaquin Regional Rail Commission (SJRR) and San Joaquin Joint Powers Authority (SJJPA)

6. General Plan Designation:

Station Site = Light Industrial; Rail = Public Services

7. Zoning:

Light Industrial

8. Description of Project:

The SJJPA and the SJRR, which manage the Amtrak San Joaquins and the Altamont Corridor Express (ACE), respectively, are jointly undertaking the planning, design, and environmental review of the Elk Grove Station Project (proposed project). The proposed project would construct a passenger rail station and supporting siding track in the City of Elk Grove (Figure 1).

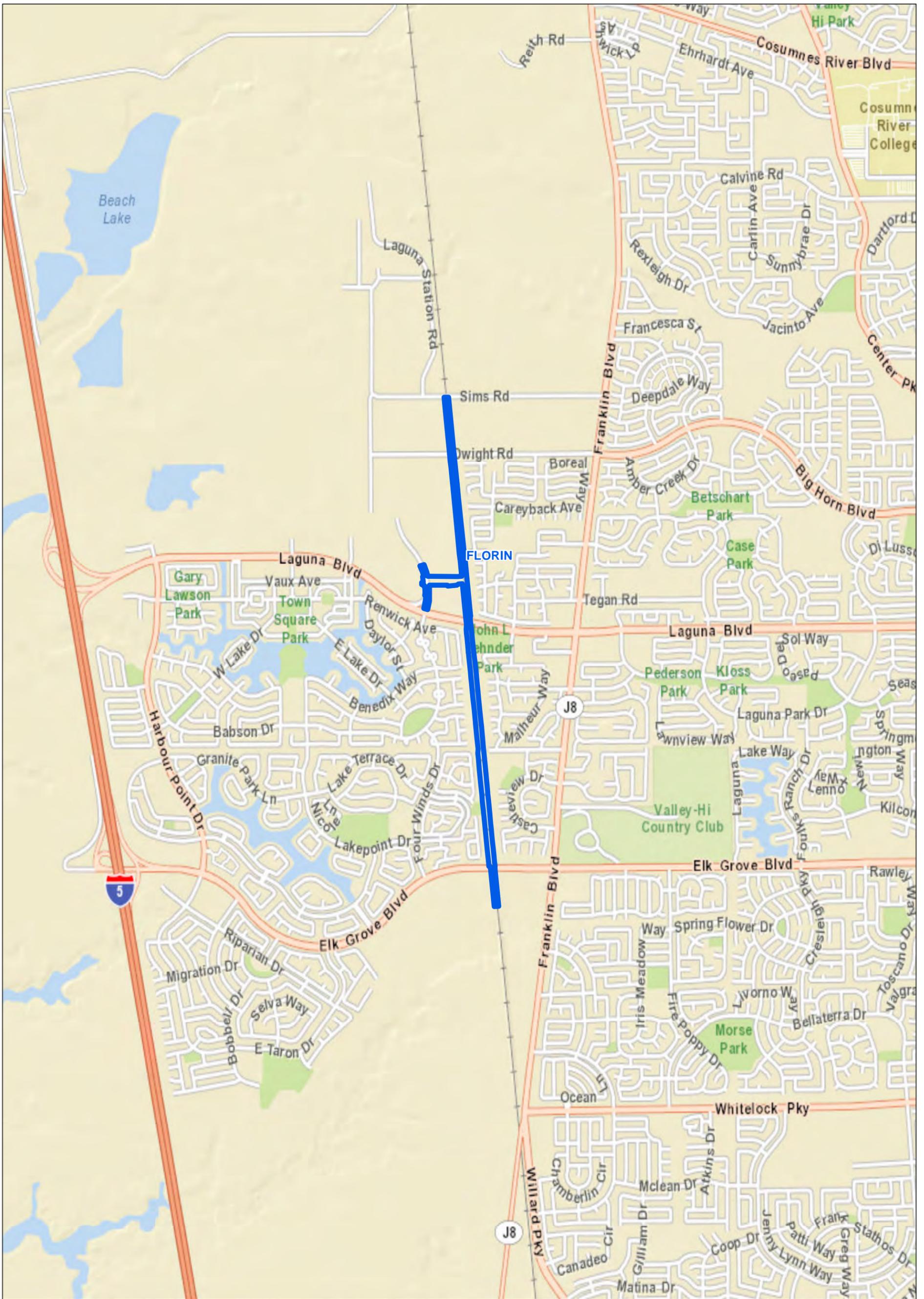
Background

In March 2020, the SJJPA and SJRR released the Valley Rail Sacramento Extension Project Draft Environmental Impact Report (EIR), which analyzed the extension of passenger rail service to new markets in San Joaquin and Sacramento counties. While the March 2020 Draft EIR evaluated six new station sites, including a proposed station site just south of Cosumnes River Boulevard that would serve the Elk Grove community (North Elk Grove Station), during project approval, SJJPA and SJRR removed the North Elk Grove Station in unincorporated Sacramento County from further consideration, and the station site was not part of the project Final EIR certified by the SJRR on October 2, 2020. SJRR and SJJPA have continued coordination efforts with the City of Elk Grove to determine a new station site that would serve the Elk Grove community. Those discussions resulted in the identification of the currently proposed station location, which is discussed below.

As discussed on Page 1-2 of the Valley Rail Sacramento Extension Project Final EIR (SJRR and SJJPA 2020), “Final approval of a future Elk Grove Station at a site agreed to by all interested parties will be subject to a separate, stand-alone California Environmental Quality Act (CEQA) document that will be circulated for public review and comment at a later date.” The Elk Grove Station Project EIR will evaluate the proposed station and supporting rail siding that has been identified by SJJPA, SJRR, the City of Elk Grove, and other stakeholders.

Independent Utility

The SJRR has considered whether the proposed project has “independent utility,” meaning it would be constructed and could operate absent the construction of other projects in the project area. The proposed project would serve the Elk Grove community and would not depend on the other stations and various track improvements analyzed in the Valley Rail Sacramento Extension Project EIR. The proposed project could be constructed and operate independently; therefore, the proposed project can be considered as a separate single complete project with independent public and economic utility.



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 Study Limits



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SOURCE: ESRI Street Map (06/2021)

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San Joaquin Regional Rail Commission
Elk Grove Station Project
City of Elk Grove, Sacramento County, Ca
Project Vicinity

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Proposed Project Improvements

The proposed project would require the construction of up to a 10,000-foot-long siding track to accommodate the operational requirements UPRR needs to allow passenger service to run in this corridor. The proposed siding track would start just north of Big Horn Boulevard and extend just south of Elk Grove Boulevard. The project also involves the removal and replacement of approximately 3,900 feet of existing UPRR mainline track between Laguna Boulevard and Big Horn Boulevard to accommodate construction of the station platform between the UPRR mainline track and rail siding track.

The proposed station platform would be located along the existing UPRR Sacramento Subdivision, which is the rail line that extends from Marysville in the north and Stockton in the south. Access to the station platform from the adjacent surface parking lot would be provided by a pedestrian overcrossing. Access to the parking lot on the west side of the UPRR corridor would be via a new signalized intersection 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. The station platform would be unattended (i.e., there would be a lack of human presence) and would 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 construction of a surface parking lot, which would accommodate handicap parking and 4 bus bays. Parking lot access would be via a new signalized intersection along Dwight Road.

The project would include a pedestrian overcrossing with stairs and elevators at each end of the pedestrian overcrossing (approximately 22 feet above existing grade of the parking lot) providing access from the surface parking lot to the passenger platform. The pedestrian overcrossing would maintain clearance for maintenance vehicles that access the drainage channel adjacent to the UPRR corridor and would include minimum 10-foot high railing on both sides of the pedestrian overcrossing. The bottom of the pedestrian overcrossing would be designed to maintain at least 23-foot-4-inch clearance over the UPRR tracks.

The project would install concrete crash barriers around the base of the bridge columns next to the proposed rail tracks at both Elk Grove Boulevard and Laguna Boulevard.

Existing culverts within UPRR right-of-way along the limits of the proposed rail siding would be extended, where needed, to accommodate the planned improvements. Existing drainage facilities in the surface parking lot area would be modified, where needed, to accommodate surface improvements that could include raised curb, curb and gutter, sidewalks, medians, and new driveway connecting to Dwight Road. Existing drainage facilities along Dwight Road would be modified, where needed, to accommodate the new signalized intersection at the entrance to the surface parking lot.

The proposed project would include full right-of-way acquisition of APN 119-1540-021 for development of the proposed surface parking lot. Partial right-of-way acquisition and easements may also be required from private right-of-way (APN 119-1540-010), in which the drainage channel is located to the west of the UPRR corridor.

Conceptual Service Plan

ACE currently operates four westbound trains weekday mornings from Stockton to San Jose, and four eastbound trains weekday afternoons from San Jose to Stockton. Currently, ACE does not offer weekend service.

Amtrak's San Joaquins service was reduced due to the COVID pandemic, but SJJPA anticipates reinstating the service by spring of 2022. When operating, the San Joaquins service includes trains between Sacramento and Bakersfield (two daily southbound trains and northbound trains), and between Oakland and Bakersfield (five daily southbound and northbound trains).

The approved Valley Rail Sacramento Extension Project includes the addition of both Amtrak San Joaquins trains and ACE trains along the Sacramento Subdivision. The proposed project does not include changes in train frequency but would introduce service to the Elk Grove community consistent with the preliminary conceptual service plan described in the Valley Rail Sacramento Extension Project EIR. The preliminary conceptual service plan as defined in the Valley Rail Sacramento Extension Project EIR is described below.

San Joaquins

As described in Chapter 2 of the Valley Rail Sacramento Extension Project EIR, implementation of that project includes two new round trip San Joaquins operating on the Sacramento Subdivision. Additional trips are not proposed as part of the proposed station project; however, the proposed project would provide a stop that would serve the Elk Grove community.

ACE

As described in Chapter 2 of the Valley Rail Sacramento Extension Project EIR, implementation of that project also includes an extension of existing ACE service to the proposed Natomas/Sacramento Airport Station. Additional trips are not proposed as part of the proposed station project; however, the proposed project would offer a stop that would serve the Elk Grove community.

Construction Methods

Staging Area

The proposed surface parking lot would serve as the project staging area during construction of the proposed station platform, surface parking lot, and proposed track work.

Track

Construction of new track would include grading for the track subgrade with graders and excavators, and the placement of subballast and ballast. Concrete or wood ties would then be

laid out. Continuous Welded Rail (1,000-foot-long rail strings) are welded together and clipped to ties. The ballast is tamped with on-track machinery along with the final adjustments to the alignment and profile. Construction of new main track in the UPRR right-of-way would occur in segments; once the subgrade, ballast, and main track are installed for one segment, construction would continue down the alignment. The duration of construction activities for a new track generally lasts approximately 4 to 12 months.

Track construction could conflict with existing utility lines, and these lines would be relocated or protected in place. SJRRC would coordinate with the utility providers to minimize conflicts and potential disruptions.

Station

Station improvements would include the construction of new station facilities, such as a station platform, station tracks, and passenger amenities, a surface parking lot, a pedestrian overcrossing between the parking area and station platform, and a new signalized intersection on Dwight Road at the entrance to the surface parking lot.

Construction activities associated with station platforms include clearing and grubbing, rough grading, structural excavation for walls, forming and pouring concrete for the walls, access stairs and ramps, platform surface, installation of signage, shelters, lighting, security, railings, benches, and trash receptacles.

Construction activities associated with station tracks around the platform would be similar to track work activities described above.

Construction activities associated with surface parking areas would include development of a new signalized intersection on Dwight Road, modified striping and signage along Dwight Road to accommodate the new signal, clearing and grubbing, rough and final grading for the new access area between Dwight Road and the surface parking area, installation of drainage and utilities, installation of subbase and paving, installation of curb, curb and gutter, sidewalk, raised medians, pedestrian ramps, landscaping, installation of lighting and security, and installation of signage and striping.

Construction activities associated with the pedestrian overcrossing includes clearing and grubbing, rough grading, installation of utilities, installation of cast-in-drilled-hole or driven piles, installation of stair footings, placing column reinforcing steel, pouring structural concrete for columns, placing falsework for stairs and abutments, pouring structural concrete for stairs and abutments, placing reinforcing steel and pouring structural concrete for decks, placing handrails for stairs, placing railing for the elevated section of the overcrossing, installation of elevators, installation of signage, and installation of lighting.

To minimize the creation of new sources of light and glare, all artificial outdoor lighting would be limited to safety and security requirements, designed using Illuminating Engineering Society's design guidelines, and in compliance with International Dark-Sky Association approved fixtures. All lighting would be designed to have minimum impact on the surrounding environment; and

would use downcast, cut-off-type fixtures that direct the light only towards objects requiring illumination. Shielding would be used, where needed, to ensure light pollution is minimized. Lights would be installed at the lowest allowable height and cast low-angle illumination, while minimizing incidental light spill onto adjacent properties, open spaces, or backscatter into the nighttime sky. The lowest allowable illuminance level would be used for all lighted areas, and the amount of nighttime lights needed to light an area would be minimized to the highest degree possible. Light fixtures would have non-glare finishes that would not cause reflective daytime glare. Lighting would be designed for energy efficiency and have daylight sensors or be timed with an on/off program. Lights would provide good color rendering with natural light qualities with the minimum intensity feasible for security, safety, and personnel access. Lighting, including light color rendering and fixture types, would be designed to be aesthetically pleasing.

Station construction could conflict with existing utility lines, and these lines would be relocated or protected in place. SJRRC would coordinate with the utility providers to minimize conflicts and potential disruptions.

Schedule

Construction of the proposed project is anticipated to occur over a 14-month duration. The proposed station is anticipated to be completed in 14 months, while the proposed siding and relocated UPRR track is anticipated to be completed in 8 months. The construction of the proposed station platform and proposed siding and relocated UPRR track is anticipated to occur in parallel.

9. Surrounding Land Uses and Setting:

The proposed station site includes the UPRR corridor. North of Laguna Boulevard up to Big Horn Boulevard, the UPRR corridor is surrounded by light industrial uses to the west and residential uses to the east. There is an existing stormwater detention basin to the south of the proposed surface parking lot area and a drainage channel on the west side of the UPRR corridor beginning north of Laguna Boulevard. 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. The City of Elk Grove is not a party to the South Sacramento County HCP, and the proposed project does not include lands that are within the HCP limits. Between Elk Grove Boulevard and Laguna Boulevard, the UPRR corridor is surrounded primarily by low-density residential uses and a resource management and conservation/parks and open space use to the east and west (John L. Zehnder Park). South of Elk Grove Boulevard, the UPRR corridor is surrounded by open space to the east and west.

10. Other Public Agencies Whose Approval is Required (e.g., permits, financial approval, or participation agreements):

The Project may require the following approvals and permits from agencies including:

- Federal Railroad Administration: Potential National Environmental Policy Act review and approval if federal funding is available for the project.

- U.S. Army Corps of Engineers: Permit for effects on wetlands and other waters of the United States under Section 404 of the Clean Water Act (CWA).
- U.S. Fish and Wildlife: Concurrence of effects on listed terrestrial wildlife and plant species under ESA Section 7 consultation process; issuance of a biological opinion.
- California State Transportation Authority: Potential source of funding.
- California Department of Fish and Wildlife: Permits for the placement of structures affecting waterways under Section 1602 streambed alteration agreement.
- California Department of Toxic Substances: Review of worker health and safety plan.
- California Public Utilities Commission: Approvals required for rail crossing improvements.
- Regional Water Quality Control Board: Permits under the CWA Section 401 water quality certification/waste discharge requirements for placement of structures affecting waterways, and under the Porter-Cologne Water Quality Control Act.
- State Water Resources Control Board (SWRCB): General construction activity stormwater permit under Section 402 National Pollutant Discharge Elimination System (NPDES).
- Sacramento Area Council of Governments: Funding coordination.
- City of Elk Grove: Encroachment permit for construction in city right-of way. Use and building permits for improvements outside rail right-of-way.

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resource Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

SJRRRC requested a Sacred Lands File search from the Native American Heritage Commission on April 5, 2021. Pursuant to AB 52, SJRRRC contacted the 11 tribal representatives on the list on June 3, 2021. To date, SJRRRC has received no responses from tribal representatives. In the event that the tribal representatives express interest in the project and/or the project area, SJRRRC will coordinate with the tribes to address any concerns.

2.0 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

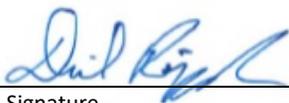
The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact” as indicated by the checklist in Chapter 3.0.

- | | | |
|--|---|--|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forestry Resources | <input checked="" type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Energy |
| <input type="checkbox"/> Geology/Soils | <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials |
| <input type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Land Use/Planning | <input type="checkbox"/> Mineral Resources |
| <input checked="" type="checkbox"/> Noise | <input type="checkbox"/> Population/Housing | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Recreation | <input checked="" type="checkbox"/> Transportation | <input type="checkbox"/> Tribal Cultural Resources |
| <input type="checkbox"/> Utilities/Service Systems | <input type="checkbox"/> Wildfire | <input checked="" type="checkbox"/> Mandatory Findings of Significance |

2.1 DETERMINATION

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a “Potentially Significant Impact” or “Potentially Significant Unless Mitigated” impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



Signature

07/30/2021

Date

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3.0 CEQA ENVIRONMENTAL CHECKLIST

3.1 AESTHETICS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099, would the project:				
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3.1.1 Impact Analysis

a. *Would the project have a substantial effect on a scenic vista?*

According to the City of Elk Grove General Plan Draft EIR (City of Elk Grove 2018a), there are currently no officially designated scenic vistas in the City of Elk Grove. The proposed surface parking lot that would support the station would be located on a parcel designated as light industrial, while the proposed pedestrian overcrossing, rail siding, and station platform would be located in the existing rail corridor.

Construction Impacts

During construction, contractors would use the staging area (proposed surface parking lot) and standard industry equipment such as excavators, pavers, drill rigs, cranes, and dump and concrete trucks to support the construction of the project. None of the equipment would have any height or scale that would block any vistas, and no sensitive viewers exist in the project footprint. Though residential uses are adjacent to the existing rail corridor, construction equipment would not block views of scenic vistas. Therefore, construction impacts would not have a substantial effect on a scenic vistas. This impact would be less than significant.

Operational Impacts

To the north of the proposed surface parking lot is an approximately 16-foot-tall, light industrial warehouse building and to the south is a fenced self-storage facility both of which would screen views of the proposed surface parking lot and other project features from Dwight Road. The

proposed support structures for the Elk Grove Station (pedestrian overcrossing, ticket kiosks, etc.) would be one-story (a maximum of 38 feet) tall to provide at minimum 23-foot-4-inch clearance over UPRR tracks and would not block any views of the mountain ranges to the west or east. The poles for security lighting in the platform and in the parking lot would be taller than the one-story support buildings but would be spaced throughout the project such that no vistas would be blocked. Therefore, operational impacts would not have a substantial effect on a scenic vista and no impact would occur.

This topic will not be analyzed further in the EIR unless new information is presented during the scoping process that indicates a potentially significant impact could occur.

b. Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

The proposed surface parking lot site currently serves as a recreational vehicle parking lot. The proposed pedestrian overcrossing, station platform, and the proposed track work would be located in the existing rail corridor. There are no significant rocks, outcroppings, or trees within the project footprint. There is one Officially Designated State scenic highway located in Sacramento County (River Road from State Route 160 at the Isleton Bridge to State Route 160 at the Paintersville Bridge), which is approximately 10 miles southwest of the project and is not visible from the project area. There are no historic buildings within the proposed project area. No impact would occur.

This topic will not be analyzed further in the EIR unless new information is presented during the scoping process that indicates a potentially significant impact could occur.

c. In non-urbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

The proposed project is located in an urbanized area surrounded by light industrial, low-density residential, and park uses. Project improvements within the UPRR right-of-way are exempt from City of Elk Grove building and zoning codes and other land use ordinances. However, the surface parking lot would be subject to the City's zoning code. The proposed surface parking lot is zoned light industrial and proposed lighting, parking capacity, and structure heights and setbacks would be consistent with the City's zoning code. This impact would be less than significant.

