

**ADDENDUM NO. 3 TO THE ENVIRONMENTAL IMPACT STATEMENT/  
ENVIRONMENTAL IMPACT REPORT FOR THE AMERICAN RIVER WATERSHED  
COMMON FEATURES PROJECT/GENERAL REEVALUATION REPORT**

**I. INTRODUCTION**

This Addendum No. 3 to the 2016 Final Environmental Impact Statement/Environmental Impact Report for the American River Watershed Common Features General Reevaluation Report (ARCF GRR Final EIS/EIR) (State Clearinghouse No. 2005072046) addresses modifications and refinements to the project related to removal and disposal of rails, ballast, ties, and soil from the existing Sierra Northern Railway (railroad) embankment in accordance with a Draft Removal Action Work Plan (RAW) (Geosyntec Consultants 2022) which was prepared in compliance with California Health and Safety Code (HSC) Section 25323.1. This addendum also modifies the schedule under which this work would take place. This Addendum modifies and refines activities described in detail in the 2021 Final Environmental Impact Statement/Environmental Impact Report for the American River Watershed Common Features, Water Resources Development Act of 2016 Project, Sacramento Weir Widening (2021 Supplemental EIS/EIR) (State Clearinghouse No. 2020070575) (USACE/CVFPB 2021).

**II. SUMMARY OF PREVIOUS ENVIRONMENTAL REVIEW PROCESS**

The initial design of the widening of the Sacramento Weir and Bypass was evaluated in the ARCF GRR Final EIS/EIR prepared by the Central Valley Flood Protection Board (CVFPB) as the state lead agency under CEQA, and the U.S. Army Corps of Engineers (USACE) as the federal lead agency under the National Environmental Policy Act (NEPA). In 2021, a Supplemental EIS/EIR addressing the Sacramento Weir Widening Project (the 2021 Supplemental EIS/EIR) was prepared by the CVFPB as the state lead agency under CEQA and the USACE as the federal lead agency under NEPA. Some elements of the project (passive weir design and fish passage structure) were not analyzed in the 2016 ARCF GRR Final EIS/EIR, because project design had not yet been developed to a level to a sufficient level of specificity. Through further project design and refinement, USACE identified sufficient detail to support analysis of the proposed project, which is a passive weir structure with a crest elevation at 26 feet on the North American Vertical Datum of 1988 (NAVD88), and a fish passage structure. The 2021 Supplemental EIS/EIR addressed the passive weir design and fish passage structure. The SAFCA Board of Directors adopted Addendum No. 1 to the ARCF Final EIS/EIR in April 2019 to clarify the description of the real property acquisitions needed for the Sacramento Weir and Bypass widening portion of the Project. In September 2019, the SAFCA Board of Directors adopted Addendum No. 2 to address removing the railroad from active use. This Addendum (Addendum No. 3) refines the description of removal and disposal of rails, ballast, ties, and soil from the existing railroad embankment in accordance with the RAW. This Addendum also modifies the schedule under which this work would take place.

The work to be conducted to implement the proposed refinements and modifications is similar to work associated with other components of the project that are being constructed as described in the ARCF GRR Final EIS/EIR and the 2021 Supplemental EIS/EIR. The purpose of this Addendum is to assess the potential effects associated with the modifications and refinements and to determine whether there would be new or substantially more severe environmental effects that would require additional assessment and documentation under CEQA. As described below, the project refinements would not result in new or substantially more severe environmental effects than those already described in the ARCF GRR Final EIS/EIR or the 2021 Supplemental EIS/EIR.

**III. PROPOSED MODIFICATIONS AND REFINEMENTS TO THE PROJECT - NO NEW OR SUBSTANTIALLY MORE SEVERE SIGNIFICANT ENVIRONMENTAL IMPACTS**

**A. DESCRIPTION OF THE PROJECT IN THE EIS/EIR**

As more fully described in the ARCF GRR Final EIS/EIR and the 2021 Supplemental EIS/EIR, the Sacramento Weir Widening Project (Project) includes constructing a 1,500-foot-long passive weir, with associated levee, roadway, rail, and fish passage improvements. Most of the improvements that are part of the Project were analyzed in the American River Common Features General Reevaluation Report (ARCF GRR) Final Environmental Impact Statement/Environmental Impact Report (EIS/EIR). The 2021 Supplemental EIS/EIR supplements the ARCF GRR Final EIS/EIR. Some elements of the Proposed Project (passive weir design and fish passage structure) were not analyzed in the ARCF GRR Final EIS/EIR, because project design had not yet been developed to a level to provide the specificity required for project implementation.

