

DEPARTMENT OF TRANSPORTATION

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OCT 11 2019

STATE CLEARINGHOUSE

October 14, 2019

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

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

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

Dear Mr. Sheridan,

Thank you for including the California Department of Transportation (Caltrans) in the review process for the project referenced above. Caltrans' new mission, vision, and goals signal a modernization of our approach to California's transportation system. We review this local development for impacts to the State Highway System (SHS) in keeping with our mission, vision, and goals for sustainability/livability/economy, and safety/health. We provide these comments consistent with the State's smart mobility goals that support a vibrant economy, and build communities, not sprawl.

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

Forecasting / Traffic Operations

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

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

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

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

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

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

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

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

Hydraulics

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

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

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

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

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

Environmental

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

Right of Way / Encroachment Permit

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

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

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

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

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

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

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

Sincerely,



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