This topic will not be analyzed further in the EIR unless new information is presented during the scoping process that indicates a potentially significant impact could occur.

d. Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Construction activities would occur primarily during the daytime hours. However, nighttime lighting during the project's construction phase may be required for proposed track improvements and roadway modifications along Dwight Road to avoid conflicts with rail traffic on the existing rail lines

and minimize impacts to traffic along Dwight Road. Residences in the vicinity of the proposed improvements are set back approximately 150 feet from the existing UPRR tracks and areas of proposed track improvements and are screened from view by concrete block walls or tall trees. Nighttime lighting may require the use of high-intensity lighting directed at the work area, which could result in light spillover resulting in sleep disruption for nearby residents. However, construction-related lighting would be directional, short-term, and screened by existing 6-foot fences on the residential property lines. This impact would be less than significant.

The new surface parking lot would be constructed in an urban area (where nighttime lighting currently exists). The proposed surface parking lot, pedestrian overcrossing, and station platform would require nighttime lighting during operation of the project. Nighttime lighting could result in light spillover that causes glare and obscures views of the night sky, and that could introduce a potential source of sleep disruption for nearby residents. Furthermore, daytime glare could be caused by the use of reflective surfaces such as shiny coatings on the tops of pedestrian shelters at the new station platform.

However, as discussed in Section 1.0 of this Initial Study, to minimize the creation of new sources of light and glare, all artificial outdoor lighting would be limited to safety and security requirements, would be designed using Illuminating Engineering Society's design guidelines, and would be in compliance with International Dark-Sky Association approved fixtures. Shielding would be used, where needed, to ensure light pollution is minimized. Therefore, lights would be installed at the lowest allowable height and cast low-angle illumination while minimizing incidental light spill onto adjacent properties and open spaces, and minimizing backscatter into the nighttime sky. The lowest allowable illuminance level would be used for all lighted areas, and the amount of nighttime lights needed to light an area would be minimized to the highest degree possible. Light fixtures would have non-glare finishes that would not cause reflective daytime glare. Lighting would be designed for energy efficiency and have daylight sensors or be timed with an on/off program.

Parking lot lighting would be designed to meet safety requirements. Lights would provide good color rendering with natural light qualities, with the minimum intensity feasible for security, safety, and personnel access. Lighting, including light color rendering and fixture types, would be designed to be aesthetically pleasing. Furthermore, anti-reflective coatings would be used on structures, such as the roofs of pedestrian shelters at the new station site, to reduce daytime glare. With incorporation of the provisions to reduce light spillover described above, nighttime lighting at the station site would not result in sleep disruption at houses in the vicinity of the proposed station. Therefore, operation of the proposed project would not create a source of substantial light or glare that would adversely affect daytime or nighttime views in the area or result in sleep disruption for adjacent residents, and the proposed project's operational impact would be less than significant.

This topic will not be analyzed further in the EIR unless new information is presented during the scoping process that indicates a potentially significant impact could occur.

3.2 AGRICULTURE AND FORESTRY RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.2.1 Impact Analysis

a. Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

The project area is located primarily in land designated as Urban and Built-Up Land on the California Important Farmland Finder (California Department of Conservation 2018). The land adjacent to the rail corridor in the northern portion of the project area is designated as Farmland of Local Importance, while the land south of Elk Grove Boulevard is designated as Grazing Land. The proposed project would not convert Farmland to a non-agricultural use and no impact would occur.

This topic will not be analyzed further in the EIR unless new information is presented during the scoping process that indicates a potentially significant impact could occur.

b. Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

While APNs 119-0120-008-0000, 119-0120-006-0000, 119-0120-014-0000, and 132-0020-002 are zoned AG-80 (an agricultural zoning designation), these parcels house the existing rail line and are devoid of agricultural operations. These parcels are not subject to Williamson Act contracts. The remaining parcels within the project area are zoned Light Industrial and are not subject to Williamson Act contracts. Therefore, this impact would be less than significant.

This topic will not be analyzed further in the EIR unless new information is presented during the scoping process that indicates a potentially significant impact could occur.

c. Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

The project area is not zoned as forestland, timberland, or a Timberland Production Zone. Therefore, construction and operational impacts that would conflict with existing zoning, or cause rezoning of, forestry resources would not occur.

This topic will not be analyzed further in the EIR unless new information is presented during the scoping process that indicates a potentially significant impact could occur.

d. Would the project result in the loss of forest land or conversion of forestland to non-forest use?

The project area does not contain 10 percent native tree cover that would be classified as forestland under Public Resources Code Section 12220(g). Therefore, construction and operational impacts that would result in the loss of forest land or result in the conversion of forest land to non-forest use would not occur.

This topic will not be analyzed further in the EIR unless new information is presented during the scoping process that indicates a potentially significant impact could occur.

e. Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

As discussed in responses to 3.2.1(a), (c), and (d), the project area does not include Farmland or forest land. The surrounding land uses consist of light industrial, residential, and park uses. Therefore, the project would not involve other changes in the existing environment, which could result in the conversion of farmland to non-agricultural use or conversion of forest land to non-forest use. No impact would occur.

This topic will not be analyzed further in the EIR unless new information is presented during the scoping process that indicates a potentially significant impact could occur.

3.3 AIR QUALITY

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3.3.1 Impact Analysis

The proposed project is located in the City of Elk Grove, and is within the jurisdiction of the Sacramento Metropolitan Air Quality Management District (SMAQMD), which regulates air quality in the Sacramento Valley Air Basin. Within the SMAQMD, ambient air quality standards for ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, particulate matter (PM₁₀, PM_{2.5}), and lead have been set by both the State of California and the federal government. The State has also set standards for sulfate and visibility. The SMAQMD is under State non-attainment status for ozone and particulate matter standards (PM₁₀ and PM_{2.5}). The SMAQMD is classified as non-attainment for the federal ozone 8-hour standard and non-attainment for the federal PM_{2.5} 24-hour standard.

a. Would the project conflict with or obstruct implementation of the applicable air quality plan?

The SMAQMD prepares plans to attain and maintain compliance with State and national ambient air quality standards, including the Redesignation Substitution for the 1979 1-hour Ozone National Ambient Air Quality Standards for the Sacramento Federal Ozone Nonattainment Area, the Attainment Plan for the 2008 Ozone National Ambient Air Quality Standards, the PM_{2.5} Maintenance Plan and Redesignation Request, the PM₁₀ Implementation/Maintenance Plan and Redesignation Request for Sacramento County, and the 1991 Air Quality attainment Plan (and subsequent Triennial Assessments).

Project-level analysis is required to determine if the proposed project as an individual project would conflict with or obstruct implementation of the applicable air quality plan. The project EIR will include an analysis of both construction and operational emissions that would be estimated using the California Emissions Estimator Model and compared to quantitative thresholds to determine the level of significance of this impact. The SMAQMD has established air quality significance thresholds that can be used by a lead agency to determine whether air quality impacts from implementing

proposed projects will be significant. These thresholds are contained in the SMAQMD's Guide to Air Quality Assessment in Sacramento County and will be used to evaluate the impact from emissions associated implementation of the proposed project. Appropriate project-level mitigation will be proposed, if necessary.

This topic will be evaluated further in the EIR.

b. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

For the same reason presented above in response 3.3.1(a), potential short-term (i.e., construction) and long-term (i.e., operational) air quality impacts from the implementation of the proposed project will be evaluated. As noted above, the California Emissions Estimator Model will be used to estimate and report in the project EIR the construction and operational emissions that could result from the implementation of the proposed project, and the estimated emissions will be compared to significance thresholds provided by the SMAQMD.

This topic will be evaluated further in the EIR.

c. Would the project expose sensitive receptors to substantial pollutant concentrations?

The proposed project would result in idling trains adjacent to residential receptors which could increase long-term cancer risk in the project vicinity. The EIR will assess the potential increase in risk, utilizing the U.S. Environmental Protection Agency's American Meteorological Society/ Environmental Protection Agency Regulatory dispersion model to determine the pollutant concentrations associated with station train emissions, in conjunction with the California Air Resources Board's (CARB) HARP2 model to determine the associated site-specific potential health risk levels existing residents would be exposed to. In addition, the project EIR will describe whether or not project-related traffic would result in carbon monoxide concentrations in excess of established standards. The project EIR will also evaluate whether the project would have any impacts related to Valley Fever and asbestos.

This topic will be evaluated further in the EIR.

d. Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Construction of the proposed project would require the use of diesel-fueled equipment and architectural coatings, both of which generate odors. However, these odors would be short-term and temporary and would not be pervasive enough to affect a substantial number of people. Operation of the proposed project would not include any land uses identified by the CARB as being associated with the generation of objectionable odors. The proposed station would not represent a source of odor emissions. Increased passenger rail operations on the tracks that access the station may also increase the potential for generation of odors from locomotive diesel fuel combustion. However, these odors would be intermittent and of short-duration during the loading and unloading of passengers. As such, this impact would be less than significant.

This topic will not be analyzed further in the EIR unless new information is presented during the scoping process that indicates a potentially significant impact could occur.

3.4 BIOLOGICAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project site extends along an approximate 2.1-mile length of existing UPRR track and right-of-way from Simms Road in the north, to just north of the Ehrhardt Channel at the southern terminus, in the City of Elk Grove, Sacramento County, California.

The project site is approximately 36.27 acres, and includes the existing UPRR corridor, adjacent ruderal areas within the UPRR right-of-way, a paved RV storage lot, a segment of Dwight Road where access will be provided to the surface parking lot, and an unnamed canal between the RV storage lot and the UPRR track. The project site is primarily composed of ruderal grassland habitat along the UPRR track shoulders and right-of way, totaling 18.51 acres. The only other natural community present in the project site is the seasonal wetlands associated with the unnamed canal. Developed areas include the UPRR track, the RV storage lot, and Dwight Road, totaling 17.62 acres (Figure 3.4-1).

The majority of the project site can be characterized as ruderal grassland, totaling 18.51 acres. The vegetation is dominated by a variety of annual grassland species including ripgut grass (*Bromus diandrus*), vetch (*Vicia villosa*), filaree (*Erodium botrys*), rose clover (*Trifolium hirtum*), fiddleneck (*Amsinkia douglasii*), soft chess (*Bromus hordeaceus*), wild radish (*Raphanus raphanus*), ryegrass

(*Festuca perennis*), and pineapple weed (*Chamomilla suaveolens*). A total of 12 blue elderberry shrubs (*Sambucus nigra* ssp. *cerulea*) were observed within this community concentrated in mostly the northern and southern ends of the alignment (the location of the elderberry shrubs is shown on Figure 3.4-1). Mature Valley oaks (*Quercus lobata*) are also present in scattered locations in the central part of the project site. This ruderal community is regularly maintained through both mowing and herbicide application as part of UPRR operations.

One aquatic feature, totaling 0.14 acre, is present in the project site (an unnamed canal). This area was dominated by mugwort (*Artemisia douglasiana*), broad-leaved cattail (*Typha latifolia*) and curly dock (*Rumex crispus*). It is likely that these features would be classified as wetlands pursuant to United States Army Corps of Engineers (USACE) and Regional Water Quality Control Board (RWQCB) guidance. The unnamed canal would also likely be subject to jurisdiction by the USACE, the RWQCB, and the California Department of Fish and Wildlife (CDFW).

Wildlife observed on the project site was limited to regionally common species such as mourning dove (*Zenaidura macroura*), meadowlark (*Sturnella neglecta*), red-winged blackbird (*Agelaius phoeniceus*), red-tailed hawk (*Buteo jamaicensis*), yellow-billed magpie (*Pica nutalli*), turkey vulture (*Cathartes aura*), Brewer's blackbird (*Euphagus cyanocephalus*), and red-shouldered hawk (*Buteo lineatus*). California ground squirrel (*Otospermophilus beecheyi*) were also observed along the length of the project site, primarily on the shoulders of the UPRR railroad track where numerous burrows were present. None of the visually inspected burrows within the project site exhibited signs of burrowing owl occupancy.

Additionally, blue elderberry is the host plant for the Valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*) (VELB) which is federally listed as threatened. The 11 elderberry shrubs located within the project site could provide suitable habitat for this species (no exit holes were identified on any of the shrubs).

The mature Valley oaks in the project site provide suitable nesting habitat for Swainson's hawks (*Buteo swainsoni*), which is state listed as threatened. Additionally, several ornamental trees associated with surrounding urban development would also be considered suitable nesting habitat for Swainson's hawk. The ruderal grasslands along the UPRR corridor is typically too narrow for effective foraging since it is mostly bounded by urban development. However, the open grassland areas adjacent to the project site at the north and south ends of the alignment provide foraging habitat for this species. Therefore, Swainson's hawk could utilize areas within the project site for nesting or foraging. No Swainson's hawks were observed during the April 2021 survey.

The project site has the potential to support a variety of nesting and migratory bird species. However, no nests were observed during the April 2021 field survey.

Regulatory Setting

The proposed project would be subject to the following regulations.

Federal Endangered Species Act (FESA)

Under FESA, it is unlawful to “take any species listed as threatened or endangered”. “Take” is defined as to “harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or attempt to engage in any such conduct.” An activity is defined as “take” even if it is unintentional or accidental. Take provisions under FESA apply only to listed fish and wildlife species under the jurisdiction of the U.S. Fish and Wildlife Service (USFWS) and/or National Marine Fisheries Service (NMFS). Consultation with USFWS or NMFS is required if a project “may affect” a listed species.

When a species is listed, the USFWS and/or the NMFS, in most cases, must officially designate specific areas as critical habitat for the species. Consultation with USFWS and/or the NMFS is required for projects that include a federal action or federal funding if the project may affect designated critical habitat.

California Endangered Species Act (CESA)

Under the CESA, it is unlawful to “take” any species listed as rare, threatened, or endangered. Under CESA, “take” means to “hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill”. CESA take provision apply to fish, wildlife, and plant species. Take may result whenever activities occur in areas that support a listed species. Consultation with CDFW is required if a project will result in “take” of a listed species.

California Fish and Game Code (Breeding Birds)

Section 3503 of the California Fish and Game Code prohibits the take, possession, or needless destruction of the nest or eggs of any bird, except as otherwise provided by the California Fish and Game Code or other regulation.

Waters of the United States and Other Jurisdictional Waters

Army Corps of Engineers

Under Section 404 of the Clean Water Act (CWA), the USACE regulates the discharge of dredged or fill material into waters of the United States (U.S.). Waters of the U.S. are those waters that have a connection to interstate commerce, either direct via a tributary system or indirect through a nexus identified in the USACE regulations. In non-tidal waters, the lateral limit of jurisdiction under Section 404 extends to the ordinary high water mark (OHWM) of a waterbody or, where adjacent wetlands are present, beyond the OHWM to the limit of the wetlands. The OHWM is defined as “that line on the shore established by the fluctuations of water and indicated by physical characteristics such as a clear natural line impressed on the bank, shelving, changes in the character of the soil, destruction of terrestrial vegetation, the presence of litter and debris, or other appropriate means that consider the characteristics of the surrounding area” (33 CFR 328.3). In tidal waters, the lateral limit of jurisdiction extends to the high tide line or, where adjacent wetlands are present, to the limit of the wetlands.

Wetlands

Wetlands are defined as “those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for a life in saturated soil conditions”.

Non-wetland Waters

Non-wetland waters essentially include any body of water, not otherwise exempted, that displays an OHWM.

Regional Water Quality Control Board

Under Section 401 of the CWA, the State Water Resources Control Board must certify all activities requiring a 404 permit. The RWQCB regulates these activities and issues water quality certifications for those activities requiring a 404 permit. In addition, the RWQCB has authority to regulate the discharge of “waste” into waters of the State pursuant to the Porter-Cologne Water Quality Control Act (PCWQCA).

California Department of Fish and Wildlife

CDFW, through provisions of Section 1602 of the California Fish and Game Code, is empowered to issue agreements for any alteration of a river, stream, or lake where fish or wildlife resources may be substantially adversely affected. Streams (and rivers) are defined by the presence of a channel bed and banks, and at least an ephemeral or intermittent flow of water. CDFW regulates wetland areas only to the extent that those wetlands are part of a river, stream, or lake as defined by CDFW.

CDFW generally includes, within the jurisdictional limits of streams and lakes, any riparian habitat present. Riparian habitat includes willows, cottonwoods, and other vegetation typically associated with the banks of a stream or lake shoreline. In most situations, wetlands associated with a stream or lake would fall within the limits of riparian habitat. Thus, defining the limits of CDFW jurisdiction based on riparian habitat will automatically include any wetland areas. Riparian communities may not fall under USACE jurisdiction unless they are below the OHWM or classified as wetlands.

3.4.2 Impact Analysis

- a. *Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?*

Valley Elderberry Longhorn Beetle

As described above, 11 elderberry shrubs, which provide suitable habitat for VELB, occur on the project site. Construction activities associated with the proposed project would result in the removal of up to 11 elderberry shrubs that are located on the existing railroad embankment, which could result in impacts to VELB. Additionally, construction activities in the vicinity of elderberry shrubs

could also result in impacts to VELB. Implementation of Mitigation Measure BIO-1 would reduce potential impacts to VELB to a less than significant level.

Impacts to VELB would constitute take under the FESA, and consultation with USFWS would be required. It is likely the Section 7 consultation would be initiated by the USACE during the Section 404 permitting process.

Western Burrowing Owl

Potentially suitable nesting and foraging habitat for western burrowing owl is present in the ruderal grasslands in the project site. The project would result in impacts to suitable western burrowing owl habitat as a result of Project construction. Implementation of Mitigation Measure BIO-2 would reduce potential impacts to western burrowing owls to a less than significant level.

Swainson's Hawk

As described above, potential nesting and foraging habitat for Swainson's hawk is present in and in the vicinity of the project site. The project would impact suitable Swainson's hawk nesting and foraging habitat as a result of project construction. Implementation of Mitigation Measure BIO-3 would reduce potential impacts to Swainson's hawks to a less than significant level.

Other Nesting Birds

The project could result in the removal of Valley oak trees and associated vegetation in the central portion of the project site as a result of project construction. Disturbance of migratory birds during their nesting season (February 1 to August 31) could result in "take" which is prohibited under Section 3513 of the California Fish and Game Code. The California Fish and Game Code also prohibits take or destruction of bird nests or eggs. Implementation of Mitigation Measure BIO-4 will reduce the potential for impacts to nesting birds to a less than significant level.

These topics (Impacts 1 through 4) will not be analyzed further in the EIR unless new information is presented during the scoping process that indicates a potentially significant impact could occur.

b. Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

No riparian habitat occurs within the project site. However, potential riverine wetlands occur within the unnamed canal in the project site and could be impacted as a result of project implementation. Wetland habitats are considered sensitive under CEQA and may be regulated by the USACE, RWQCB, and/or CDFW if the community is determined to be waters of the U.S. or waters of the State. Implementation of Mitigation Measure BIO-5 will reduce the potential for impacts to wetland riverine wetlands to a less-than-significant level.

This topic will not be analyzed further in the EIR unless new information is presented during the scoping process that indicates a potentially significant impact could occur.

- c. *Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*

As noted above in response 3.4.1(b), potential riverine wetlands occur within the unnamed canal in the project site, and could be impacted as a result of project implementation. Wetland habitats are considered sensitive under CEQA and may be regulated by the USACE, RWQCB, and/or CDFW if the community is determined to be waters of the U.S. or waters of the State. Implementation of Mitigation Measure BIO-5 will reduce the potential for impacts to wetland riverine wetlands to a less-than-significant level.

This topic will not be analyzed further in the EIR unless new information is presented during the scoping process that indicates a potentially significant impact could occur.

- d. *Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?*

There is no evidence that the plant communities present in the project site support a wildlife movement corridor or wildlife nursery site. The project site is heavily impacted by human activity (ongoing UPRR operations, etc.) so overall use by wildlife is low. Therefore, the project will not impact a wildlife corridor or wildlife nursery site. The project could result in impacts to local wildlife movement but these impacts would be minor and insignificant, and no mitigation would be required.

This topic will not be analyzed further in the EIR unless new information is presented during the scoping process that indicates a potentially significant impact could occur.

- e. *Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

The project proponent will comply with the City of Elk Grove's Tree Preservation and Protection ordinance. The City of Elk Grove has adopted regulations for preservation of four types of trees:

1. Landmark trees, which are trees specifically identified for protection by the City Council;
2. Trees of local importance, which are trees of specific varieties greater than six inches in diameter;
3. Secured trees, which are trees that were protected as part of the development process for residential subdivisions and commercial developments; and
4. Trees on City property or in the public right-of-way.

The project will not conflict with any other local policies or ordinances protecting biological resources. This impact would be less than significant.