The 2021 Supplemental EIS/EIR analyzed two scenarios for changes to the railroad. In Scenario 1, a new 1,700-foot-long railroad bridge would be constructed north of the existing railroad bridge to cross the new section of the weir. In Scenario 2, rail service on the existing rail line would be discontinued, and the existing rail embankment would be removed. The railroad bridge across the existing weir would be left in place. Scenario 2 was determined to be the superior option.

This Addendum No. 3 addresses proposed project modifications and refinements that include removal and disposal of rails, ballast, ties, and soil from the existing railroad embankment in accordance with the RAW, and proposed modification of the schedule under which this work would take place.

**B. PROPOSED MODIFICATIONS AND REFINEMENTS TO THE PROJECT**

Consistent with the RAW, approximately 4,900 CY of soil would be removed from the railroad embankment due to the presence of arsenic above screening levels and maximum background levels in the zero- to two-foot layer below the ballast. Approximately 3,100 CY of this soil is assumed to have a hazardous characteristic and would require disposal at a Class I Landfill, most likely the Kettleman Hills Hazardous Waste Facility in Kern County, California. An additional 1,800 CY of soil would be excavated and disposed of as non-hazardous waste at either a Class II or Class III Landfill, as previously described in the ARCF GRR Final EIS/EIR and 2021 Supplemental EIS/EIR.

The material would be excavated using standard construction equipment, such as graders, excavators, and haul trucks. If it is necessary to stockpile soil material prior to transport, it would be placed on plastic liners and surrounded by fiber rolls. When not actively in use, stockpiles would be securely covered and protected from wind and rain in accordance with Mitigation Measures AIR-1 (Implement the Sacramento Metropolitan Air Quality Management District's Basic Construction Emission Control Practices) and AIR-2 (Implement the Sacramento Metropolitan Air Quality Management District's Enhanced Fugitive PM Dust Control Practices). These measures were previously adopted in the ARCF GRR Final EIS/EIR and 2021 Supplemental EIS/EIR. At the completion of the excavation, a post-excavation survey would be completed to confirm that the entire extent of the impacted soil was removed.

Prior to excavating the impacted soil, the railroad tracks, rail ties, and ballast would be removed from the top of the embankment. Approximately 2,100 feet of steel railroad tracks, 1,400 wooden rail ties, and 2,800 CY of ballast would be removed with specialized equipment. The metal track would be

recycled or reused and the ties would be disposed of at a Class II or Class III Landfill. The ballast would be removed carefully to limit removal of any soil underneath the ballast and reused. Removal of tracks, rail ties, and ballast was evaluated in the 2021 Supplemental EIS/EIR, however, this Addendum clarifies the quantity of tracks, rail ties, and ballasts to be removed.

Additional in-place soil sampling would be required to confirm removal to the cleanup goal and waste profiling analysis may be required by the disposal facilities to properly profile the material for disposal. Therefore, in-place characterization of the soil would be conducted to allow direct excavation into trucks for transport to the disposal facility, without having to stockpile the soil. All waste profiles would be finalized, and all waste manifests signed by the generator and transporter prior to the soil being loaded into haul trucks and taken off-site.

The excavation and disposal activities described in this Addendum would be completed between August and November 2022. At the completion of the work, all traffic control, barriers, BMPs, and stockpiles would be removed from the site. The remaining soil within the embankment would be used for borrow during implementation of the Project.

### **C. ANALYSIS OF IMPACTS RESULTING FROM THE PROPOSED MODIFICATIONS AND REFINEMENTS**

This section of the Addendum analyzes the potential effects on the physical environment from implementing the proposed modifications and refinements to the Project. This analysis has been prepared to determine whether any of the conditions in State CEQA Guidelines Section 15162 would occur as a result of the proposed minor modifications and refinements to the project description.

