

**NOTICE OF INTENT TO
ADOPT A FINAL SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT
FOR THE
SACRAMENTO TO ROSEVILLE THIRD MAIN TRACK PROJECT**

Date: February 7, 2024

To: Governor’s Office of Planning and Research/State Clearinghouse Unit, Responsible Agencies, Trustee Agencies, and Interested Parties

From: Capitol Corridor Joint Powers Authority

Lead Agency: Capitol Corridor Joint Powers Authority
2150 Webster Street, 3rd Floor
Oakland, CA 94612

Contact: Jim Allison, Manager of Planning
(510) 464-6994
jima@capitolcorridor.org

Project Title: Sacramento to Roseville Third Main Track

Subject: Notice of Intent to Adopt a Final Supplemental Environmental Impact Report in accordance with California Environmental Quality Act (CEQA) Guidelines Section 21092.5(a), Section 15088, and Section 15132

INTRODUCTION

Notice is hereby given that the Capitol Corridor Joint Powers Authority (CCJPA), as California Environmental Quality Act (CEQA) Lead Agency, has prepared a Final Supplemental Environmental Impact Report (SEIR) for the Sacramento to Roseville Third Main Track (Project or SR3T Project). The CCJPA Board is anticipated to consider certification of the Final SEIR at the February 21, 2024 CCJPA Board hearing. The CCJPA Board’s agenda may be downloaded at <https://www.capitolcorridor.org/ccjpa-board/> prior to the meeting.

Section 15088 of the State CEQA Guidelines requires that the Lead Agency responsible for the preparation of an EIR evaluate comments on environmental issues and prepare written response addressing each of the comments. The intent of the Final EIR is to provide a forum to address comments pertaining to the information and analysis contained within the Draft EIR, and to provide an opportunity for clarifications, corrections, or revisions to the Draft EIR as needed and as appropriate.

In accordance with State CEQA Guidelines section 15132, the Final SEIR for the revised Project consists of:

- i) the Draft SEIR and subsequent revisions;
- ii) comments received on the Draft SEIR;
- iii) a list of the persons, organizations, and public agencies commenting on the Draft SEIR; and
- iv) written responses to significant environmental issues raised during the public review and comment period and related supporting materials.

State CEQA Guidelines Section 21092.5(a) requires that written responses to the comments submitted by public agencies be provided to those agencies at least 10 days prior to certification of the Final EIR. This requirement can be satisfied by providing a copy of the Final EIR that includes the responses to public agency comments on the Draft EIR. This notice serves to fulfill the requirements under State Guidelines Section 21092.5(a).

This Notice of Intent (NOI)/Notice of Public Hearing is also available online on the State Clearinghouse's CEQAnet site at: <https://ceqanet.opr.ca.gov/Project/2014072005>, on CCJPA's website at <https://www.capitolcorridor.org/sac-roseville-third-track/>, and on the SR3T Project website at <http://sactoroseville3rdtrack.com/>.

BACKGROUND

On November 18, 2015 the CCJPA Board certified the Final EIR (State Clearinghouse No. 2014072005) for the SR3T Project. The SR3T Project proposed the construction of approximately 17.8 miles of new main track adjacent to the existing Union Pacific Railroad (UPRR) main tracks between the Sacramento Valley Station at Milepost (MP) 89 and downtown Roseville at MP 106, construction of a new railroad bridge across the American River, construction of nine smaller bridges to accommodate the new main track, and construction of a layover facility (including tracks and an operations and maintenance building) near the Roseville Station to store passenger trains overnight.

Following the approval and certification of the original SR3T Project, CCJPA is proposing changes to certain components of the previously approved project. These changes are associated with the project development process for Phase One of the SR3T Project which involves finalizing design through the UPRR design process and pursuing acquisition of right-of-way necessary to accommodate the designed track infrastructure for the project. Subsequent to that original CEQA certification, CCJPA is seeking to accommodate changes in design associated with the SR3T Project. The SR3T Project SEIR covers two revised Project components:

Railroad Bridge Crossings: Supplemental analysis for up to three railroad bridge crossings across the western and eastern crossing of Business I-80 (SR 51) to accommodate changes in project design which lengthen the spans across the freeway for a potential future widened Business I-80. This includes modifications (replacement and realignment) to the existing Elvas Underpass (Caltrans Bridge

24-0031) and to the existing B Street Underpass (Caltrans Bridge 24-0023). The modified Elvas Underpass would consist of Elvas East Underpass and Elvas West Underpass. Elvas East Underpass would be a single-track structure on the existing Union Pacific (UP) Fresno Subdivision. Elvas West Underpass would consist of a two-track structure on the UP Martinez Subdivision. The modified B Street Underpass would consist of two separate track structures (e.g., two track and one single track structure) on the UP Martinez Subdivision.