This topic will not be analyzed further in the EIR unless new information is presented during the scoping process that indicates a potentially significant impact could occur.

f. Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

The project is not located within the coverage area for any adopted or proposed Habitat Conservation Plan (HCP) or Natural Community Conservation Plan. The City of Elk Grove is not a participant in the South Sacramento County HCP. Therefore, the project would not conflict with the provisions of any adopted habitat conservation plans.

This topic will not be analyzed further in the EIR unless new information is presented during the scoping process that indicates a potentially significant impact could occur.

3.4.3 Mitigation Measures

Mitigation Measure BIO-1: The following measures consistent with the provisions of the “Framework for Assessing Impacts to the Valley Elderberry Longhorn Beetle” dated May 2017 (2017 Framework) shall be implemented to reduce potential impacts to VELB to a less than significant level.

1. Environmentally Sensitive Area (ESA) fencing will be established along the limits of construction to exclude construction activities from avoided habitat. Activities that may damage or kill an elderberry shrub (e.g., trenching, paving, etc.) may need an avoidance area of at least 20 ft from the drip-line, depending on the type of activity. Trucks and other vehicles will not be allowed to park in, nor shall equipment be stored in, an ESA. No storage or dumping of oil, gasoline, or other substances shall be permitted within an ESA. All ESAs will be clearly delimited with yellow caution tape or temporary fencing prior to commencement of construction activities.
2. Signs will be installed along the edge of the ESA and will read the following: “This area is habitat of the beetle, a threatened species, and must not be disturbed. This species is protected by the Endangered Species Act of 1973, as amended. Violators are subject to prosecution, fines, and imprisonment.” The signs should be clearly readable from a distance of 20 feet and must be maintained for the duration of construction.
3. All temporarily disturbed areas will be restored to approximate pre-construction contours and revegetated, either through hydroseeding or other means, with native species.
4. To prevent fugitive dust from drifting into adjacent habitat, all clearing, grubbing, scraping, excavation, land leveling, grading, cut and fill, demolition activities, or other dust generating activities will be effectively controlled for fugitive dust emissions utilizing application of water or by presoaking.
5. Prior to the start of construction, a qualified biologist will survey for elderberry shrubs within 165 feet of the disturbance area. If the survey documents any shrubs with stem diameter greater than 1 inch that were not identified during the April 2021 survey, the project proponent

will contact the USFWS. The USFWS and the project proponent will work to determine a way to proceed without take or the project proponent will reinitiate consultation with the USFWS to update the Biological Opinion to obtain an Incidental Take Statement that includes any additional take that may occur.

6. All construction personnel will attend environmental awareness training. During the environmental awareness training, construction personnel will be briefed on the status of the beetle, the need to avoid damage to the elderberry host plant, and the possible penalties for not complying with these requirements.
7. Herbicides will not be used within the drip-line of the shrub. Insecticides will not be used within 30 meters (98 feet) of an elderberry shrub. All chemicals will be applied using a backpack sprayer or a similar direct application method.
8. A qualified biologist will monitor the work area at project appropriate intervals to assure that all avoidance and minimization measures are implemented.
9. Pursuant to the 2017 Framework, permanent impacts to suitable habitat shall be replaced at a 2:1 ratio. Additionally, elderberry shrubs that will be removed shall be transplanted, if feasible, to a USFWS-approved location. One shrub (one credit) totals 0.041 acre. The total amount of credits required will be determined by the project design.

Mitigation Measure BIO-2: The following measures shall be implemented to reduce potential impacts to western burrowing owls to a less than significant level.

1. Preconstruction surveys for western burrowing owls shall be conducted by a qualified biologist in accordance with the California Department of Fish and Wildlife (CDFW) 2012 Staff Report on Burrowing Owl Mitigation.
2. If burrowing owls are identified during the preconstruction survey, passive exclusion shall be implemented per CDFW's 2012 Staff Report on Burrowing Owl Mitigation (including avoidance of occupied burrows during the breeding season).
3. Following construction, all areas temporarily impacted during Project construction shall be restored to pre-construction contours (if necessary) and revegetated with native species.

Mitigation Measure BIO-3: The following measures shall be implemented to reduce potential impacts to Swainson's hawks to a less than significant level.

1. If construction begins during the nesting season (February 1 through August 31), an early season preconstruction survey for nesting Swainson's hawks shall be conducted between January and March in the project site and immediate vicinity (an approximately 0.25 mi radius) by a qualified biologist when tree foliage is relatively sparse and nests are easy to identify. A second preconstruction survey for nesting Swainson's hawks shall be conducted in the project site and immediate vicinity (an approximately 0.25 mile radius) by a qualified biologist no more than 14 days prior to initiation of earthmoving activities.

2. If nesting Swainson's hawks are found within the survey area, a qualified biologist shall evaluate the potential for the Project to disturb nesting activities. CDFW shall be contacted to review the evaluation and determine if the project can proceed without adversely affecting nesting activities. CDFW shall also be consulted to establish protection measures such as buffers.
3. Disturbance of active nests shall be avoided until it is determined by a qualified biologist that nesting is complete and the young have fledged, or that the nest has failed. If work is allowed to proceed, at a minimum, a qualified biologist shall be on-site during the start of construction activities during the nesting season to monitor nesting activity. The monitor shall have the authority to stop work if it is determined the project is adversely affecting nesting activities.
4. Following construction, all fill slopes, temporary impact and/or otherwise disturbed areas shall be restored to preconstruction contours (if necessary) and revegetated with a native seed mix.

Mitigation Measure BIO-4: The following measures shall be implemented to reduce potential impacts to other nesting birds to a less than significant level.

1. 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.
2. If no nesting activity is observed, work may proceed as planned. If an active nest is discovered, a qualified biologist shall evaluate the potential for the proposed project to disturb nesting activities. The evaluation criteria shall include, but are not limited to, the location/orientation of the nest in the nest tree, the distance of the nest from the project site, the line of sight between the nest and the project site, and the feasibility of establishing no-disturbance buffers.
3. Additionally, the CDFW shall be contacted to review the evaluation and determine if the project can proceed without adversely affecting nesting activities.
4. If work is allowed to proceed, a qualified biologist shall be on-site weekly during construction activities to monitor nesting activity. The biologist shall have the authority to stop work if it is determined the project is adversely affecting nesting activities.

Mitigation Measure BIO-5: The following measures shall be implemented to reduce potential impacts to riverine wetlands to a less than significant level.

1. A formal jurisdictional waters delineation in accordance with the USACE Routine Approach for small areas (i.e., equal to or less than 5 acres) shall be conducted. The survey will include collection of data on soils, hydrology, and vegetation, where necessary, to determine the extent of potential waters of the U.S. in the project area. In addition, the delineation shall be conducted in accordance with the USACE Arid West Regional Supplement to the Wetland Delineation Manual (September 2008).

2. If the Project would result in the loss of wetlands and/or non-wetland waters, mitigation shall be accomplished by purchasing credits at an approved mitigation bank, payment of in-lieu fees, or a combination of these methods. Mitigation ratios shall be at least 1:1.
3. The project proponent shall obtain any necessary regulatory permits prior to the commencement of ground disturbing activities.

3.5 CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

3.5.1 Impact Analysis

a. Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?

An LSA cultural resources manager conducted background research of the 38.47-acre project site that included a records search at the North Central Information Center (NCIC), a historical map and aerial review; outreach to historical societies and the Native American Heritage Commission (NAHC), and a pedestrian field survey. Five historic-period cultural resources were identified in the project site. The Western Pacific Railroad (P-34-000491/CA-SAC-464H) was previously found ineligible for listing in the California Register of Historical Resources (CRHR) based on a lack of integrity and does not meet the definition of a historical resource under CEQA. LSA concurs with this finding as it applies to the segment identified in the project site. Additionally, the remains of the Elliot Ranch holding corral and railroad loading chute (P-34-001968/P-34-000761) identified in the project site lacks integrity and does not meet the definition of a historical resource under CEQA. Two isolated artifacts were previously recorded in the project site but have since been removed. The Brighton-Grand Island 115 kilovolt transmission line crosses the project site but is raised high enough to be outside of the area of impact. None of the historic-period resources are historical resources as defined by the CEQA and they do not require additional consideration for purposes of this project. Therefore, this impact would be less than significant.

This topic will not be analyzed further in the EIR unless new information is presented during the scoping process that indicates a potentially significant impact could occur.

b. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

LSA reviewed various publications and databases for information pertaining to soils and landforms of the project site to identify the sensitivity for buried cultural resources. The sensitivity for subsurface archaeological deposits in the project site is moderate based on soil types, landforms, and disturbances associated with the construction and maintenance of the railroad.

The surface geology within the project site is mapped as Riverbank Formation alluvium (Qr) (Wagner, D.L et.al 1981). The Riverbank Formation ranges from 1 to 200 feet in thickness and dates

to the Pleistocene. It is composed of two distinct members (upper and lower) that correspond to stratigraphic position. The Riverbank Formation lower member, which is associated with higher stream cut terraces, is mapped within the project site (California Department of Water Resources 2014). The project site generally has a low sensitivity for buried archaeological resources based on landform age. However, the potential exists that undiscovered archaeological resources could be found during construction activities. This impact would be potentially significant prior to implementation of mitigation. Implementation of Mitigation Measures CUL-1, CUL-2, and CUL-3 would reduce the proposed project's potentially significant impacts on archaeological resources to a less-than-significant level.

This topic will not be analyzed further in the EIR unless new information is presented during the scoping process that indicates a potentially significant impact could occur.

c. Would the project disturb any human remains, including those interred outside of formal cemeteries?

There are no known archaeological resources or formal cemeteries recorded in the project footprint. Although there is no indication that human remains are present in the project footprint, there is always a possibility that ground-disturbing activities during construction may uncover previously unknown buried human remains. The disturbance/destruction of human remains would be a potentially significant impact.

Based on LSA's research, no evidence suggests that any prehistoric or historic-era marked or unmarked human internments are present in the project footprint. The location of grave sites and Native American remains can occur outside of formal cemeteries or burial sites. Ground-disturbing construction activities could uncover previously unknown human remains, which could be archaeologically or culturally significant.

California law recognizes the need to protect Native American human burials, skeletal remains, and items associated with Native American burials from vandalism and inadvertent destruction. The procedures for the treatment of Native American human remains are contained in California Health and Safety Code Sections 7050.5 and 7052, and California Public Resources Code Section 5097. Implementation of Mitigation Measure CUL-4 would reduce the proposed project's potentially significant impact on human remains to a less-than-significant level.

This topic will not be analyzed further in the EIR unless new information is presented during the scoping process that indicates a potentially significant impact could occur.

3.5.2 Mitigation Measures

Mitigation Measure CUL-1: Worker Cultural Resources Training. Prior to any construction activities, including demolition and grading, the project developer shall have a qualified archaeologist implement cultural resources sensitivity training to all construction personnel and supervisors who will have the potential to encounter and alter cultural resources. The training shall describe, at a minimum:

- Types of cultural resources that may be expected in the project area;
- Types of evidence that indicate the presence of cultural resource (e.g., midden soils, ash, charcoal, chipped or groundstone materials, projectile points, trash scatters or concentrations, privies, structural remains such as foundation footings and walls, bottle and ceramic fragments, or gravestones);
- What to do, and who to contact, if cultural resources are encountered;
- What to do if bones, especially human remains, are encountered; and
- What the legalities are of removing or intentionally disturbing cultural resources or human remains.

Mitigation Measure CUL-2: Native American Monitoring. Prior to completion of the final project design and construction, SJRRC shall continue consultation with the previously identified Tribes to discuss areas that may need further field review by tribal members due to concern that may require a tribal monitor present during ground-disturbing activities of archaeologically and culturally sensitive areas. In the event that a resource is discovered, the archaeologist shall evaluate it to determine its eligibility for the CRHR. If it is a historic resource, unique archaeological resource, or tribal cultural resource as defined by CEQA, SJRRC shall consult with the project archaeologist and tribal members regarding methods to ensure that no substantial adverse change would occur to the significance of the resource, either by, but not limited to, avoidance or through archaeological and tribal monitoring.

Mitigation Measure CUL-3: Inadvertent Archaeological Discovery. Although it is not anticipated, ground-disturbing activities could result in discovery of damage of as-yet undiscovered archaeological resources as defined in Section 15064.5. If prehistoric or historic-era cultural materials are encountered during project site preparation or construction activities, all ground-disturbing activities in the area of the discovery shall be halted until a qualified archaeologist is and Tribal Representative from consulting Native American Tribes are contacted and can assess the discovery. If the archaeologist and Tribal Representative from consulting Native American Tribes determines that the find does not meet CRHR standards of significance for cultural resources or tribal cultural resources, work activities may proceed.

If the discovery is determined to be potentially significant, the archaeologist, in consultation with SJRRC and the appropriate Native American representative, shall determine if preservation in place is feasible. If avoidance is not feasible, project impacts shall be mitigated in accordance with CEQA Guidelines Section 15126.4 (b)(3)(C), which requires implementation of a data recovery plan. The data recovery plan shall include provisions for adequately recovering all scientifically consequential information from and about any discovered archaeological materials, and include recommendations for the treatment of these resources. In-place preservation of the archaeological or cultural resources is the preferred manner of mitigating potential impacts, because it maintains the relationship between the resource and the archaeological context and maintains tribal cultural values and integrity. In-place preservation also reduces the potential for conflicts with the religious or cultural values of groups associated with the resource. Other mitigation options include, but are

not limited to, the full or partial removal and curation of the resource. No matter the approach, the resource must be recorded following accepted professional standards on DPR 523 Series forms, and the information submitted to the appropriate California Historical Resources Information System (CHRIS) office (NCIC), along with associated reports.

Mitigation Measure CUL-4: Discovery of Previously Unknown Human Remains. If human remains are discovered during any construction activities, all work within 100 feet of the remains should be redirected, and the County Coroner notified immediately. At the same time, an archaeologist shall be contacted to assess the situation. If it is determined that the human remains are of Native American origin, the Coroner must notify the NAHC within 24 hours of this identification. The NAHC will identify a Most Likely Descendant to provide recommendations for the proper treatment of the remains and any associated grave goods. The archaeologist may recover scientifically valuable information, as appropriate and in coordination with the Most Likely Descendant. On completion of the archaeologist's assessment, a report should be prepared documenting methods and results, as well as recommendations regarding the treatment of the human remains and any associated archaeological materials. The report should be submitted to the SJRRC and the appropriate Information Center under CHRIS.

3.6 ENERGY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3.6.1 Impact Analysis

- a. *Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?*

This analysis evaluates energy consumption for both construction and operation of the proposed project.

Construction Impacts

Construction would require fuel use for construction equipment, trucks, and worker commuting. However, the energy expenditure associated with the proposed project construction would be temporary and limited to the duration of the construction period. Many financial incentives are offered by government agencies and utility companies to support energy-efficient investments. Therefore, construction materials built and purchased from offsite suppliers would be efficiently produced based on the economic incentive for efficiency (SJRRRC 2020).

Construction of the proposed project would require energy for the manufacture and transportation of construction materials, preparation of the site for grading activities, and construction of the station platform, rail siding, main line track, pedestrian overcrossing, and surface parking lot with access from Dwight Road. Petroleum fuels (e.g., diesel and gasoline) would be the primary sources of energy for these activities. Implementation of Mitigation Measure GHG-1 would increase energy efficiency on the site during project construction. In addition, construction activities are not anticipated to result in an inefficient use of energy as gasoline and diesel fuel would be supplied by construction contractors who would conserve the use of their supplies to minimize their costs on the project. Energy usage on the project site during construction would be temporary in nature and would be relatively small in comparison to the State’s available energy sources. Therefore, construction energy impacts would be less than significant.

Operational Impacts

Operations would result in a net energy savings because the fuel savings from reduced personal vehicle, vehicle miles traveled (VMT) would more than offset the energy demand from train operations, stations, and the shuttle. In addition, energy demand at the new station would be

minimized by compliance with Title 24 standards. The only energy demand at the proposed station would be in the form of electricity. Electricity would be provided by utility providers that currently exceed the Renewables Portfolio Standard Program. Also, the facilities would not be staffed, and the new station would not result in activities that consume electricity in an inefficient manner. Therefore, the operation of the proposed project would not encourage or result in activities that consume large amounts of electricity in an inefficient manner.

Once operational, the proposed project would result in a net energy savings due to fuel savings from reduced personal vehicle VMT. In addition, Sacramento Municipal Utility District (SMUD) is the private utility that would supply the proposed project's electricity services. SMUD's 2030 Zero Carbon Plan (SMUD 2021) provides a road map to eliminate carbon emissions from their electricity production by 2030 while maintaining a reliable and affordable service and partnering with customers, communities, and a wide range of stakeholders. In addition, the proposed project would be required to comply with Title 24 standards. Therefore, the proposed project would not result in the wasteful, inefficient, or unnecessary consumption of fuel or energy and would incorporate renewable energy or energy efficiency measures into building design, equipment use, and transportation. Therefore, construction and operation period impacts related to consumption of energy resources would be less than significant.

This topic will not be analyzed further in the EIR unless new information is presented during the scoping process that indicates a potentially significant impact could occur.

b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

In 2002, the Legislature passed Senate Bill (SB) 1389, which required the California Energy Commission (CEC) to develop an integrated energy plan every two years for electricity, natural gas, and transportation fuels, for the California Energy Policy Report. The plan calls for the State to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental and energy costs. To further this policy, the plan identifies a number of strategies, including assistance to public agencies and fleet operators in implementing incentive programs for zero emission vehicles and their infrastructure needs, and encouragement of urban designs that reduce VMT and accommodate pedestrian and bicycle access.

The CEC adopted the 2019 Integrated Energy Policy Report (California Energy Commission 2019) in 2019. The 2019 Integrated Energy Policy Report provides the results of the CEC's assessments of a variety of energy issues facing California. Many of these issues will require action if the State is to meet its climate, energy, air quality, and other environmental goals while maintaining energy reliability and controlling costs. The 2019 Integrated Energy Policy Report covers a broad range of topics, including implementation of SB 350, integrated resource planning, distributed energy resources, transportation electrification, solutions to increase resiliency in the electricity sector, energy efficiency, transportation electrification, barriers faced by disadvantaged communities, demand response, transmission and landscape-scale planning, the California Energy Demand Preliminary Forecast, the preliminary transportation energy demand forecast, renewable gas (in response to SB 1383), updates on electricity reliability, natural gas outlook, and climate adaptation and resiliency.

As indicated above, energy usage in the project area during construction would be relatively small in comparison to the State's available energy sources and energy impacts would be negligible at the regional level. Because California's energy conservation planning actions are conducted at a regional level, and because the project's total impact to regional energy supplies would be minor, the proposed project would not conflict with California's energy conservation plans as described in the CEC's 2019 Integrated Energy Policy Report. Further, the proposed project would reduce VMT and traffic congestion relief throughout the project alignment and region, which would allow for a decreased dependence on nonrenewable energy resources and a reduction in energy use. Thus, as demonstrated above, the project would avoid or reduce the inefficient, wasteful, and unnecessary consumption of energy and not result in any irreversible or irretrievable commitments of energy. Impacts would be less than significant.

This topic will not be analyzed further in the EIR unless new information is presented during the scoping process that indicates a potentially significant impact could occur.

3.7 GEOLOGY AND SOILS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

3.7.1 Impact Analysis

a. *Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:*

i. *Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.*

According to USGS Fault Maps, Sacramento and San Joaquin counties (including the project footprint) are not seismically active areas (USGS 2021). Based on mapping by the California Geological Survey (CGS), the closest Holocene fault, defined as active within the last 11,700 years, is an unknown fault mapped about 36 miles generally northwest of the project site. No active fault traces are shown on the cited published mapping, and the site is not within or adjacent to an Alquist-Priolo Earthquake Fault Zone for fault rupture hazard (Crawford 2021). Therefore, there would be no impact related to proximity to active faults.

This topic will not be analyzed further in the EIR unless new information is presented during the scoping process that indicates a potentially significant impact could occur.

ii. Strong seismic ground shaking?

The project site is not located within an Alquist-Priolo earthquake hazard zone; however, major seismic events occurring in adjacent areas, especially the San Francisco Bay Area, could cause the project area to experience ground-shaking activity. The proposed project would involve construction of a station platform, rail siding, and new mainline track within UPRR right-of-way, a pedestrian overcrossing, and a surface parking lot with access from Dwight Road. The proposed project will not result in the development of habitable structures or other development that would typically cause an increase in population, which could be adversely affected by seismic ground shaking. The project would be constructed in accordance with applicable federal transportation standards and the California Building Code. Therefore, impacts would be less than significant.