The project description modifications and refinements described in Section III-B, above, would not cause any new significant or potentially significant impacts or a substantial increase in the severity of the significant impacts analyzed and disclosed in the ARCF GRR Final EIS/EIR and 2021 Supplemental EIS/EIR. The proposed modifications and refinements consist of more specific details regarding removal and disposal of rails, ballast, ties, and soil from the existing railroad embankment in accordance with the RAW, and clarify the schedule under which this work would take place. Therefore, the following topic areas analyzed in ARCF GRR Final EIS/EIR and the 2021 Supplemental EIS/EIR would not be affected to any greater degree than previously analyzed and are not discussed further in this addendum:

- Geological Resources
- Land Use
- Hydrology and Hydraulics
- Water Quality and Groundwater Resources
- Vegetation and Wildlife
- Fisheries
- Special Status Species and Terrestrial Wildlife Species
- Noise
- Recreation
- Visual Resources
- Public Utilities and Service Systems

The following topic areas may be affected by the proposed project refinements and are analyzed below:

- Cultural Resources
- Transportation and Circulation
- Air Quality and Climate Change

- Hazardous Wastes and Materials

- i. Cultural Resources**

GEI inventoried and evaluated the affected segment of the railroad for National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR) significance. GEI's inventory and evaluation found that the segment would not be eligible for listing on the NRHP or CRHR due to a lack of integrity. The project refinements would therefore not result in new or substantially more severe significant impacts to cultural resources beyond those previously described and disclosed in the ARCF GRR Final EIS/EIR and the 2021 Supplemental EIS/EIR.

- ii. Transportation and Circulation**

The 2021 Supplemental EIS/EIR identified up to 2,150 equivalent vehicle trips per day during construction of the Sacramento Weir Widening project. The project modification and refinements would require approximately 330 truck trips, to transport 4,900 CY of soils off-site, including 3,100 CY to the Kettleman Hills landfill and an additional 1,800 CY to a Class II or Class III landfill. However, due to changes in the construction schedule since the 2021 Supplemental EIS/EIR was prepared, the amount of construction activity at the project site in 2022 is less than was analyzed in the 2021 Supplemental EIS/EIR. Therefore, the typical daily traffic generated by the project in 2022 is lower than analyzed in the 2021 Supplemental EIS/EIR, and although the project refinements would add 330 truck trips to the roadway network, this increase would be temporary and even, in combination with the small number of trips associated with tree removal and utility relocation currently occurring at the project site, would be lower than the 50 truck trips per hour identified as a screening threshold in the 2021 Supplemental EIS/EIR. Therefore, the proposed project refinements would not result in new or substantially more severe significant impacts to transportation and circulation beyond those described and disclosed in the ARCF GRR Final EIS/EIR and 2021 Supplemental EIS/EIR.

- iii. Air Quality and Climate Change**

As described in Section III-C-ii, "Transportation and Circulation," the 2021 Supplemental EIS/EIR identified up to 2,150 equivalent vehicle trips per day for construction of the overall Project. Project modifications and refinements would require up to 330 truck trips not identified in the 2021 Supplemental EIS/EIR. However, the construction schedule has extended since the 2021 Supplemental EIS/EIR was prepared, resulting in an overall decrease in the annual air emissions in 2022 associated with construction compared to what was identified in the 2021 Supplemental EIS/EIR. Therefore, the 330 additional truck trips, and increased travel distance for these trips to the Kettleman Hills Landfill, would not substantially worsen air emissions, including greenhouse gases emissions. Therefore, with the proposed project refinements and modifications the amount of air emissions generated would be similar to or less than what was evaluated in the 2021 Supplemental EIS/EIR. Mitigation Measures AIR-1 "Implement the Sacramento Metropolitan Air Quality Management District's Basic Construction Emission Control Practices," AIR-2 "Implement the Sacramento Metropolitan Air Quality Management District's Enhanced Fugitive PM Dust Control Practices," AIR-3 "Require Lower Exhaust Emissions for Construction Equipment," and AIR-4 "Pay Mitigation Fees to Reduce and Offset NOx Emissions," were included in the 2021 Supplemental EIS/EIR and adopted and incorporated into the project, and would reduce the air emissions impacts of the modifications and refinements by requiring use of more efficient construction equipment, requiring use of Best Management Practices (BMPs) to reduce airborne dust, and requiring payment of mitigation fees to offset emissions in excess of standards. Therefore, the proposed modifications and refinements would not result in new or substantially more

severe significant impacts to air quality or climate change beyond those described and disclosed in the ARCF GRR Final EIS/EIR and the 2021 Supplemental EIS/EIR.