Passenger Train Layover Facility: The original SR3T EIR contemplated a passenger train layover facility adjacent to Old Town Roseville, located along the west leg of the Union Pacific (UP) wye track connecting the UP Roseville Subdivision with the UP Valley Subdivision. Subsequent to certification of the Final EIR for the SR3T Project, supplemental analysis was conducted for a revised location of the proposed passenger train layover facility on the northwest side of Union Pacific's JR Davis Railyard. The revised passenger train layover facility would occupy approximately 9.5 acres and serve as an endpoint where passenger trains begin and end their runs in Roseville, California. Similar to what was identified in the 2015 Draft EIR, the passenger train layover facility would also be used for storage and light maintenance of up to four full passenger train sets at any one time.

Typical activities at the passenger train layover facility would include the storage of passenger trains, cleaning the interiors of the passenger trains, emptying of sanitary retention tanks, and light maintenance. Locomotives may also receive fuel from trucks. The passenger train layover facility would also include an approximately 8,000 square foot layover yard building that would include a break room, a training room, administrative spaces, a small storage area, rest rooms, a locker room, and up to 22 employee parking spaces for train crews to start or finish their daily shifts. The passenger train layover facility also includes the construction of an internal access road and modifications to the existing railroad tracks within the UP right-of-way.

Based on the changes to the originally approved project, CCJPA determined that a SEIR would be the appropriate analysis needed to consider these revised project aspects under CEQA. The SEIR has been prepared in conformance with the CEQA statutes (California Public Resources Code Section 2100 et. seq., as amended) and its implementing guidelines (California Code of Regulations, Title 14, Section 15000 et. seq., 2023). Pursuant to Section 15163 of the CEQA Guidelines, this supplement to the certified EIR contains only the information necessary to make the previously certified EIR adequate for the Project as revised and was given the same notice and public review as was given to the original Draft EIR as per 14 CCR § 15087, and was circulated by itself without re-circulating the previous Draft or Final EIR. The CCJPA is the Lead Agency for this project and has the responsibility for ensuring that requirements of CEQA have been met for the revised SR3T Project.

PUBLIC REVIEW

On October 27, 2023, CCJPA released the Draft SEIR for public review and comment for a period of 45 days in accordance with the requirements of CEQA. The Draft SEIR examined the potential effects of the proposed revised Project, which involves two components – the Railroad Bridge Crossings and the Passenger Train Layover Facility. The Draft SEIR evaluated whether any new or substantially more severe impacts on the environment would result from the proposed modifications on these two components,

compared to the environmental impacts disclosed in the previously certified SR3T Project EIR. The Draft SEIR also incorporated applicable mitigation measures that were identified in the previously certified SR3T EIR. As presented in the Draft SEIR, the revised Project would not change the significance conclusions or result in any new significant impacts not previously identified in the previously certified SR3T Project EIR.

When the public comment period closed on December 11, 2023, three comment letters were received on the Draft SEIR. These included one letter from a state agency (Central Valley Regional Water Quality Control Board (Central Valley RWQCB)) and two letters from local/regional agencies (County of Sacramento Department of Regional Parks and Sacramento Metropolitan Air Quality Management District (SMAQMD)). No letters were received from individuals. CCJPA prepared formal responses to all comments, which are included as part of the Final SEIR. A revised Mitigation Monitoring and Reporting Program and a summary of clarifications, amendments, and revisions to the Draft SEIR as a result of public comments received are also included as part of the Final SEIR.

The CCJPA Board is anticipated to consider certification of the Final Supplemental Environmental Impact Report (SEIR) at the February 21, 2024 Board hearing. All interested parties are invited to attend the public hearing in the San Francisco Bay Area Rapid Transit (BART) Board Room, located at 2150 Webster Street, 1st Floor, Oakland, CA 94612 with an option for public participation via teleconference.

INFORMATION

Documents relating to the Project are available for review online at:

<https://www.capitolcorridor.org/sac-roseville-third-track/>

<http://sactoroseville3rdtrack.com/>

<https://ceqanet.opr.ca.gov/Project/2014072005>

Jim Allison, Manager of Planning

Capitol Corridor Joint Powers Authority