This topic will not be analyzed further in the EIR unless new information is presented during the scoping process that indicates a potentially significant impact could occur.

iii. Seismic-related ground failure, including liquefaction?

Liquefaction is most likely to occur in deposits of water-saturated alluvium or similar deposits of artificial fill. The project site is underlain by Galt clay, leveled and San Joaquin-Galt complex soils, which are moderately well drained soils (Natural Resources Conservation Service [NRCS] 2020). Approximately 0.45 mile north of the Laguna Boulevard overcrossing, the project is also underlain by Galt clay, 0 to 1 percent slopes, which is somewhat poorly drained. Elk Grove is not in an area of Sacramento County known to be susceptible to liquefaction. Additionally, the depth to the groundwater table at groundwater measurement locations in the vicinity of the project site is more than 80 feet below the ground surface (California Water Boards 2020). Therefore, no impact would occur.

This topic will not be analyzed further in the EIR unless new information is presented during the scoping process that indicates a potentially significant impact could occur.

iv. Landslides?

The project site and surrounding area are relatively flat. The possibility of a landslide is unlikely, as there are no topographical features in the vicinity of the project site that would create a risk of exposure to landslide. No impact would occur.

This topic will not be analyzed further in the EIR unless new information is presented during the scoping process that indicates a potentially significant impact could occur.

b. Would the project result in substantial soil erosion or the loss of topsoil?

The erosion potential for the project area is moderate for water erosion and low for wind erosion; the potential for water runoff is medium to high (NRCS 2020).

Soils on steep slopes are often more erodible, especially during heavy rain events. Because the project footprint is relatively flat, substantial soil erosion is not expected to occur. However, based on the soil characteristics in study area, soil erosion and loss of topsoil could potentially be a significant impact.

Implementation of best management practices identified in Mitigation Measure GEO-1 would further prevent impacts to soil. Therefore, construction of the project would have a less-than-significant impact related to soil erosion and loss of topsoil.

This topic will not be analyzed further in the EIR unless new information is presented during the scoping process that indicates a potentially significant impact could occur.

c. Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

The proposed project would not be situated on a geologic unit or soil that is prone to landslides or liquefaction, nor would the project improvements exacerbate the potential for landslides and liquefaction. Project improvements would be constructed in areas that are relatively flat, with little to no slopes. Additionally, these areas are not near active seismic sources, and generally have greater depth to the groundwater table. Because the project is not in a geologic unit or soil that is unstable, or that would become unstable, and construction and operation of the project would not result in lateral spreading, subsidence, liquefaction, or collapse, no impact would occur.

This topic will not be analyzed further in the EIR unless new information is presented during the scoping process that indicates a potentially significant impact could occur.

d. Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Expansive soils are composed largely of clays, which greatly increase in volume when saturated with water, and shrink when dried (referred to as shrink-swell potential). Because of this effect, structural foundations may rise during the rainy season and fall during the dry season. If this expansive movement varies beneath different parts of a structure, the foundation may crack, and portions of the structure may become distorted. Retaining walls and underground utilities may be damaged for the same reasons. Plasticity index is a commonly used method to help determine the expansive properties of soils for engineering purposes. Based on the plasticity index of soils in the proposed project area, the shrink swell potential is high (NRCS 2020).

Prior to construction, a geotechnical report would be prepared to identify site-specific areas and magnitudes where expansive soils could occur, and appropriate building techniques (such as treating soil with lime to reduce expansive characteristics, or excavate expansive soil and replace with clean fill dirt) would be proposed to prevent damage to foundations related to this hazard. Therefore, potential impacts related to expansive soils would be less than significant.

This topic will not be analyzed further in the EIR unless new information is presented during the scoping process that indicates a potentially significant impact could occur.

e. Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of waste water?

The proposed station platform would not include restroom facilities. No septic systems or alternative wastewater disposal systems are associated with the proposed project. Therefore, there would be no impact related to the soils' capability to support these systems during construction and operation of the project.

This topic will not be analyzed further in the EIR unless new information is presented during the scoping process that indicates a potentially significant impact could occur.

f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Project-related earthmoving activities would occur in the Pleistocene-age Riverbank formation. Because numerous vertebrate fossils have been recovered from the Riverbank formation throughout the Central Valley, this formation is considered to be paleontologically sensitive. Therefore, earthmoving activities in the Riverbank Formation could result in accidental damage to or destruction of unique paleontological resources, and this impact is considered potentially significant. For purposes of this impact analysis, it is assumed that any ground disturbance deeper than 5 feet would encounter the unit of high paleontological sensitivity.

Mitigation Measure GEO-2 would require training for construction crews to better recognize paleontological resources; periodic monitoring during construction; stopping work if paleontological resources are discovered; evaluating those resources by a qualified paleontologist; and as appropriate, preparing and implementing a recovery plan. Therefore, implementation of Mitigation Measure GEO-2 would reduce the proposed project's potentially significant impacts on unique paleontological resources to a less-than-significant level.

This topic will not be analyzed further in the EIR unless new information is presented during the scoping process that indicates a potentially significant impact could occur.

3.7.2 Mitigation Measures

Implementation of Mitigation Measure GEO-1 would reduce potentially significant construction impacts associated with soil erosion to a less-than-significant level. Implementation of Mitigation Measure GEO-2 would reduce potentially significant construction paleontological resource impacts to a less-than-significant level.

GEO-1: Implement Best Management Practices to reduce soil erosion.

Soil erosion caused by construction shall be reduced by following best management practices (BMPs) as part of National Pollutant Discharge Elimination System (NPDES) and Storm Water

Pollution Prevention Plan requirements that will be included in construction permits. The construction contractor shall implement BMPs, which would include but not be limited to the use of gravel bags, straw rolls, and geotextiles to prevent erosion caused by water runoff. Additionally, the construction contractor shall implement dust control measures, such as misted water, silt fences, and polymer additives, to control loss of topsoil caused by wind. Furthermore, the construction contractor shall implement standard measures required as part of the NPDES program to minimize water quality degradation, including erosion and subsequent sediment transport, during construction activities.

GEO-2: Conduct construction personnel education and implement periodic monitoring; stop work if paleontological resources are discovered; assess the significance of the find, and prepare and implement a recovery plan, as required.

Before the start of any earthmoving activities, SJRRC shall retain a qualified paleontologist to train all construction personnel involved with earthmoving activities, including the site superintendent, regarding the possibility of encountering fossils; the appearance and types of fossils that are likely to be seen during construction; and proper notification procedures should fossils be encountered. Procedures to be conveyed to workers include halting construction within 50 feet of any potential fossil find and notifying SJRRC.

The qualified paleontologist shall also make periodic visits during earthmoving activities in high-sensitivity sites to verify that workers are following the established procedures.

If paleontological resources are discovered during earthmoving activities, the construction crew shall immediately cease all work within 50 feet of the find and notify SJRRC. SJRRC shall retain a qualified paleontologist to evaluate the resource and prepare a recovery plan, in accordance with SVP guidelines. The recovery plan may include, but is not limited to, a field survey, construction monitoring, sampling and data recovery procedures, museum storage coordination for any specimen recovered, and a report of findings. Recommendations in the recovery plan that are determined by SJRRC, as the CEQA lead agency, to be necessary and feasible shall be implemented before construction activities can resume at the site where the paleontological resources were discovered. SJRRC shall be responsible for ensuring that the monitor's recommendations regarding treatment and reporting are implemented.

3.8 GREENHOUSE GAS EMISSIONS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3.8.1 Impact Analysis

Greenhouse gases (GHGs) are present in the atmosphere naturally, are released by natural sources, or are formed from secondary reactions taking place in the atmosphere. The gases that are widely seen as the principal contributors to human-induced global climate change are:

- Carbon dioxide (CO₂);
- Methane;
- Nitrous oxide;
- Hydrofluorocarbons;
- Perfluorocarbons; and
- Sulfur Hexafluoride.

Over the last 200 years, humans have caused substantial quantities of GHGs to be released into the atmosphere. These extra emissions are increasing GHG concentrations in the atmosphere and enhancing the natural greenhouse effect, believed to be causing global warming. While manmade GHGs include naturally-occurring GHGs such as CO₂, methane, and nitrous oxide, some gases, like hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride are completely new to the atmosphere.

Certain gases, such as water vapor, are short-lived in the atmosphere. Others remain in the atmosphere for significant periods of time, contributing to climate change in the long term. Water vapor is excluded from the list of GHGs above because it is short-lived in the atmosphere and its atmospheric concentrations are largely determined by natural processes, such as oceanic evaporation.

These gases vary considerably in terms of Global Warming Potential (GWP), a concept developed to compare the ability of each GHG to trap heat in the atmosphere relative to another gas. The GWP is based on several factors, including the relative effectiveness of a gas to absorb infrared radiation and length of time that the gas remains in the atmosphere (“atmospheric lifetime”). The GWP of each gas is measured relative to CO₂, the most abundant GHG. The definition of GWP for a particular GHG is the ratio of heat trapped by one unit mass of the GHG to the ratio of heat trapped by one unit mass of CO₂ over a specified time period. GHG emissions are typically measured in terms of pounds or tons of “carbon dioxide equivalent equivalents” (CO₂e).

a. Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Construction would generate GHG impacts through the use of heavy-duty equipment, construction worker vehicle trips, and truck hauling trips. The GHG emissions from construction activity would be temporary, and would cease when construction is complete. Operations have the potential to generate GHG emissions through passenger rail, shuttle bus, and station electricity use and waste generation activity.

Construction Impacts

Short-term construction emissions would generate an increase in GHG emissions. Project construction activities would include clearing and grubbing, grading, excavation, foundation, utilities, paving, concrete, and reinforcing steel activities, as well as installation of signage, shelters, lighting, security, railings, benches, and trash receptacles. To conservatively ensure that the proposed project implements all feasible measures to minimize such emissions, the SJRRC would implement Mitigation Measure GHG-1, which would reduce construction-related GHG emissions to a less-than-significant level. Mitigation Measure GHG-1 would reduce potential GHG emissions from off-road and on-road construction vehicles by improving fuel efficiency from construction equipment. Even with implementation of Mitigation Measure GHG-1, construction activities would still generate GHG emissions in the short-term, but would be offset in the long-term by GHG emissions reductions resulting from operations of the proposed project. This impact would be less than significant with implementation of Mitigation Measure GHG-1.

Operational Impacts

Long-term GHG emissions are typically generated from mobile and area sources as well as indirect emissions from sources associated with energy consumption. Mobile-source GHG emissions include project-generated vehicle trips to and from a project. Area-source emissions would be associated with activities such as landscaping and maintenance on the project site. Energy source emissions are typically generated at off-site utility providers as a result of increased electricity demand generated by a project. Waste source emissions generated by the proposed project include energy generated by land filling and other methods of disposal related to transporting and managing project generated waste. In addition, water source emissions associated with the proposed project are generated by water supply and conveyance, water treatment, water distribution, and wastewater treatment.

The Valley Rail Extension Draft and Final EIRs quantified GHG emissions and determined that operations would result in a net GHG reduction due to changes in regional traffic and diverted private automobile trips to mass transit. Estimated net regional GHG emission reductions would be 11,099 metric tons of CO₂e per year. Operational emissions and reductions were estimated for the year 2025, when the Valley Rail Sacramento Extension Project would be fully operational; net emission reductions would decline as a function of time because the vehicles that would be removed from the road will be progressively cleaner due to engine improvements and vehicle modernization.

The *Valley Rail Extension Draft and Final EIRs* found that GHG emission reductions achieved through operations would offset the temporary construction emissions and would contribute to a regional reduction in GHG emissions. This reduction would be an environmental benefit and would assist the State in meeting larger statewide GHG reduction goals outlined under Assembly Bill (AB) 32, SB 32, and Executive Order S-03-05. Therefore, this impact was considered to be less than significant.

Similarly, implementation of the proposed project would generate operational GHG emissions through passenger rail, shuttle bus, and station electricity use and waste generation activity. However, operations would also improve passenger rail opportunities for the region, which would remove on-road vehicles from the transportation network and would result in a net energy savings due to fuel savings from reduced personal vehicle VMT. In addition, as discussed above in Section 3.6, Energy, SMUD is the private utility that would supply the proposed project's electricity services and would meet the State's renewable energy mandate set forth in SB 100. The proposed project would also be required to comply with Title 24 standards. Therefore, the energy emissions generated by the proposed project would be minimal and would not exceed GHG thresholds established by the SMAQMD. As such, the proposed project would not result in a substantial increase in GHG emissions and would not exceed GHG thresholds established by the SMAQMD.

Project improvements within the UPRR right-of-way are exempt from City of Elk Grove regulations and policies. However, project components located outside the UPRR right-of-way (surface parking lot and pedestrian overcrossing) would be subject to City of Elk Grove regulations and policies. The City of Elk Grove's Climate Action Plan (CAP) was adopted February 27, 2019 and identifies how the City will achieve the State's targets of reducing GHG emissions to 1990 levels by 2020 and 40 percent below 1990 levels by 2030 pursuant to AB 32 and SB 32. The CAP also demonstrates initial progress towards meeting the State's long-term 2050 goal of reducing emissions to 80 percent below 1990 levels as stated in Executive Order S-03-05. The CAP provides goals and associated measures, also referred to as GHG reduction strategies, in the sectors of energy use, transportation, land use, and solid waste. In addition, the City's CAP serves as a qualified Greenhouse Gas Reduction Strategy consistent with the State CEQA Guidelines, Section 15183.5. Therefore, the proposed project's GHG emissions would not be considered a significant impact if the project would be consistent with all applicable GHG reduction strategies in the City's CAP in project designs and mitigation measures. The proposed project's consistency with the applicable GHG reduction strategies is included in Table 3.A below.

Table 3.A: Project Consistency with the City of Elk Grove Climate Action Plan

GHG Reduction Measure	Project Consistency
<p>BE-1. Building Stock: Promote Energy Conservation. Promote energy conservation by residents and businesses in existing structures in close coordination with other agencies and local energy providers, including the Sacramento Municipal Utility District (SMUD) and Pacific Gas and Electric (PG&E).</p>	<p>Not Applicable. The proposed project would not include any residents or businesses.</p>
<p>BE-2. Building Stock: Residential Appliances in Existing Development. Support residential upgrades to more energy-efficient, cost-saving appliances for existing homes, leveraging regional and state resources to target indoor and outdoor appliances and equipment in existing homes.</p>	<p>Not Applicable. The proposed project would not include any residents.</p>
<p>BE-3. Building Stock: Nonresidential Appliances in Existing Development. Equip businesses in Elk Grove to reduce operational expenses and maximize energy efficiency through the use of energy-efficient and cost-effective indoor and outdoor appliances and equipment.</p>	<p>Not Applicable. The proposed project would not include any businesses.</p>
<p>BE-4. Encourage or Require Green Building Practices in New Construction. Encourage new construction projects to comply with CALGreen Tier 1 standards, including a 15 percent improvement over minimum Title 24 Part 6 Building Energy Efficiency Standards.</p> <p>For projects that the City determines are not exempt from CEQA (i.e., an environmental document is required) and that qualify for project-level GHG analysis streamlining under CEQA Guidelines Section 15183.5, compliance with CALGreen Tier 1 may be required as a mitigation measure, unless other measures are determined by the City to achieve equivalent GHG reductions such that the CAP remains on track to achieving the overall GHG reduction target.</p>	<p>Consistent. The proposed project would comply with Title 24 standards, which would reduce energy demand at the proposed station. However, the proposed project would not meet CALGreen Tier 1 standards, including a 15 percent improvement over minimum Title 24 Part 6 Building Energy Efficiency Standards. However, once operational, the proposed project would contribute to a regional reduction in GHG emissions and would assist the City and State in meeting larger Statewide GHG reduction goals.</p>
<p>BE-5. Building Stock: Phase in Zero Net Energy Standards in New Construction. Phase in zero net energy (ZNE) standards for new construction, beginning in 2020 for residential projects and 2030 for commercial projects. Specific phase-in requirements and ZNE compliance standards will be supported by updates in the triennial building code updates, beginning with the 2019 update.</p>	<p>Not Applicable. The proposed project would not include any new residential or commercial uses.</p>
<p>BE-6. Building Stock: Electrification in New and Existing Residential Development. Encourage and incentivize new residential developments to include all-electrical appliances and HVAC systems in the design of new projects. Support local utilities in implementing residential retrofit programs to help homeowners convert to all electrical appliances and HVAC systems. Explore the feasibility of phasing in minimum standards for all-electric developments.</p>	<p>Not Applicable. The proposed project would not include any new residential uses.</p>
<p>BE-7. Building Stock: Solar Photovoltaics and Solar Water Heating in Residential and Commercial Development. Encourage and require installation of on-site solar photovoltaic (PV) in new single-family and low-rise multi-family developments. Promote installation of on-site PV systems in existing residential and commercial development</p>	<p>Not Applicable. The proposed project would not include any residential or commercial uses.</p>
<p>BE-8. SMUD Greenergy and SolarShares Programs. Encourage participation in SMUD’s offsite renewable energy programs (i.e., Greenergy, SolarShares), which allow building renters and owners to opt into cleaner electricity sources</p>	<p>Not Applicable. The proposed project would not include any residential or commercial uses.</p>

Table 3.A: Project Consistency with the City of Elk Grove Climate Action Plan

GHG Reduction Measure	Project Consistency
<p>RC-1. Waste Reduction. The City shall facilitate recycling, reduction in the amount of waste, and re-use of materials to reduce the amount of solid waste generated in Elk Grove.</p>	<p>Consistent. The proposed project would be consistent with the CalRecycle Waste Diversion and Recycling Mandate which will reduce solid waste production by 75 percent. In addition, implementation of Mitigation Measure GHG-1 would require the recycling or salvaging of non-hazardous construction and demolition debris, with a goal of at least 75 percent by weight; and the use of locally sourced or recycled construction materials.</p>
<p>RC-2. Reduce Organic Waste. Target reduction of disposal of organic waste, consistent with statewide goals of 50 percent of 2014 levels in 2020 and 75 percent of 2014 levels in 2025, using alternatives such as composting, anaerobic digestion, and biomass energy.</p>	<p>Consistent. The proposed project would be consistent with the CalRecycle Waste Diversion and Recycling Mandate which will reduce solid waste production by 75 percent.</p>
<p>TACM-1. Local Goods. Promote policies, programs, and services that support the local movement of goods in order to reduce the need for travel.</p>	<p>Consistent. The proposed project would support transportation opportunities (rail) in the City.</p>
<p>TACM-2. Transit-Oriented Development. Support higher-density, compact development along transit by placing high-density, mixed-use sites near transit opportunities.</p>	<p>Consistent. The proposed project would develop a new rail station that would serve the Elk Grove community. The station would support future transit-oriented development near the transit station.</p>
<p>TACM-3. Intracity Transportation Demand Management. The City shall continue to implement strategies and policies that reduce the demand for personal motor vehicle travel or intracity (local) trips.</p>	<p>Consistent. The proposed project would support transportation opportunities (rail) that would reduce the demand for personal motor vehicle travel or intracity (local) in the City.</p>
<p>TACM-4. Pedestrian and Bicycle Travel. Provide for safe and convenient pedestrian and bicycle travel through implementation of the Bicycle, Pedestrian, and Trail Master Plan and increased bicycle parking standards.</p>	<p>Consistent. The proposed project would include bicycle racks/lockers for cyclists, bus bays for transit riders, and the access to the surface parking lot from Dwight Road would be designed to accommodate cyclists, pedestrians, and people with disabilities.</p>
<p>TACM-5. Affordable Housing. Continue to promote and require the development of affordable and senior housing in Elk Grove.</p>	<p>Not Applicable. The proposed project would not include any residential uses.</p>
<p>TACM-6. Limit Vehicle Miles Traveled. Achieve a 15 percent reduction in daily VMT compared to existing conditions (2015) for all new development in the City, consistent with state-mandated VMT reduction targets for land use and transportation projects.</p>	<p>Consistent. The proposed project would develop a new rail station that would serve the Elk Grove community and would reduce VMT and traffic congestion relief throughout the project alignment and region.</p>
<p>TACM-7. Traffic Calming Measures. Increase the number of streets and intersections that have traffic calming measures.</p>	<p>Consistent. The proposed project would develop a new rail station that would serve the Elk Grove community and would reduce VMT and traffic congestion relief throughout the project alignment and region.</p>

Table 3.A: Project Consistency with the City of Elk Grove Climate Action Plan

GHG Reduction Measure	Project Consistency
<p>TACM-8. Tier 4 Final Construction Equipment. Require all construction equipment used in Elk Grove to achieve Environmental Protection Agency rated Tier 4 Final diesel engine standards by 2030 and encourage the use of electrified equipment where feasible.</p>	<p>Consistent. Although the proposed project would not use Tier 4 construction equipment, the proposed project would be constructed prior to 2030. In addition, implementation of Mitigation Measure GHG-1 would require the idling of construction equipment to be limited to no more than 3 minutes; the use of alternative fuels to power construction equipment when feasible; the use of CARB low carbon fuel to power construction equipment; the promotion of carpools, shuttle vans, transit passes, and/or secure bicycle parking for construction worker commutes; recycling or salvaging non-hazardous construction and demolition debris, with a goal of at least 75 percent by weight; and the use of locally sourced or recycled construction materials.</p>
<p>TACM-9. EV Charging Requirements. Adopt an electric vehicle (EV) charging station ordinance that establishes minimum EV charging standards for all new residential and commercial development. Increase the number of EV charging stations at municipal facilities throughout the City.</p>	<p>Consistent. The proposed project would not preclude future development of stalls with electric vehicle charging equipment.</p>

Source: City of Elk Grove (February 2019) and LSA (April 2021).