#### **iv. Hazardous Wastes and Materials**

The project refinements include removal of approximately 3,100 CY of soil with a hazardous characteristic (arsenic-based pesticides) for disposal at a Class I Landfill. An additional 1,800 CY of soil would be disposed of as non-hazardous waste at either a Class II or Class III Landfill. A RAW was prepared by Geosyntec Consultants, Inc. (Geosyntec) to describe actions to address soil with elevated metals concentrations identified during site investigations. The modifications and refinements are also consistent with the approach to hazardous materials identified in the ARCF GRR Final EIS/EIR and the 2021 Supplemental EIS/EIR, which required Phase II Environmental Site Assessments to identify recommended actions to address suspected contamination during project construction.

A site-specific background threshold value (BTV) of 18 mg/kg was developed for arsenic in soil at the project site. Based on soil sampling conducted at the project site and described in the RAW, the soil layer between two and four feet below ground surface (bgs) (between 0 and 2 feet below the railroad ballast) along the entire length of the embankment contains soil with concentrations of arsenic above the cleanup goal. At one location, arsenic was reported above the cleanup goal at 6 feet bgs.

By removing the arsenic-impacted soil, project refinements would prevent contact by human receptors and eliminate the potential for leaching to groundwater or surface water. This would allow the remaining soil within the embankment, following removal of the arsenic-impacted soil, to be reused on-site without any restrictions. In accordance with the 2021 Supplemental EIS/EIR, the construction contractor will be required to prepare a Stormwater Pollution Prevention Plan (SWPPP) and implement BMPs to prevent discharge from the construction site into nearby water bodies and drainage courses. The contractor will also be required to implement Mitigation Measure AIR-1 “Implement the Sacramento Metropolitan Air Quality Management District’s Basic Construction Emission Control Practice,” which requires applying water when visible dust is present, limiting vehicle speeds, covering stockpiles, and other actions that would reduce impacts to nearby sensitive receptors. The RAW also requires the construction contractor to establish air monitoring procedures and locations in the worker breathing zone and around the perimeter of the construction zone to limit exposure to construction workers. The proposed modifications and refinements would therefore not result in new or substantially more severe significant impacts to hazards and hazardous materials beyond those described and disclosed in the ARCF GRR Final EIS/EIR and the 2021 Supplemental EIS/EIR.

#### **D. CONCLUSION REGARDING PREPARATION OF AN ADDENDUM TO THE EIS/EIR**

State CEQA Guidelines Section 15164 states that a lead agency may prepare an Addendum to a certified EIR if some changes or additions are necessary, but none of the conditions described in Sections 15162 or 15163 calling for the preparation of a subsequent or supplemental EIR have occurred.

As described in the preceding sections, the minor modifications and refinements described in this Addendum would not result in any of the conditions described in Section 15162 of the State CEQA Guidelines calling for preparation of a Subsequent EIR or Supplemental EIR. In summary, the proposed minor modifications and refinements to the project description would not:

- result in any new significant or potentially significant environmental effects,

- substantially increase the intensity or severity of previously identified significant environmental effects,
- result in mitigation measures or alternatives previously found to be infeasible becoming feasible, or
- result in availability/implementation of mitigation measures or alternatives that are considerably different from those analyzed in the EIS/EIR that would substantially reduce one or more significant or potentially significant effects on the physical environment.

These conclusions confirm that a subsequent or supplemental EIR is not required, and this Addendum to the EIS/EIR pursuant to State CEQA Guidelines Section 15164 is appropriate to evaluate and document the proposed modifications and refinements to the project. No changes are needed to the certified EIR or the adopted MMRP for the Project.

#### **IV. REFERENCES**

Geosyntec Consultants, Inc. 2022 (March). *Removal Action Work Plan, Sacramento Weir Widening Project. Prepared for: Sacramento Area Flood Control Agency.*

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