As demonstrated in Table 3.A, the proposed project would be consistent with all the applicable GHG reduction strategies in the City’s CAP. Therefore, the proposed project would not be a significant source of GHG emissions and this impact would be less than significant.

This topic will not be analyzed further in the EIR unless new information is presented during the scoping process that indicates a potentially significant impact could occur.

b. Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

As discussed above, the City of Elk Grove developed a CAP in February 2019 which identifies how the City will achieve the State’s targets of reducing GHG emissions to 1990 levels by 2020 and 40 percent below 1990 levels by 2030 pursuant to AB 32 and SB 32. The CAP also demonstrates initial progress towards meeting the State’s long-term 2050 goal of reducing emissions to 80 percent below 1990 levels as stated in Executive Order S-03-05. As described above, the proposed project would be consistent with the all applicable GHG reduction strategies in the City’s CAP.

In addition, the proposed project was analyzed for consistency with the goals of AB 32, the AB 32 Scoping Plan, Executive Order B-30-15, SB 32, and AB 197.

California's major initiative for reducing GHG emissions is AB 32, passed by the State Legislature on August 31, 2006. AB 32 is aimed at reducing GHG emissions to 1990 levels by 2020. AB 32 requires CARB to prepare a Scoping Plan that outlines the main State strategies for meeting the 2020 deadline and to reduce GHGs that contribute to global climate change. The AB 32 Scoping Plan has a range of GHG reduction actions, which include direct regulations, alternative compliance mechanisms, monetary and nonmonetary incentives, voluntary actions, market-based mechanisms (e.g., cap-and-trade system), and an AB 32 implementation fee to fund the program.

Executive Order B-30-15 added the immediate target of reducing GHG emissions to 40 percent below 1990 levels by 2030. CARB released a second update to the Scoping Plan, the 2017 Scoping Plan (California Air Resources Board 2017), to reflect the 2030 target set by Executive Order B-30-15 and codified by SB 32. SB 32 affirms the importance of addressing climate change by codifying into statute the GHG emissions reduction target of at least 40 percent below 1990 levels by 2030 contained in Executive Order B-30-15. SB 32 builds on AB 32 and keeps us on the path toward achieving the State's 2050 objective of reducing emissions to 80 percent below 1990 levels. The companion bill to SB 32, AB 197, provides additional direction to CARB related to the adoption of strategies to reduce GHG emissions. Additional direction in AB 197 that is intended to provide easier public access to air emission data collected by the CARB was posted in December 2016.

The AB 32 Scoping Plan contains GHG reduction measures that work towards reducing GHG emissions, consistent with the targets set by AB 32, Executive Order B-30-15, and codified by SB 32 and AB 197. The measures applicable to the proposed project include energy efficiency measures, water conservation and efficiency measures, and transportation and motor vehicle measures, as discussed below.

Energy-efficient measures are intended to maximize energy-efficiency building and appliance standards, pursue additional efficiency efforts including new technologies and new policy and implementation mechanisms, and pursue comparable investment in energy efficiency from all retail providers of electricity in California. In addition, these measures are designed to expand the use of green building practices to reduce the carbon footprint of California's new and existing inventory of buildings. As identified above, the proposed project would comply with Title 24 standards, which would reduce energy demand at the proposed station. Therefore, the proposed project would comply with applicable energy measures.

Water conservation and efficiency measures are intended to continue efficiency programs and use cleaner energy sources to move and treat water. Increasing the efficiency of water transport and reducing water use would reduce GHG emissions. The proposed project would implement water conservation measures in proposed project landscaping, use recycled water to irrigate project landscaping, and would include native and/or drought-tolerant landscaping. Therefore, the proposed project would not conflict with any of the water conservation and efficiency measures.

The goal of transportation and motor vehicle measures is to develop regional GHG emission reduction targets for passenger vehicles. The second phase of Pavley standards will reduce GHG emissions from new cars by 34 percent from 2016 levels by 2025, resulting in a 3 percent decrease in average vehicle emissions for all vehicles by 2020. Vehicles traveling to the project site would comply with the Pavley II (LEV III) Advanced Clean Cars Program. In addition, the proposed project

would develop a new rail station that would serve the Elk Grove community and would reduce VMT and traffic congestion relief throughout the project alignment and region. Therefore, the proposed project would not conflict with the identified transportation and motor vehicle measures.

As demonstrated above, the proposed project is consistent with the City's CAP and would comply with existing State regulations adopted to achieve the overall GHG emission reduction goals identified in AB 32, the AB 32 Scoping Plan, Executive Order B-30-15, SB 32, and AB 197. Furthermore, GHG emission reductions achieved through operations would contribute to a regional reduction in GHG emissions that would assist the State in meeting statewide GHG reduction goals outlined under AB 32, SB 32, and Executive Order S-03-05. Therefore, the proposed project would be consistent with applicable plans and programs designed to reduce GHG emissions and the proposed project would not conflict with plans, policies, or regulations adopted for the purpose of reducing GHG emissions.

This topic will not be analyzed further in the EIR unless new information is presented during the scoping process that indicates a potentially significant impact could occur.

3.8.2 Mitigation Measures

Implementation of Mitigation Measure GHG-1 would reduce potentially significant construction GHG emissions impacts to a less-than-significant level.

GHG-1: Implement construction emission reductions to minimize construction-related GHG emissions.

The SJRRC shall implement construction GHG emission reduction measures, including the following, as feasible. These are consistent with emission reduction measures identified in the SMAQMD Guidance for Construction GHG Emission Reductions.

Improve fuel efficiency from construction equipment:

- Minimize idling time either by shutting equipment off when not in use, or reducing the time of idling to no more than 3 minutes (a 5-minute limit is required by the State airborne toxics control measure [Title 13, Sections 2449 (d)(3) and 2485 of the CCR]). Provide clear signage that posts this requirement for workers at the entrance to the site.
- Maintain all construction equipment in proper working condition according to manufacturers' specifications. The equipment must be checked by a certified mechanic and determined to be running in proper condition before it is operated.
- Train equipment operators in proper use of equipment.
- Use the proper size of equipment for the job.
- Use equipment with new technologies (repowered engines, electric drive trains).

-
- Perform on-site material hauling with trucks equipped with on-road engines (if determined to be less emissive than off-road engines).
 - Use alternative fuels for generators such as propane or solar, or use electrical power.
 - Use a CARB low-carbon fuel for construction equipment.
 - Encourage and provide carpools, shuttle vans, transit passes, and/or secure bicycle parking for construction worker commutes.
 - Recycle or salvage non-hazardous construction and demolition debris, with a goal of at least 75 percent by weight.
 - Use locally sourced or recycled construction materials; use wood products certified through a sustainable forestry program.
 - Minimize the amount of concrete for paved surfaces, or use a low-carbon concrete option.

3.9 HAZARDS AND HAZARDOUS MATERIALS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3.9.1 Impact Analysis

- a. *Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*

Construction Impacts

Construction activities associated with project improvements are expected to involve the routine transport, use, and disposal of hazardous materials (e.g., fuels, paints, and lubricants) that could pose a significant threat to human health or the environment if not properly managed. The transport, use, and disposal of hazardous materials during construction is regulated and enforced by federal and State agencies.

Workers who handle hazardous materials are required to adhere to Occupational Safety and Health Administration (OSHA) and Cal/OSHA health and safety requirements. During construction, hazardous materials must be transported in accordance with the Resource Conservation and Recovery Act (RCRA) and United States Department of Transportation regulations, stored in

accordance with the Unified Program enforced by local CUPAs, and disposed of in accordance with RCRA and the CCR at a facility permitted to accept the waste.

In accordance with the SWRCBs, a stormwater pollution prevention plan (SWPPP) must be prepared and implemented during construction for coverage under the Construction General Permit. As detailed in Section 3.10, Hydrology and Water Quality, the SWPPP requires implementation of BMPs for hazardous materials storage and soil stockpiles, inspections, maintenance, training of employees, and containment of releases to prevent runoff into existing stormwater collection systems or waterways.

Therefore, compliance with federal and State regulations reduces the risk of exposure to hazardous materials used during construction, as well as the accidental release of hazardous materials. Compliance with existing regulations is mandatory; therefore, construction of the proposed project is not expected to create a hazard to construction workers, the public, or the environment through the routine transport, use, disposal, or accidental release of hazardous materials. As a result, impacts related to the routine transport, use, disposal, or accidental release of hazardous materials during construction of the proposed project would be less than significant.

Operational Impacts

Operation and maintenance activities associated with the proposed project are expected to involve the routine use of diesel to power locomotives, and pesticides to clear vegetation from track areas, similar to current operations. Routine transport, use, and disposal of such hazardous materials could result in the exposure of workers, the public, and/or the environment to hazardous materials if the materials are not properly managed.

The transport, use, and disposal of hazardous materials during operation is regulated and enforced by federal and State agencies. Workers who handle hazardous materials are required to adhere to OSHA and Cal/OSHA health and safety requirements, which limit potential exposure of workers to hazardous materials by requiring appropriate administrative or engineering controls.

Pesticides use for vegetation removal near the tracks would be required to comply with California Department of Pesticide Regulation regulations, which are intended to protect human health and the environment. Hazardous materials must be transported in accordance with RCRA and United States Department of Transportation regulations; managed, stored, and used in accordance with the Unified Program enforced by Sacramento County Environmental Management Department; and disposed of in accordance with RCRA and the California Code of Regulations at a facility permitted to accept the waste.

Therefore, compliance with federal and State regulations and the Unified Program reduces the risk of exposure to hazardous materials. Compliance with existing regulations and the Unified Program is mandatory; therefore, operation and maintenance of the proposed project is not expected to create a hazard to the public or the environment through the routine transport, use, disposal, or accidental release of hazardous materials. As a result, impacts related to the routine transport, use, or disposal of hazardous materials during operation and maintenance of the proposed project analyzed in this environmental document would be less than significant.

This topic will not be analyzed further in the EIR unless new information is presented during the scoping process that indicates a potentially significant impact could occur.

b. Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Construction Impacts

Construction of the proposed project would potentially involve the disturbance of existing hazardous materials in soil, ballast, groundwater, and building, roadway, and railroad structures, which could result in the release of hazardous materials into the environment. The potential sources of hazardous materials identified in the project area include soil and ballast.

Construction could include the removal and disposal of chemically treated railroad ties and the disturbance of soil and ballast potentially contaminated from operation of the existing railroad corridors. Construction of the proposed project would involve soil and ballast disturbance up to a depth of 50 feet (for pedestrian overcrossing piles), which could be deep enough to encounter groundwater in some locations. Therefore, construction could result in the disturbance of potentially contaminated soil, ballast, and/or groundwater, which could affect the health of construction workers and/or the public through direct contact or inhalation of contaminated dust particles; or could result in the release or migration of contaminants to the environment. The disturbance of potentially contaminated soil, ballast, and/or groundwater is a potentially significant impact.

Construction of the proposed project could also result in the disturbance and release of hazardous materials (e.g., lead-based paint in roadway striping) that could pose a health risk to construction workers, the public, and/or the environment if not handled and disposed of properly. Adherence to federal and State laws and regulations reduces the risk of exposure to and improper disposal of hazardous building materials. Compliance with existing laws and regulations is mandatory; therefore, the disturbance of hazardous materials during construction of the proposed project is not expected to create a hazard to construction workers, the public, and/or the environment. As a result, impacts related to the disturbance of hazardous materials during construction of the proposed project would be less than significant.

Operational Impacts

The proposed project does not involve an increase in rail service through the existing UPRR corridor. Operation of San Joaquin and ACE services through the project corridor would continue to comply with stringent federal and State protocols and regulations intended to reduce the likelihood of accident conditions. The risk of accident conditions, including the accidental release of hazardous materials, is therefore not expected to increase as a result of the proposed project.

As discussed in response 3.9.1(a) above, there is a robust framework of federal, State, and local regulations outside of CEQA that are applicable to the storage, use, and disposal of hazardous materials. Compliance with these regulations would reduce the likelihood of accidental spill or

releases due to mishandling or poor storage practices during project operations. Therefore, adherence to federal and State regulations and the Unified Program reduces the risk of accidental releases of hazardous materials. Compliance with existing regulations and the Unified Program is mandatory; therefore, operation and maintenance of the proposed project is not expected to create a hazard to the public or the environment through the accidental release of hazardous materials. As a result, impacts related to the accidental release of hazardous materials during operation and maintenance of the proposed project would be less than significant.

This topic will not be analyzed further in the EIR unless new information is presented during the scoping process that indicates a potentially significant impact could occur.

c. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

The nearest school to the project site is the Sacramento Academic & Vocational Academy (SAVA), which is located 0.06 mile from the proposed surface parking lot. SAVA offers personalized curriculum for independent study and/or online courses. SAVA students receive one-on-one and small group learning opportunities and may not be in the facility on a daily basis. SAVA is located in a complex designated as Industrial Office Park (MP). The nearest school (based on City zoning designations) is Stone Lake Elementary School, located approximately 0.3 mile west of the project site. There are no existing or proposed preschools, elementary, middle, or high schools within one-quarter mile of the project site; therefore, there would be no impact related to hazardous emissions, materials, substances, or waste near schools.

This topic will not be analyzed further in the EIR unless new information is presented during the scoping process that indicates a potentially significant impact could occur.

d. Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

The provisions in Government Code Section 65962.5 are commonly referred to as the Cortese List. An online search of the Cortese List conducted on April 11, 2021, found no records within or adjacent to the project site (California Department of Toxic Substances 2021). No impact would occur.

This topic will not be analyzed further in the EIR unless new information is presented during the scoping process that indicates a potentially significant impact could occur.

e. Would the project be located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

The nearest airport/airstrip to the project site is Borges-Clarksburg Airport, located approximately 2.5 miles west of the project site. Therefore, the proposed project would not result in a safety hazard associated with airports for people residing or working in the project area since it is not

located within 2 miles of a public airport or public use airport or in an airport land use plan. The maximum height of structures to be developed with the proposed project would be approximately 38 feet above grade, which would not exceed airport imaginary surfaces, obstruction standards, or other FAR requirements. Therefore, there would be no impact.

This topic will not be analyzed further in the EIR unless new information is presented during the scoping process that indicates a potentially significant impact could occur.

f. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Construction Impacts

During construction of the proposed project, staging areas and construction activities would primarily occur in the existing UPRR right-of-way, surface parking lot improvements, and the new signalized intersection along Dwight Road. There would be limited, temporary road closures, and road construction that could potentially cause increased traffic congestion in areas where emergency vehicles operate. These improvements could potentially disrupt traffic during construction activities and interfere with emergency response times. These impacts would be temporary and occur in stages. Additionally, traffic control plans would address any impacts related to access, as described in Section 3.16, *Transportation*. Therefore, construction of the proposed project would result in less-than-significant impacts to an adopted emergency response plan or emergency evacuation plan.

Operational Impacts

Traffic congestion from passengers driving to and from the proposed station site is not anticipated to cause delays to emergency vehicle response times. Emergency vehicles often identify and use multiple routes depending on time of day and traffic conditions. Peak-period traffic congestion generally does not result in delay for emergency vehicles, which have the right-of-way and often use multi-lane major arterials for access. Therefore, operation of the proposed project would result in less-than-significant impacts.

This topic will not be analyzed further in the EIR unless new information is presented during the scoping process that indicates a potentially significant impact could occur.

g. Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

Construction Impacts

The proposed project is located within a Local Responsibility Area Non-Very High Fire Hazard Severity Zone according to the Fire Hazard Severity Zone Map for Sacramento County (CAL FIRE 2021). Zones are classified based on a combination of how a fire would behave and the probability of flames and embers threatening buildings, as well as the likelihood of the area burning. Construction of the proposed project would not occur in wildland fire risk areas. In addition, all

construction activities would be conducted in accordance with all requirements established by the City Fire Chief's office, local jurisdictions, and other applicable fire code regulation for the construction of the proposed project. Therefore, the impact would be less than significant.

Operational Impacts

Operation of the proposed project would not occur in a wildfire risk area. Nonetheless, operation of the new station would be in compliance with applicable building code and fire code regulations per City of Elk Grove requirements. These include installing sprinkler systems, installing and maintaining fire extinguishers and fire alarm systems, and using fire-retardant building materials. Therefore, the proposed project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires and this impact would be less than significant.

This topic will not be analyzed further in the EIR unless new information is presented during the scoping process that indicates a potentially significant impact could occur.

3.10 HYDROLOGY AND WATER QUALITY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i. Result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3.10.1 Impact Analysis

- a. *Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?*

Construction Impacts

The proposed project involves the construction of a station platform, rail siding, and mainline track within existing UPRR right-of-way. The project also involves the construction of a pedestrian overcrossing and a surface parking lot with access from Dwight Road to service the proposed station. The State Water Resources Control Board requires dischargers whose projects disturb 1 or more acres of soil, or whose projects disturb less than 1 acre but are part of a larger common plan of development that in total disturbs 1 or more acres, to obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit 99-08-DWQ). Effective July 1, 2010, all dischargers are required to obtain coverage under the Construction General Permit Order 2009-0009- DWQ adopted September 2, 2009. Construction activity subject to this permit includes clearing, grading, and disturbances to the ground such as stockpiling or excavation. BMPs would be included in the grading plans to minimize erosion potential and water quality degradation of the project area in accordance with Elk Grove Municipal

Code Title 16, Chapter 16.44, Land Grading and Erosion Control. Chapter 16.44 establishes administrative procedures, minimum standards for review, and implementation and enforcement procedures for controlling erosion, sedimentation, disruption of existing drainage, and related environmental damage caused by land clearing activities, grading, filling, and land excavation. Additionally, the State has published a set of BMPs for both pre- and post-construction periods, which would be applied to the project. Compliance with the provisions of the BMPs and with Elk Grove Municipal Code Chapter 16.44 would reduce impacts associated with water quality standards and discharge requirements to a less than significant level.

Operational Impacts

The project would introduce new impervious surfaces that would result in an increase of stormwater and/or dry weather runoff. The paved roadway access and parking lot would be located in areas that are currently paved with the exception of a swath of existing landscaping along Dwight Road. Impermeable surfaces from the concrete station platform and pedestrian overcrossing would replace permeable surfaces previously associated with the UPRR right-of-way; however, runoff would be able to percolate pervious lands adjacent to the proposed development.

New station platforms would be located within the UPRR right-of-way and would be regulated by stormwater discharge permits issued by the SWRCB. Stormwater runoff from station platforms would not generate significant levels of pollutants as the station platforms would have only foot traffic. Compliance with the post-construction stormwater performance standards of the Construction General Permit would be required for new station platforms, and would ensure that stormwater runoff from station platforms would not cause erosion and sedimentation in receiving waters. This impact would be considered less than significant with compliance with federal and State regulations.

This topic will not be analyzed further in the EIR unless new information is presented during the scoping process that indicates a potentially significant impact could occur.

- b. Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?*

Construction Impacts

The project footprint is within the South American Subbasin which is a part of the larger Sacramento Valley Groundwater Basin. The Sustainable Groundwater Management Act is a landmark law that empowers local agencies to sustainably manage their groundwater and authorizes the SWRCB intervention if local agencies are unable to do so. The City does not directly manage groundwater supplies. The Sacramento Central Groundwater Authority manages groundwater in the Central Basin portion of the South American Subbasin. Among its many purposes, the Sacramento Central Groundwater Authority is responsible for managing the use of groundwater in the Central Basin to ensure long-term sustainable yield, and facilitating a conjunctive use program. The framework for maintaining groundwater resources in the Central Basin is the Sacramento County Water Agency

Groundwater Management Plan, which includes specific goals, objectives, and an action plan to manage the basin.

During construction, the project footprint would remain similarly pervious as it currently exists. Construction would introduce some temporary impervious surfaces including equipment and materials stored on site but would have minimal impact in the percolation of natural precipitation and overall recharge of the aquifer.

The proposed project may require groundwater dewatering activities in the event the project would excavate to a depth of anticipated groundwater. Therefore, construction impacts related to substantially decreasing groundwater supplies or interfering substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin could be potentially significant. Implementation of Mitigation Measure HYD-1 would reduce potential impacts related to dewatering and groundwater to a less-than-significant level.

Operational Impacts

Operation of the proposed project would not involve dewatering or any other use of groundwater that could deplete groundwater resources. Improvements associated with the station platform would involve the creation of new impervious surfaces that can impede groundwater recharge because stormwater would run off of the impervious surfaces rather than infiltrate the ground surface and recharge the aquifers. Improvements associated with the station platform would be required to comply with the post-construction requirements of the Construction General Permit, which requires post-construction runoff to match preconstruction runoff. Other proposed station improvements (e.g., parking lot, Dwight Road access modifications, and walkways) would be required to comply with local MS4 Permit requirements for stormwater control and treatment, which include low impact development source control, site design, stormwater treatment, and hydromodification management. Stormwater control and treatment systems may include vegetated swales, retention basins, biofiltration, and minimal impermeable surfaces to maintain predevelopment runoff rates, volumes, and quality and enhance infiltration and groundwater recharge. Furthermore, project improvements do not include drilling new groundwater wells. Compliance with permit regulations would ensure this impact would be less than significant.

This topic will not be analyzed further in the EIR unless new information is presented during the scoping process that indicates a potentially significant impact could occur.

- c. Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:
 - i. Result in substantial erosion or siltation on- or off-site;*
 - ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;*
 - iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or*
 - iv. Impede or redirect flood flows?**

Construction Impacts

Project-related construction that would substantially alter the existing drainage patterns in a manner that could result in substantial erosion or siltation is evaluated under response 3.10.1(a).

Operational Impacts

Project-related operation could increase the rate or amount of surface runoff; however, the incremental increase in surface runoff is not anticipated to result in flooding; create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems; or provide substantial additional sources of polluted runoff.

Based on a review of Natural Resources Conservation Service (NRCS) (2021) soil survey data, soils in the project area have a moderate-to-high stormwater runoff potential. New stormwater drainage improvements would be designed to accommodate increases in impervious surfaces within the project area.

The station platform would not be regulated under local MS4 Permits, because UPRR has their own stormwater discharge permits issued by the SWRCB. Stormwater controls within track areas would handle runoff from station platforms, and compliance with the post-construction stormwater performance standards of the Construction General Permit would ensure that the stormwater controls are designed so that runoff from station platforms would match existing runoff conditions (as required by the SWRCB).

Compliance with the regulatory requirements would ensure this impact would be less than significant.

This topic will not be analyzed further in the EIR unless new information is presented during the scoping process that indicates a potentially significant impact could occur.

d. In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?

The proposed project would not be constructed in tsunami or seiche zones; therefore, there would be no impact from these hazards. Discrete portions of the existing UPRR corridor (such as the portion of the UPRR corridor adjacent to the Laguna West Drainage Channel) are located in a 500-year floodplain, while the remainder of the project area is located outside of 100-year and 500-year floodplains. As such, no construction and operational impacts would occur related to the risk of release of pollutants due to inundation.

This topic will not be analyzed further in the EIR unless new information is presented during the scoping process that indicates a potentially significant impact could occur.

e. Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

The proposed project would not conflict with or obstruct the implementation of the sustainable groundwater management plan for the Sacramento Valley Groundwater Basin. The proposed project could conflict with or obstruct the implementation of the Central Valley Basin Plan as a result of increased stormwater runoff from new impervious surfaces. The increase in impervious surfaces is however not anticipated to challenge the capacity of existing storm drainage systems and/or result in increased pollutant transport. This impact would be less than significant.

This topic will not be analyzed further in the EIR unless new information is presented during the scoping process that indicates a potentially significant impact could occur.

3.10.2 Mitigation Measure

Mitigation Measure HYD-1: Avoid water quality impacts from groundwater or dewatering discharges. Groundwater and dewatering effluent generated by temporary construction dewatering activities shall be contained by the construction contractor(s) in an appropriately sized storage tank and tested to determine whether the effluent is contaminated prior to discharging. Testing and discharging of the effluent shall be performed in accordance with the Construction General Permit, Permit for Construction Dewatering Activity (Order No. R5-2016-0079-01), RMP, and applicable resource agency permit requirements, including treating the effluent prior to discharge, if necessary.

If groundwater or dewatering effluent would be discharged to storm drainage systems (e.g., storm drains, conveyance pipes, canals, ditches, creeks, and rivers) in accordance with permit requirements, the discharge flow rates shall be limited to ensure that the capacity of storm drainage systems would not be exceeded by the discharge. The construction contractor(s) shall determine the capacity of storm drainage systems that would receive discharges by coordinating with the City of Elk Grove. The capacity of the storm drainage systems shall be determined for various times of year and various storm events. If the capacity of the storm drainage systems cannot be determined through coordination with the City of Elk Grove, evaluations of the capacity of the storm drainage systems that would receive discharges shall be performed and certified by a professional engineer. The discharge flow rates shall not exceed the capacity determined for various times of year and various storm events, as required by the City of Elk Grove.

If the effluent is not suitable for discharge to storm drains or directly to receiving waters, as discussed above, the effluent shall be discharged to sanitary sewer systems or transported for disposal at an appropriate offsite treatment or disposal facility. If the effluent would be discharged to a sanitary sewer, the appropriate permit shall be obtained from the local utility agency with jurisdiction over discharges to the sanitary sewer system, and permit criteria for discharging to the sewer shall be followed. These criteria include testing the effluent, the application of treatment technologies that would result in achieving compliance with the wastewater discharge limits, and discharging at or below the maximum allowable flow rate.

3.11 LAND USE AND PLANNING

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3.11.1 Impact Analysis

a. *Would the project physically divide an established community?*

Construction Impacts

The proposed project would be constructed in the existing UPRR corridor (station platform, rail siding, main line track, and pedestrian overcrossing) and an existing parking lot (proposed surface parking lot) with access from Dwight Road. The project may impede traffic on Dwight Road during construction of the access to the surface parking lot; however, any impediment would be temporary. Construction activities that could temporarily disrupt and interfere with uses that contribute to community cohesion and identity would be less than significant.

Operational Impacts

The proposed project, including the addition of the platform and new track at the proposed station, would largely be constructed along and within the existing UPRR corridor. The proposed surface parking lot would be constructed on an existing parking lot in a light industrial zone. The UPRR corridor acts as an existing physical barrier within the community. Development of a station platform within the project area would not create a new physical division along the project corridor or substantially alter the existing operations along the tracks. Because the proposed improvements would be located entirely along this existing barrier, construction and operation of the proposed project would not create a new physical division within a community. In addition, proposed improvements that are along or within the UPRR corridor would not displace important facilities that contribute to a sense of community (e.g., neighborhood-serving and community-serving retail centers, parks, and public uses), and would not sever important thoroughfares that connect areas within an established community, and thus would not divide an established community. The proposed project would appear visually similar to existing development and would not contribute to a loss of community cohesion. Furthermore, the proposed improvements would not be of a scale or height that would introduce a substantial visual barrier that could also contribute to loss of community cohesion.

The surface parking lot, which would be located outside of the UPRR right-of-way, and the pedestrian overcrossing, which would be partially located outside the UPRR right-of-way, would not be of a size or vertical scale large enough to impede access or create barriers within the community. The improvements would be compatible with the surrounding land uses (e.g., reconfiguring an existing parking lot for the proposed project). The proposed pedestrian overcrossing would be adjacent to existing track and would not impede access to connectivity with the surrounding community. The proposed project would preserve road connectivity in the project vicinity and would not block access within the community. The proposed station would be adjacent to Sacramento Regional Transit routes along Laguna Boulevard and would provide connectivity between transit service and the proposed station. Therefore, the improvements associated with the proposed project would have a less-than-significant impact related to dividing an established community.

This topic will not be analyzed further in the EIR unless new information is presented during the scoping process that indicates a potentially significant impact could occur.

b. Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Project improvements within the UPRR right-of-way are exempt from City of Elk Grove building and zoning codes and other land use ordinances. Construction and operation of the proposed project could conflict with the City of Elk Grove General Plan policies. The policies and standards included in the City of Elk Grove General Plan for which project components located outside the UPRR right-of-way (surface parking lot and pedestrian overcrossing) would be subject to are listed in Table 3.B. Many of these policies and standards are adopted for the purpose of restricting growth in planned areas and preventing development outside of established urban areas to prevent sprawl, support transit development, and prioritize infill development. Each relevant policy or standard is accompanied by a determination of the proposed project’s potential to conflict or be inconsistent with each respective policy or standard. The proposed project would not result in inconsistencies with the City of Elk Grove General Plan. The impact would be less than significant.

Table 3.B: Project Consistency with City of Elk Grove General Plan Policy or Standard

Elk Grove General Plan Policy or Standard	Consistency Determination
Policy LU-5-2: Provide and implement regulations that encourage high-quality signage, ensure that businesses and organizations can effectively communicate through sign displays, promote wayfinding, achieve visually vibrant streetscapes, and control excessive visual clutter.	Consistent. The proposed project would include high-quality signage to direct motorists to the parking lot access.
Policy LU-5-3: Reduce the unsightly appearance of overhead and aboveground utilities by requiring the undergrounding of appropriate services within the urban areas of the City.	Consistent. The proposed project would consider undergrounding utilities that would be relocated as part of the project.
Standard LU-5-3.b: Require that existing overhead utility facilities be undergrounded as a condition of project approval. This shall include electrical service lines under 69kV. Electrical service lines of 69kV and higher are encouraged to be undergrounded.	Consistent. The proposed project would consider undergrounding utilities that would be relocated as part of the project.

Elk Grove General Plan Policy or Standard	Consistency Determination
<p>Policy LU-5-4: Require high standards of architectural and site design, and apply strong design controls for all development projects, both public and private, for the enhancement and development of community character and for the proper transition between areas with different types of land uses. Design standards shall address new construction and the reuse and remodeling of existing buildings.</p>	<p>Consistent. The final design for the proposed station platform and pedestrian overcrossing would consider inclusion of architectural features that would enhance the community character.</p>
<p>Standard LU-5-4.a: Non-glare glass shall be used in all nonresidential buildings to minimize and reduce impacts from glare. Buildings that are allowed to use semi-reflective glass must be oriented so that the reflection of sunlight is minimized. This requirement shall be included in subsequent development applications.</p>	<p>Consistent. The proposed project would use non-glare glass and semi-reflective buildings such that reflection of sunlight is minimized.</p>
<p>Policy RC-2-1: Coordinate with adjacent cities, counties, and the Sacramento Area Council of Governments on local land use and transportation planning efforts.</p>	<p>Consistent. The proposed project would support transportation opportunities (rail) in the City.</p>
<p>Policy RC-3-2: Ensure that decisions regarding transportation between regions result in benefits to the Elk Grove community, including decisions regarding regional roadways, airport, port, and passenger and freight rail services.</p>	<p>Consistent. The proposed project would develop a new rail station that would serve the Elk Grove community.</p>
<p>Policy MOB-1-1: Achieve State-mandated reductions in vehicle miles traveled (VMT) by requiring land use and transportation projects to comply with the following metrics and limits. These metrics and limits shall be used as thresholds of significance in evaluating projects subject to CEQA. Projects that do not achieve the daily VMT limits outlined below shall be subject to all feasible mitigation measures necessary to reduce the VMT for, or induced by, the project to the applicable limits. If the VMT for or induced by the project cannot be reduced consistent with the performance metrics outlined below, the City may consider approval of the project, subject to a statement of overriding considerations and mitigation of transportation impacts to the extent feasible, provided some other stated form of public objective including specific economic, legal, social, technological or other considerations is achieved by the project. (a) New Development – Any new land use plans, amendments to such plans, and other discretionary development proposals (referred to as “development projects”) are required to demonstrate a 15 percent reduction in VMT from existing (2015) conditions. To demonstrate this reduction, conformance with the following land use and cumulative VMT limits is required: (i) Land Use – Development projects shall demonstrate that the VMT produced by the project at buildout is equal to or less than the VMT limit of the project’s General Plan land use designation, as shown in Table 6-1, which incorporates the 15 percent reduction from 2015 conditions. (ii) Cumulative for Development Projects in the Existing City-Development projects within the existing (2017) City limits shall demonstrate that cumulative VMT within the City including the project would be equal to or less than the established Citywide cumulative limit of 6,367,833 VMT (total daily VMT). (iii) Cumulative for Development Projects in Study Areas – Development projects located in Study Areas shall demonstrate that cumulative VMT within the applicable Study Area would be equal to or less than the established limit shown in Table 6-2. (ii) Be consistent with the regional projections and plans. The project shall be specifically referenced or listed in the region’s MTP/SCS and accurately represented in the regional travel forecasting model. Qualifying transportation projects that are not consistent with the MTP/SCS shall</p>	<p>Consistent. The proposed project would develop a new rail station that would serve the Elk Grove community. It is projected that the proposed project would reduce VMT.</p>

Elk Grove General Plan Policy or Standard	Consistency Determination
also demonstrate that the cumulative VMT effect does not increase regional VMT per service population.	
Policy MOB-3-1: Implement a balanced transportation system using a layered network approach to building complete streets that ensure the safety and mobility of all users, including pedestrians, cyclists, motorists, children, seniors, and people with disabilities.	Consistent. The proposed project would include bicycle racks/lockers for cyclists, bus bays for transit riders, and the access to the surface parking lot from Dwight Road would be designed to accommodate cyclists, pedestrians, and people with disabilities.
Policy MOB-3-2: Support strategies that reduce reliance on single-occupancy private vehicles and promote the viability of alternative modes of transport.	Consistent. The proposed project The proposed project would support transportation opportunities (rail) in the City and would include bus bays for transit riders.
Standard MOB-3-2.a: Require new development to install conduits for future installation of electric vehicle charging equipment.	Consistent. The proposed project would not preclude future development of stalls with electric vehicle charging equipment.
Policy MOB-3-7: Develop a complete and connected network of sidewalks, crossings, paths, and bike lanes that are convenient and attractive, with a variety of routes in pedestrian-oriented areas.	Consistent. The proposed project would include approximately 230 feet of frontage on Dwight Road, which would include sidewalks and a signalized crosswalk at the proposed parking lot access on Dwight Road. The proposed project would not remove the existing bike lane on Dwight Road.
Policy MOB-3-8: Provide a thorough and well-designed wayfinding signage system to help users of all modes of travel navigate the City in an efficient manner.	Consistent. The proposed project would include high-quality signage to direct motorists to the parking lot access.
Policy MOB-3-12: Provide for safe and convenient paths and crossings along major streets within the context of the surrounding area, taking into account the needs of the disabled, youth, and the elderly.	Consistent. The proposed project would include approximately 230 feet of frontage on Dwight Road, which would include sidewalks and a signalized crosswalk at the proposed parking lot access on Dwight Road. The proposed project would not remove the existing bike lane on Dwight Road.
Policy MOB-3-14: Regulate the provision and management of parking on private property to align with parking demand, with consideration for access to shared parking opportunities.	Potentially Inconsistent. The EIR will evaluate whether the proposed project would provide sufficient parking with the anticipated ridership for the initial phase of the project.
Policy MOB-4-2: Provide on-site facilities and amenities for active transportation users at public facilities, including bicycle parking and/or storage and shaded seating areas.	Consistent. The proposed project would include bicycle racks/lockers for cyclists and shaded seating areas near the proposed pedestrian overcrossing and station platform.
Policy GOV-1-1: Promote community involvement and public participation.	Consistent. The proposed project would include an extensive community involvement process before, during, and after the publication of the environmental document.
Policy GOV-2-2: Reach out to segments of the community that could potentially be left out of the decision-making process, including youth, immigrants, minority racial and ethnic groups, nonnative English speakers, and low-income households.	Consistent. The proposed project would include an extensive community involvement process before, during, and after the publication of the environmental document.
Standard NR-1.2a: Require a biological resources evaluation for private and public development projects in areas identified to contain or possibly contain special-status plant and animal species.	Consistent. A biological resources evaluation has been conducted for the proposed project.
Policy NR-3-1: Ensure that the quality of water resources (e.g., groundwater, surface water) is protected to the extent possible.	Consistent. The proposed project would protect water resources through compliance with regulatory permits.

Elk Grove General Plan Policy or Standard	Consistency Determination
Policy NR-3-2: Integrate sustainable stormwater management techniques in site design to reduce stormwater runoff and control erosion.	Consistent. The proposed project would be designed to reduce stormwater runoff and control erosion.
Standard NR-3-2.b: Roads and structures shall be designed, built and landscaped so as to minimize erosion during and after construction.	Consistent. The proposed project would be designed to minimize erosion during and after construction.
Policy NR-3-3: Implement the City’s National Pollutant Discharge Elimination System permit through the review and approval of development projects and other activities regulated by the permit.	Consistent. The proposed project would comply with the requirements of the NPDES permit.
Policy NR-3-9: Reduce the amount of water used by residential and nonresidential uses by requiring compliance with adopted water conservation measures.	Consistent. The proposed project would implement water conservation measures in proposed project landscaping.
Policy NR-3-13: Advocate for native and/or drought-tolerant landscaping in public and private projects.	Consistent. The proposed landscape plan includes native and/or drought-tolerant landscaping.
Standard-4-1a: As part of the environmental review of projects that are not exempt, the City shall identify the air quality impacts of development proposals to avoid significant adverse impacts and require appropriate mitigation measures to the extent feasible and appropriate, potentially including—in the case of projects which may conflict with applicable air quality plans—emission reductions in addition to those required by Policy NR-4-1.	Consistent. The proposed project includes an air quality impact analysis. The complete air quality analysis will be included in the EIR.
Policy NR-4-5: Emphasize demand management strategies that seek to reduce single-occupant vehicle use in order to achieve State and federal air quality plan objectives.	Consistent. The proposed project would include bus bays for transit riders.
Policy NR-4-8: Require that development projects incorporate best management practices during construction activities to reduce emissions of criteria pollutants.	Consistent. The proposed project would implement best management practices during construction activities.
Standard NR-4-8.a: Require all future projects with construction emissions to incorporate the Sacramento Metropolitan Air Quality Management District’s (SMAQMD) Basic Construction Emission Control Practices as identified in the most current version of the SMAQMD CEQA Guide in effect at the time of construction.	Consistent. The proposed project would implement best management practices during construction activities.
Standard NR-4-8.b: All projects with construction emissions exceeding the SMAQMD ozone precursors thresholds shall implement enhanced exhaust control practices as identified in the most current version of the SMAQMD CEQA Guide in effect at the time of construction.	Consistent. The proposed project would implement best management practices during construction activities.
Standard NR-4-8.c: All projects with construction emissions exceeding the SMAQMD fugitive particulate matter (PM) thresholds shall implement enhanced fugitive PM dust control practices as identified in the most current version of the SMAQMD CEQA Guide in effect at the time of construction.	Consistent. The proposed project would implement best management practices during construction activities.
Standard NR-4-8.d: For projects exceeding the SMAQMD NO _x and PM construction emissions thresholds that cannot be mitigated to less than significant with implementation of Standards NR-4-8.a, NR- 4-8.b, and NR-4-8.c, the project shall pay a mitigation fee into the SMAQMD’s off-site mitigation program.	Consistent. If the analysis to be included in the EIR identifies NO _x and PM construction emissions impacts, the project would pay a mitigation fee into the SMAQMD’s off-site mitigation program.
Policy NR-4-10: Require new air pollution point sources, such as industrial, manufacturing, and processing facilities, to be located an adequate distance from residential areas and other sensitive land uses.	Consistent. The proposed project air quality impact analysis to be included in the EIR would include a toxic air contaminant analysis of the proposed project relative to the residential areas.

Elk Grove General Plan Policy or Standard	Consistency Determination
Standard NR-4-10.a: Require the provision of buffers between sensitive land uses and sources of odor and toxic air contaminants. The City shall implement this policy when siting future sensitive land uses within the proximity of existing odor and toxic air contaminant sources or when siting new odor-producing or toxic air contaminant generating land uses within the proximity of existing sensitive land uses.	Consistent. The proposed project air quality impact analysis to be included in the EIR would include a toxic air contaminant analysis of the proposed project relative to the residential areas.
Policy NR-4-13: Minimize the exposure of sensitive land uses to objectionable odors.	Consistent. The proposed project air quality impact analysis to be included in the EIR would include an objectionable odor analysis of the proposed project relative to the residential areas.
Policy NR-6-3: Promote innovation in energy efficiency.	Consistent. Proposed project lighting would be designed for energy efficiency and have daylight sensors or be timed with an on/off program. Parking lot lighting would be designed to meet safety requirements.
Policy EM-1-2: Cooperate with other local, regional, State, and federal agencies and with rail carriers in an effort to secure the safety of all residents and businesses.	Consistent. The proposed project would develop a new rail station that would serve the Elk Grove community.
Policy ER-2-18: Drainage facilities shall be properly maintained to ensure their proper operation during storms.	Consistent. Any drainage facilities within the project area would be properly maintained to ensure proper operation during storm events.
Policy ER-3-2: Seek to ensure that new structures are protected from damage caused by geologic and/or soil conditions.	Consistent. The proposed project would be constructed in accordance with applicable federal transportation standards and the California Building Code to ensure that new structures are protected from damage caused by geologic and/or soil conditions.
Standard ER-4-1.a: Require, where appropriate, on-site fire suppression systems for all new commercial and industrial development to reduce the dependence on fire department equipment and personnel.	Consistent. As design progresses, the SJJPA and SJRRC would coordinate with the City of Elk Grove to discuss fire suppression systems at the new station platform, as appropriate.
Policy CIF-1-1: Facilitate recycling, reduction in the amount of waste, and reuse of materials to reduce the amount of solid waste sent to landfill from Elk Grove.	Consistent. The proposed project would include separate trash and recyclable material bins to facilitate recycling.
Policy N-1-4: Protect noise-sensitive land uses, identified in Table 8-3, from noise impacts.	Consistent. The proposed project would mitigate for impacts to noise-sensitive land uses.
Policy N-1-7: The standards outlined in Table 8-4 shall not apply to transportation- and City infrastructure-related construction activities as long as construction occurs between the hours of 7 a.m. and 7 p.m., Monday through Friday, and 8 a.m. and 5 p.m. on weekends and federally recognized holidays. Work may occur beyond these time frames for construction safety or because of existing congestion that makes completing the work during these time frames infeasible.	Consistent. Construction of the proposed project would occur between the hours of 7 a.m. and 7 p.m., Monday through Friday, and 8 a.m. and 5 p.m. on weekends and federally recognized holidays. Nighttime construction activities may be required.
Policy N-1-9: For projects involving the use of major vibration-generating equipment (e.g., pile drivers, vibratory rollers) that could generate groundborne vibration levels in excess of 0.2 inches per second peak particle velocity, the City may require a project-specific vibration impact assessment to analyze potential groundborne vibrational impacts and may require measures to reduce ground vibration levels.	Consistent. In the event the proposed project requires the use of vibration generating equipment, a project-specific vibration impact assessment may be prepared to analyze potential groundborne vibrational impacts.

kV = kilovolts

Elk Grove General Plan Policy or Standard	Consistency Determination
<p>MTCO_{2e} = Metric tons of carbon dioxide equivalent MTP/SCS = Metropolitan Transportation Plan/Sustainable Communities Strategy NO_x = nitrous oxide PM = particulate matter SMAQMD = Sacramento Metropolitan Air Quality Management District VMT = vehicle miles traveled</p>	

This topic will not be analyzed further in the EIR unless new information is presented during the scoping process that indicates a potentially significant impact could occur.

3.12 MINERAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.12.1 Impact Analysis

a. Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

There are no mineral deposits or mineral extraction activities located within the City of Elk Grove (City Elk Grove 2019). No impact to mineral resources would occur.

This topic will not be analyzed further in the EIR unless new information is presented during the scoping process that indicates a potentially significant impact could occur.

b. Would the project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

There are no mineral deposits or mineral extraction activities located within the City of Elk Grove (City of Elk Grove 2019). No impact to mineral resources would occur.

This topic will not be analyzed further in the EIR unless new information is presented during the scoping process that indicates a potentially significant impact could occur.

3.13 NOISE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project result in:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Generation of excessive groundborne vibration or groundborne noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.13.1 Impact Analysis

The following federal, State, regional, and local regulations related to noise and vibration will be used to assess potential impacts of the proposed project and applicable mitigation.

Federal Standards

Noise Control Act of 1972

U.S. Environmental Protection Agency Railroad Noise Emission Standards

Federal Railroad Administration Guidelines and Noise Emission Compliance Regulation

Federal Transit Administration Guidelines

State Standards

California Noise Control Act

Regional and Local Standards

The SJJPA, a State joint powers agency, and the SJRRC propose improvements within and outside of the UPRR right-of-way. The Interstate Commerce Commission Termination Act (ICCTA) affords railroads engaged in interstate commerce considerable flexibility in making necessary improvements and modifications to rail infrastructure, subject to the requirements of the Surface Transportation Board. ICCTA broadly preempts State and local regulation of railroads, and this preemption extends to the construction and operation of rail lines. Therefore, activities in existing UPRR right-of-way are exempt from local building and zoning codes and other land use ordinances. Project improvements proposed outside of the UPRR right-of-way, however, would be subject to regional and local plans and regulations. Although ICCTA does broadly preempt State and local regulation of railroads, SJJPA and SJRRC intend to obtain local agency permits for construction of facilities that fall outside of the

UPRR right-of-way, even though SJRRC has not determined that such permits are legally necessary, and such permits may not be required. Project improvements occurring outside of the URRR right-of-way are subject to Sacramento County and City of Elk Grove Noise and Vibration standards, where applicable.

- a. *Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*

For projects similar to the proposed project, final construction plans are usually not available at this stage of the planning process. It is customary to analyze construction noise impacts at a general level and provide distance contours for potential impacts. It is expected that similar to the previously prepared *Valley Rail Sacramento Extension Draft and Final EIRs* (SJRRC 2020), construction noise would be potentially significant requiring mitigation in the form of a construction noise control plan. A Construction Noise Impact Assessment will be prepared as part of the proposed project EIR and will evaluate the proposed project's potential noise impacts.

The previously prepared *Valley Rail Sacramento Extension Draft and Final EIRs* determined that train operations in the vicinity of the previously proposed Elk Grove Station would not generate any noise impacts. Pursuant to this project, train operations would be consistent with the proposed service plan evaluated in the *Valley Rail Sacramento Extension Draft and Final EIRs*. The proposed project does not include an increase in train operations.

The proposed project would include the construction of a new station north of Laguna Boulevard. It is expected that the dominant noise source would be the trains operating at the station platform, which is included in the passenger service assessment. A screening assessment and impact evaluation will be conducted for nearby sensitive receptors.

These topics will be evaluated further in the EIR.

- b. *Would the project result in generation of excessive groundborne vibration or groundborne noise levels?*

The previously prepared *Valley Rail Sacramento Extension Draft and Final EIRs* determined that train operations in the vicinity of the previously proposed Elk Grove Station would not generate any vibration impacts. Pursuant to this project, train operations would be consistent with the proposed service plan evaluated in the *Valley Rail Sacramento Extension Draft and Final EIRs*. The proposed project does not include an increase in train operations.

Similar to the analysis of construction noise impacts, it is customary to analyze construction vibration impacts at a general level and provide distance contours for potential impacts. It is expected that similar to the previously prepared *Valley Rail Sacramento Extension Draft and Final EIRs*, construction vibration would be potentially significant requiring mitigation in the form of a construction vibration control plan. A Vibration Impact Analysis will be prepared as part of the EIR and will evaluate the proposed project's potential vibration impacts.

This topic will be evaluated further in the EIR.

- c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?*

The nearest airport/airstrip to the project site is Borges-Clarksburg Airport, located approximately 2.5 miles west of the project site. The project site is not located within an airport land use plan or within 2 miles of a public airport, public use airport, or private airstrip. Therefore, due to the project site's distance from any airport, no impacts related to excessive airport noise would occur as a result of project implementation.

This topic will not be analyzed further in the EIR unless new information is presented during the scoping process that indicates a potentially significant impact could occur.

3.14 POPULATION AND HOUSING

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.14.1 Impact Analysis

- a. *Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?*

Construction Impacts

Construction of the proposed project could temporarily induce local population growth through the employment of workers during the construction period. The source of the construction labor force is unknown at this time, but workers would be expected to come from the local labor in nearby Elk Grove and unincorporated Sacramento County. It is not anticipated that construction of proposed improvements would cause substantial population growth or a substantial increase in housing demand in the region. Furthermore, if construction workers from outside the region were employed during the construction period, the temporary nature of the work suggests that it would be unlikely for non-local workers to permanently relocate; this is typical for employees in the various construction trades. Therefore, this impact would be less than significant.

Operational Impacts

Transit stations are more likely to increase the attractiveness of developing the surrounding area if local land use policies and the character of the surrounding area are conducive to such development. The new station platform would provide accessibility, proximity to transit services, and may be an attractive benefit consistent with intensified development. The proposed station would be adjacent to Sacramento Regional Transit routes along Laguna Boulevard and would provide connectivity between transit service and the proposed station. Existing residential development is east and south of the proposed station in the City of Elk Grove. There are limited undeveloped parcels surrounded by either industrial uses or residential uses in the project vicinity. There are vacant lands north of the city limits within the County of Sacramento boundary; however, these lands are designated as Public/Quasi-Public and would require a General Plan amendment and rezone if developed with a growth-inducing use. Therefore, the proposed project would not induce new or unplanned growth in this segment around the station site and this impact would be less than significant.

This topic will not be analyzed further in the EIR unless new information is presented during the scoping process that indicates a potentially significant impact could occur.

b. Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

Implementation of the proposed project would not displace housing or people necessitating the construction of replacement housing elsewhere. The right-of-way required for the proposed surface parking lot currently supports a parking lot and not residential development. The right-of-way required for the proposed pedestrian overcrossing is located adjacent to the UPRR right-of-way and supports drainage and maintenance access. The proposed station platform, rail siding, and main line track would be developed in the existing UPRR right-of-way where no residential uses exist. The proposed project does not propose converting established residential areas to a non-residential land use. Therefore, no impact would occur.

This topic will not be analyzed further in the EIR unless new information is presented during the scoping process that indicates a potentially significant impact could occur.

3.15 PUBLIC SERVICES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
v. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.15.1 Impact Analysis

a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

i. Fire protection?

The Cosumnes Fire Department provides fire protection services to the City of Elk Grove. The Department has a total of 8 fire stations serving an area of 157 square miles and population of more than 193,000 people. Emergency response is provided by 1 aerial ladder truck company, 7 rescue ambulance units, and 8 ALS ambulances engine companies (City of Elk Grove 2018b). The nearest station to the project area is Station 74, which is located within 2 miles east of the proposed station. As discussed in Section 3.14, Population and Housing, the proposed project would not result in a generation of a permanent residential population but could nevertheless increase demand for fire services. However, Cosumnes Fire Department could sufficiently meet potential increases in fire service demand due to operations of the project. Therefore, operational impacts related to the provision of new facilities as a result of increased demand for fire services would be less than significant.

ii. Police protection?

The Elk Grove Police Department services include: Field Services Division containing Patrol Teams, a Traffic Bureau, Traffic and Hit-and-Run Investigators, K-9 unit, Community Service Officers, Investigate Services Division, Administrative Services Division, and Support Services Division. The Department operates primarily out of two facilities located in the City Hall complex at 8380 and 8400 Laguna Palms Way. The service area is split into five police beats that are regularly patrolled.

The Elk Grove Police Department has an authorized strength of 141 sworn officers and 86 civilian personnel and responds to an average of 52,000 calls for service per year (City of Elk Grove 2018b). As discussed in Section 3.14, Population and Housing, the proposed project would not result in a generation of a permanent residential population but could nevertheless increase demand for police protection services. Increased passenger activities would not result in generation of a permanent residential population but would still increase demand for police services. However, security cameras would be used to monitor the parking lot and station platform and video feeds could be shared with the Elk Grove Police Department. Police service needs induced by the project are small enough to be covered by the existing police resources in the vicinity of the project; however, SJJPA and SJRRC would continue to coordinate with the Elk Grove Police Department to ensure a safe environment is maintained at the site. Therefore, operational impacts related to the provision of new facilities as a result of increased demand for police services would be less than significant.

iii. Schools?

The nearest school is Stone Lake Elementary School, located approximately 0.3 mile west of the project site. There are no existing or proposed preschools, elementary, middle, or high schools within one-quarter mile of the project site. The proposed project would not directly impact an existing or planned school facility nor would the proposed project result in growth-inducement requiring the development of additional school facilities. There would be no impact on schools.

iv. Parks?

The proposed project would be located adjacent to Zehnder Park, which is located at 9212 Edisto Way south of Laguna Boulevard. The proposed project would not directly impact an existing or planned park nor would the proposed project result in growth-inducement requiring the development of additional park facilities. There would be no impact on parks.

v. Other public facilities?

No public facilities (e.g., post office, library) are located adjacent to the proposed project area. The proposed project would not directly impact an existing or planned public facility nor would the proposed project result in growth-inducement requiring the development of additional public facilities. There would be no impact on public facilities.

Construction of the proposed project would occur in the existing UPRR corridor. However, access to the surface parking would require work in the Dwight Road right-of-way. The improvements at the Dwight Road access could potentially disrupt traffic during construction activities, and interfere with fire, emergency response, and police response times. However, construction activities in existing right-of-way would be temporary. Additionally, the improvements at the Dwight Road access would be subject to an encroachment permit from the City of Elk Grove. The encroachment permit would include a traffic control plan to address temporary road closures, detour provisions, allowable routes, and alternative access points (as needed). Coordination with the City would be required to avoid any conflicts with fire protection, law enforcement, and emergency responders' ability to

respond to calls, including identifying alternative routes, detour provisions, and allowable routes during construction activities. This impact would be less than significant.

This topic will not be analyzed further in the EIR unless new information is presented during the scoping process that indicates a potentially significant impact could occur.

3.16 RECREATION

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.16.1 Impact Analysis

- a. *Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?*

The proposed project would be located adjacent to Zehnder Park, which is located at 9212 Edisto Way south of Laguna Boulevard.

Construction Impacts

Construction of the project would generate temporary construction workers. However, the construction workers are not anticipated to generate a permanent residential population, which would increase demand for existing parks or recreational facilities. Therefore, no construction impacts would occur related to increase use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.

Operational Impacts

Operation of the project would generate passengers in the project area. Increased passengers would not result in generation of permanent residential population which would increase demand for existing parks and recreational facilities. Therefore, no operational impacts would occur related to increase use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.

This topic will not be analyzed further in the EIR unless new information is presented during the scoping process that indicates a potentially significant impact could occur.

- b. *Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?*

The project does not include new recreational facilities or the expansion of existing recreational facilities. Therefore, no construction or operational impacts would occur.

This topic will not be analyzed further in the EIR unless new information is presented during the scoping process that indicates a potentially significant impact could occur.

3.17 TRANSPORTATION

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Conflict or be inconsistent with CEQA Guidelines §15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3.17.1 Impact Analysis

a. Would the project conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

The proposed project would generally enhance the overall circulation system by providing connectivity between regional rail service and local transit service. The proposed station would include bus bays for connecting bus services, as well as improvements to Dwight Road as needed to provide adequate multi-modal access to and from the station.

Design, construction, and operation of the proposed project would also comply with applicable standards from the City of Elk Grove (for changes to the local roadway network) and from FRA and/or California Public Utilities Commission (CPUC) (for the project’s rail elements). Design approval for specific project components would be sought from the appropriate agencies as part of detailed design and subsequent stages of the proposed project.

Detailed discussion of potential impacts to specific components of the circulation system is provided below.

Transit

Analysis of a project’s transportation impacts should consider effects on transit access or operations, but the addition of new transit users is generally not considered an adverse impact, as significance criteria for evaluating a project’s transportation impacts must promote GHG emissions reductions and the “development of multimodal transportation networks,” as described above. However, increased ridership could result in indirect significant impacts if demand requires new or additional transit infrastructure (Governor’s Office of Planning and Research 2018).

The proposed project would introduce rail service to the Elk Grove community.

SJJPA and SJRRC would also coordinate with Sacramento Regional Transit to ensure that adequate connecting transit service is provided at the proposed station.

Overall, the proposed project would be consistent with the vision of applicable programs, plans, ordinances, and policies such as the 2018 California State Rail Plan (Caltrans 2018).

Bicycles and Pedestrians

Access improvements under the proposed project would enhance bicycle and pedestrian safety and access and encourage activate transportation, through upgrades to existing bicycle/pedestrian facilities. Proposed improvements would be designed to integrate with and enhance existing bicycle and pedestrian connections and would not negatively affect the safety or quality of these existing facilities. The proposed project would also include bicycle parking/storage at stations to improve multi-modal access.

VMTs

As discussed in response 3.17.1(b), the proposed project would reduce VMT and associated GHG emissions by inducing a mode shift from automobiles to environmentally sustainable public transit.

Roadways

The proposed project would likely result in increased traffic levels in the vicinity of station site, but this would be balanced by reduced traffic levels along roadway routes running parallel to the project alignment. The proposed project would reduce VMT by inducing a mode shift from automobiles to public transit, which would decrease traffic congestion along parallel roadways such as Interstate 5 and State Route 99, benefitting traffic operations and goods movement along these corridors.

Given that the proposed station platform, pedestrian overcrossing, and track improvements would be constructed largely within UPRR right-of-way and the proposed parking lot is located outside of public right-of-way, no major road closures or detours are anticipated during construction. There may be temporary and partial roadway closures (e.g., overnight or weekend) to accommodate specific activities such development of the roadway improvements within Dwight Road, but these closures would be coordinated with the City of Elk Grove to minimize disruptions to the circulation system.

Freight Rail

The project could result in significant indirect impacts related to air quality, noise, or GHG emissions if project construction or operation disrupts existing freight rail operations such that freight traffic is diverted to other modes (e.g., trucks). However, construction and operation of the project in the UPRR right-of-way would comply with relevant UPRR guidelines and requirements. Substantial disruptions to freight rail operations are unlikely given the minimal existing and expected future freight train activity along the Sacramento Subdivision. Some temporary and minor disruptions could still occur during project construction, such as nighttime track closures/shutdowns, slow zones, and other effects.

Regular coordination meetings between SJJPA/SJRRC and UPRR would take place throughout the entire design and construction stages of the project, and would address construction-related effects on existing freight operations, such as scheduling of construction activities in the right-of-way.

Servicing of local freight customers by UPRR would be given priority, and a memorandum of understanding (MOU) would be in place between SJJPA/SJRRC and UPRR to address project construction activity. The MOU would also include operating protocols, track-sharing arrangements, and other provisions. Rail elements of the proposed project, such as reconstruction of track curves to allow for higher speeds, replacement of existing track, and new or expanded sidings, would also generally benefit freight rail operations and safety.

Project improvements would generally conform to and support—and not conflict with—programs, plans, ordinances, and policies addressing the circulation system, and the associated impacts of operation of the proposed project related to the regulatory setting would be less than significant. However, in recognition of potential disruptions to the circulation system during construction of the proposed project, the associated impacts of construction have been conservatively deemed potentially significant. However, implementation of Mitigation Measures TRANS-1 and TRANS-2 would reduce these potentially significant construction-related project impacts to a less-than-significant level.

Although this impact has been determined to be less than significant with mitigation, given the developing design of the parking lot and proposed intersection, this topic will be analyzed in the EIR .

b. Would the project conflict or be inconsistent with CEQA Guidelines §15064.3, subdivision (b)?

CEQA Guidelines section 15064.3, subdivision (b) specifies applicable criteria for analyzing transportation impacts. Specifically, it states the following:

- Transportation projects that reduce, or have no impact on, vehicle miles traveled should be presumed to cause a less than significant transportation impact. For roadway capacity projects, agencies have discretion to determine the appropriate measure of transportation impact consistent with CEQA and other applicable requirements.

The proposed project is a transportation project (specifically a transit project) and would reduce VMT by inducing a mode shift from personal (household) automobiles to public transit, including for long-distance commute and intercity trips. The proposed project would not conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b), and this impact would be less than significant; no mitigation is required.

This topic will not be analyzed further in the EIR unless new information is presented during the scoping process that indicates a potentially significant impact could occur.

c. Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

The proposed project would involve construction and operation of new passenger rail service in the Elk Grove community, including a station platform, rail siding, and new mainline track. Proposed improvements would largely be in or adjacent to the existing active rail right-of-way (the UPRR's Sacramento Subdivision) currently in use by freight trains.

Design, construction, and operation of the proposed project, including track improvements, stations, and other components, would comply with applicable standards from the Federal Railroad Administration and/or the California Public Utilities Commission. Similarly, design, construction, and operation of the project access improvement at Dwight Road would adhere to applicable standards, such as City of Elk Grove design guidelines and specifications.

Design approval for specific project components would be sought from the appropriate agencies as part of detailed design and subsequent stages of the proposed project.

Given these considerations, the proposed project would not substantially increase hazards due to a geometric design feature or incompatible uses, and this impact would be less than significant; no mitigation is required.

This topic will not be analyzed further in the EIR unless new information is presented during the scoping process that indicates a potentially significant impact could occur.

d. Would the project result in inadequate emergency access?

Construction of the proposed project would occur in the existing UPRR corridor. However, access to the surface parking would require work in the Dwight Road right-of-way. The improvements at the Dwight Road access could disrupt traffic during construction activities, and interfere with fire, emergency response, and police response times. However, construction activities in existing right-of-way would be temporary. Additionally, the improvements at the Dwight Road access would be subject to an encroachment permit from the City of Elk Grove. The encroachment permit would include a traffic control plan to address temporary road closures, detour provisions, allowable routes, and alternative access points (as needed). Coordination with the City would be required to avoid any conflicts with fire protection, law enforcement, and emergency responders' ability to respond to calls, including identifying alternative routes, detour provisions, and allowable routes during construction activities. This impact would be less than significant.

This topic will not be analyzed further in the EIR unless new information is presented during the scoping process that indicates a potentially significant impact could occur.

3.17.2 Mitigation Measures

TRANS-1: Transportation Management Plan for project construction. The San Joaquin Joint Powers Authority (SJJPA) and the San Joaquin Regional Rail Commission (SJRR) shall coordinate with the City of Elk Grove Public Works Department to develop a transportation management plan that shall mitigate construction impacts to transit, roadway, bicycle, and pedestrian facilities, while allowing

for expeditious completion of construction. Measures that shall be implemented throughout the course of project construction shall include, but not be limited to, the following:

- Limit number of simultaneous street closures and consequent detours of transit and automobile traffic in each immediate vicinity, with closure timeframe limited as much as feasible for each closure, unless alternative routes are available.
- Implement traffic control measures to minimize traffic conflicts for all roadway users (regardless of mode) where lane closures and restricted travel speeds will be required for longer periods.
- Provide advance notice of all construction-related street closures, durations, and detours to local jurisdictions, emergency service providers, and motorists.
- Provide safety measures for motorists, transit vehicles, cyclists, and pedestrians to ensure safe travel through construction zones.
- Limit sidewalk (and pedestrian walkway/path) and bikeway closures to one location in each vicinity at a time, with closure timeframe limited as much as feasible for each closure, unless alternative routes are available.
- Provide designated areas for construction worker parking wherever feasible to minimize use of parking in residential or business areas.

TRANS-2: Freight rail disruption control plan for project construction. SJJPA and SJRRC shall make efforts to contain and minimize disruption to freight services during project construction, while allowing for expeditious completion of construction. Measures that shall be implemented throughout the course of project construction shall include, but shall not be limited to, the following:

- Limit number of simultaneous track closures in each immediate vicinity, with closure timeframe limited as much as feasible for each closure, unless bypass tracks or alternative routes are available.
- Provide safety measures for freight rail operations through construction zones.
- Require contractors to coordinate with rail dispatch to minimize disruption of rail service in the corridor.
- Where feasible, maintain acceptable service access for freight operations.
- Where one open track cannot be maintained for freight use, limit multi-track closures to one location at a time, as much as feasible.
- Where multi-track closures result in temporary suspension of freight rail service, work with UPRR and freight users to schedule alternative freight service timing to minimize disruption

to freight customers. Where such closures will result in substantial diversion to trucks, SJJPA and SJRRC or their construction contractor(s) shall coordinate with local jurisdictions and freight carriers to determine preferred truck routes to minimize the effect on the circulation system.

- Provide advance notice of construction-related track closures to all affected parties.
- Coordinate with UPRR in advance and during any potential disruption to freight operations and/or UPRR facilities, and maintain emergency access for UPRR for the duration of construction.

3.18 TRIBAL CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)? Or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

3.18.1 Impact Analysis

- a. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:*
- i. *Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)? Or*
 - ii. *A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.*

As mentioned in Section 3.5, Cultural Resources, SJRRC conducted tribal consultation in accordance with Public Resources Code 21080.3.1 (AB 52). The records search did not identify any pre-contact (tribal) resources within the project area, and no such resources were identified during the field survey. No resources listed or eligible for listing the California Register of Historical Resources were identified. On April 5, 2021, LSA sent a letter describing the project with maps depicting the project site to the NAHC and requesting review their Sacred Lands File for any Native American cultural resources that might be affected by the project. The NAHC informed LSA that a search of the Sacred

Lands File yielded “negative results” and provided a list of Native Americans who might have additional information or concerns about the project.

On June 3, 2021, SJRRC sent a letter to 11 tribal representatives of the Me-Wuk, Miwok, and Maidu Miwok per AB 52 describing the project with maps depicting the APE. To date, SJRRC has received no response from the tribal representatives. Implementation of Mitigation Measures CUL-1 through CUL-4, as presented in Section 3.5, Cultural Resources, would further reduce any potentially significant impacts from the proposed project to tribal cultural resources (including human remains, which may be inadvertently discovered during construction activities) to less than significant with mitigation incorporated.

3.19 UTILITIES AND SERVICE SYSTEMS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3.19.1 Impact Analysis

- a. *Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?*

Construction Impacts

Construction of the proposed project may affect existing overhead and underground utilities. Construction of rail siding and new mainline track would involve grading for the track subgrade with graders and excavators and the placement of subballast and ballast. Track construction could conflict with existing utility lines. Construction activities associated with station platforms and parking lots would involve rough grading. Grading may disturb underground utilities. As described in Section 1.0, Project Information, construction of the proposed project would require the relocation of existing utilities. Other utilities in the study area footprint would be protected in-place. It is possible that relocation or accidental disruption during construction could disrupt utility service or damage utilities, resulting in a potentially significant impact on utilities infrastructure.

Water and Wastewater

Local water providers have available capacity to serve the temporary, incremental demands associated with construction of the proposed project. Therefore, construction of the proposed project would not result in relocation or construction of new or expanded water or wastewater

facilities. As discussed in response 3.19.1(b), it is expected that local water providers would have sufficient water supplies available to serve construction in normal, dry, and multiple dry years.

Stormwater Drainage

Construction of the proposed project would result in grading, trenching, and other ground disturbance that could temporarily change drainage patterns in the vicinity of the environmental footprint. SJRRC would implement a SWPPP as required by the NPDES program administered by the Central Valley Regional Water Quality Control Board. The SWPPP would prevent ponding and ensure that stormwater runoff during construction would be controlled and would not require construction or expansion of new water treatment facilities.

Other Utilities

The electric power required for construction would be minimal and would not be expected to require the construction of new or expanded electric power facilities. Natural gas is not expected to be used in construction and no new telecommunications facilities would be required for construction activities.

Operational Impacts

As described in Section 3.13, *Population and Housing*, construction of the proposed project would not directly or indirectly result in construction of new homes or other residential units, new jobs, or otherwise induce growth that would increase the population in the surrounding cities and communities.

Water and Wastewater

Operation of the proposed project would result in increased use of water for landscaping in the proposed surface parking lot. The proposed station platform would not include restrooms. Therefore, the project would not result in construction of new or expanded water or wastewater treatment facilities.

Stormwater Drainage

Typically, railroad tracks permit water to percolate through to the ground. As such, proposed siding track and new mainline track would not result in the creation of substantial new areas of impervious surface, and increases in stormwater runoff would be minimal. Installation of stormwater drainage or retention infrastructure would not be required along the tracks. It should be noted that the proposed surface parking lot and access road are currently paved and would not introduce new impervious surfaces. The construction of the station platform would result in new paved areas that could potentially change drainage patterns and result in increased stormwater runoff due to the addition of impervious surfaces. Stormwater infrastructure would be installed or reconfigured as necessary to serve these new and/or modified impervious surfaces. Such infrastructure would connect to the local storm drain system in areas with existing storm drain facilities.

If the proposed project requires construction of stormwater facilities or expansion of existing storm drains, the design of these facilities would comply with the City's storm design standards and post-construction stormwater control requirements. Design of stormwater facilities consistent with municipal requirements would ensure that stormwater generated by the proposed project is managed to meet the performance requirements.

Other Utilities

Electric power for project improvements would be provided by SMUD. It is assumed that SMUD's existing electric power facilities would be able to accommodate the slight increase in electricity demand from the new station platform as the utility generates power from various sources and provides connections to the larger power grid. SJRRC would continue to evaluate electrical demand with SMUD as part of overall coordination activities between SJRRC and SMUD.

Although local connections to electric transmission facilities may be necessary, the amount of electricity needed for project improvements is not anticipated to result in the need for new or expanded electric power facilities, and thus impacts from operation of the proposed project would be less than significant.

The project area is in PG&E's natural gas service area. The use of natural gas for the proposed project is not anticipated; therefore, new or expanded natural gas facilities would not be required, and thus impacts from operation of the proposed project would be less than significant.

New telecommunications facilities owned and operated by SJRRC or train operators would be required for safety and communication with trains and operations and are included as part of the proposed project. These facilities would generally be located in the existing UPRR right-of-way and away from known sensitive areas to avoid impacts on cultural and biological resources and known hazardous materials. Because the new telecommunications facilities would be owned and operated by SJRRC or train operator for train usage only, operation of the proposed project would not require construction or expansion of other private or public telecommunications facilities. Therefore, impacts from operation of the proposed project would be less than significant.

This topic will not be analyzed further in the EIR unless new information is presented during the scoping process that indicates a potentially significant impact could occur.

b. Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Construction Impacts

Construction of the proposed project would require water use for concrete work, earthwork compaction, dust control, and irrigation. The construction contractor would haul water to the construction site via truck and could fill their water trucks from local hydrants. The temporary increases in demand for water during construction would be necessary for concrete work, earthwork compaction, dust control, and temporary irrigation of reseeded areas and the associated

generation of wastewater. However, water use during construction would be temporary and would not place a long-term demand on local service providers.

Operational Impacts

As stated above, operation of the proposed project would result in increased use of water associated with surface parking lot landscaping. Increased water use for landscaping and maintenance at the project site would not substantially increase water demand at the proposed project site. The proposed station platform would not include restrooms. Project operations would not require expansion of the existing water infrastructure that would serve the proposed project.

As the water providers in the project area that may serve the proposed project currently have capacity for existing and future demand, water generation from operation of the project would not result in relocation or construction of new or expanded water treatment facilities. The local water provider would have sufficient water supplies available to serve the proposed project and reasonably foreseeable future development during normal, dry, and multiple dry years. Therefore, impacts would be less than significant.

This topic will not be analyzed further in the EIR unless new information is presented during the scoping process that indicates a potentially significant impact could occur.

c. Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Construction Impacts

During construction of the proposed project, construction contractors would provide portable toilets at the construction site. The wastewater would be hauled off site and dumped at a wastewater treatment facility. This source of wastewater would be temporary during construction and would not necessitate the relocation or construction of new wastewater treatment facilities.

The small amount of wastewater created during construction (from portable restroom facilities) could be accommodated by wastewater treatment facilities in the project area; wastewater treatment providers in the project area would be expected to determine that they have adequate capacity. Therefore, the impact on public water or wastewater services and facilities during construction of the proposed project would be less than significant.

Operational Impacts

The proposed station platform would not include restrooms. Project operations would not require expansion of the existing wastewater infrastructure that would serve the proposed project.

As the wastewater providers in the project area that may serve the proposed project currently have capacity for existing and future demand, wastewater generation from operation of the project would not result in relocation or construction of new or expanded wastewater treatment facilities.

The local wastewater provider would have sufficient capacity to serve the proposed project and reasonably foreseeable future developments. Therefore, impacts would be less than significant.

This topic will not be analyzed further in the EIR unless new information is presented during the scoping process that indicates a potentially significant impact could occur.

d. Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Construction Impacts

During construction activities, typical construction and demolition waste would be generated. Activities such as ground clearing, right-of-way work, and surface parking lot construction would generate gravel, concrete, rubble, fill, and different types of building materials. State and local standards, including CALGreen, require that contractors divert construction and demolition waste from landfills by reusing or recycling construction and demolition materials. Materials that cannot be reused onsite would be conveyed to a solid waste facility that is permitted to accept construction and demolition waste. Construction and demolition waste would likely be hauled to the Sacramento County Kiefer Landfill, the facility nearest the project area. The Sacramento County Kiefer Landfill is permitted for 10,815 tons per day and has a remaining capacity of 112,900,000 cubic yards; the landfill is projected to be in operation until 2064 (CalRecycle 2021). Compliance with CALGreen requirements would assist in the attainment of solid waste reduction goals. Therefore, solid waste generated by construction of the proposed project would not be in excess of state or local standards or the capacity of local infrastructure and would not violate statutes and regulations related to solid waste. Thus, construction of the proposed project would have a less than significant impact related to solid waste.

Operational Impacts

The proposed station platform and surface parking lot would house trash cans for disposal of solid waste by passengers. Solid waste could occasionally be generated as part of routine track maintenance and would be diverted as required by the appropriate federal, state, and local regulatory guidance.

Solid waste generated by operation of the proposed project could be accommodated with the existing capacity of the Sacramento County Kiefer Landfill, which has available capacity as discussed above. The amount of solid waste that the project improvements would generate would be a small percentage of the remaining capacity of the landfill. The additional round-trips per day included in the proposed project would result in an increase in the number of passengers boarding and exiting at the proposed station platform. The increase in passengers would result in a marginal increase in solid waste disposal at the station. Similar to San Joaquin trains, ACE trains generated approximately 0.5 ton of waste per station per month in 2015 (San Joaquin Regional Rail Commission 2018). Existing ACE ridership is approximately one-half that projected for the proposed project. Therefore, a conservative estimate of passenger waste generated by the proposed project would be approximately 1 ton of waste at the proposed station platform per month. This is the equivalent to a

maximum daily rate of 0.03 ton, which is far below the maximum permitted quantity at the Sacramento County Kiefer Landfill.

Material reuse and recycling would be implemented as standard practice at the proposed project site in compliance with the Integrated Waste Management Act, thereby reducing waste being transferred to landfills. Solid waste generated by operation of the proposed project would not be in excess of state or local standards or the capacity of local infrastructure and would not violate statutes and regulations related to solid waste. Thus, impacts related to solid waste would be less than significant.

This topic will not be analyzed further in the EIR unless new information is presented during the scoping process that indicates a potentially significant impact could occur.

e. Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Construction and operation of the proposed project would meet the requirements of applicable federal, state, and local statutes for regulating solid waste. Material reuse and recycling would be implemented as standard practice at the station in compliance with the Integrated Waste Management Act, thereby reducing waste being transferred to landfills. Solid waste generated by operation of the proposed project would not be in excess of state or local standards or the capacity of local infrastructure and would not violate statutes and regulations related to solid waste. Thus, impacts related to solid waste would be less than significant.

This topic will not be analyzed further in the EIR unless new information is presented during the scoping process that indicates a potentially significant impact could occur.

3.20 WILDFIRE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.20.1 Impact Analysis

a. Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

The proposed project would result in construction activities that could temporarily affect Dwight Road because of lane closures or narrowing for roadway and/or utility improvements. This could affect emergency response times or evacuation routes; however, the project contractor would coordinate with emergency service providers to inform them of potential lane closures during project construction activities. Once operational, the proposed project would not interfere with any emergency response plan or emergency evacuation plan. This impact would be less than significant.

This topic will not be analyzed further in the EIR unless new information is presented during the scoping process that indicates a potentially significant impact could occur.

b. Would the project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

The proposed project is located on flat terrain, but given the routine fire breaks maintained within the UPRR corridor, the proposed project is not anticipated to result in an increased risk of uncontrolled spread of a wildfire. The proposed project is located within a Local Responsibility Area Non-Very High Fire Hazard Severity Zone according to the Fire Hazard Severity Zone Map for Sacramento County (CAL FIRE 2021). Zones are classified based on a combination of how a fire would behave and the probability of flames and embers threatening buildings, as well as the likelihood of the area burning. Construction of the proposed project would not occur in wildland fire

risk areas. In addition, all construction activities would be conducted in accordance with all requirements established by the County Fire Marshall's office, local jurisdictions, and other applicable fire code regulation for the construction of the proposed project. Therefore, the impact would be less than significant, and no mitigation is required.

This topic will not be analyzed further in the EIR unless new information is presented during the scoping process that indicates a potentially significant impact could occur.

c. Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

The proposed project includes the construction of a station platform, rail siding, new mainline track, pedestrian overcrossing, and a surface parking lot with access from Dwight Road. The proposed project would not include new infrastructure that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment. Additionally, construction of the proposed project would not occur in wildland fire risk areas. No impact would occur.

This topic will not be analyzed further in the EIR unless new information is presented during the scoping process that indicates a potentially significant impact could occur.

d. Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

The terrain of the project is relatively flat, and the project is not in an area with potential to expose people or structures to significant risks, including downslope or downstream flooding of landslides, because of runoff, post-fire slope instability, or drainage changes. Therefore, no construction or operational impacts would occur that would expose people or structures to significant risks, including downslope or downstream flooding or landslides, because of runoff, post-fire slope instability, or drainage changes.

This topic will not be analyzed further in the EIR unless new information is presented during the scoping process that indicates a potentially significant impact could occur.

3.21 MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

3.21.1 Impact Analysis

- a. *Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?*

Mitigation measures BIO-1 through BIO-5 would reduce any potential impacts related to degrading the quality of the environment, substantially reducing the habitat of a fish or wildlife species, causing a fish or wildlife population to drop below self-sustaining levels, threatening to eliminate a plant or animal community, substantially reducing the number or restrict the range of a rare or endangered plant or animal to less than significant.

Mitigation measures CUL-1 through CUL-4 and GEO-2 would reduce any potential impacts related to eliminating important examples of the major periods of California history or prehistory to less than significant. Therefore, impacts would be less than significant with mitigation incorporated.

This topic will not be analyzed further in the EIR unless new information is presented during the scoping process that indicates a potentially significant impact could occur.

- b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?*

Section 15065(a)(3) of the CEQA Guidelines states that a project's cumulative impacts are the possible environmental effects that may be cumulatively considerable when considered with other reasonably foreseeable projects. Cumulatively considerable impacts occur when the incremental effects of a particular project or program are significant when viewed in connection with the effects of other past, current, or reasonably foreseeable future projects. Section 15355 of the CEQA Guidelines defines a cumulative impact as an impact which is created as a result of the combination of the project evaluated in the CEQA document together with other projects causing related impacts. With the exception of air quality and noise impacts, the impacts of the proposed project would be individually limited and would not be cumulatively considerable. The proposed project would include the construction of a station platform, rail siding, new mainline track, surface parking lot, and a pedestrian overcrossing. The impacts of the proposed project would be localized and confined to the immediate project area. Therefore, when project-specific impacts are viewed in conjunction with other closely related past, present, or reasonably foreseeable future projects, impacts of the proposed project (excluding air quality and noise impacts) would not be considerable. The EIR will evaluate the project's contribution to cumulatively considerable air quality and noise impacts.

This topic will be evaluated further in the EIR.

- c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?*

This Initial Study includes a comprehensive evaluation of the potential impacts to human beings, directly or indirectly, during construction and operations. Based on this evaluation, impacts related to causing a substantial adverse effect on human beings, either directly or indirectly, would be less than significant with mitigation incorporated.

The project would provide benefit to the Elk Grove community by offering direct connectivity to ACE and San Joaquins lines.

This topic will be evaluated further in the EIR.

4.0 LIST OF PREPARERS

This Initial Study was prepared by LSA in cooperation with the other members of the environmental study team. The Initial Study technical team members provided technical expertise, as presented below.

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5.0 REFERENCES

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