



## Appendix K     Draft EIR Public Circulation Documents



## K.1 Notice of Availability



**Lead Agency:**

San Joaquin Regional Rail Commission

949 E Channel

Stockton, Ca 95202

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**DOCUMENT TITLE**

Notice of Availability of a Draft Environmental Impact Report for the Stockton  
Diamond Grade Separation Project (SCH #2020080321)

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Steve J. Bestolarides  
San Joaquin County Clerk



STOCKTON  
DIAMOND  
*Unlocking Northern  
California's Freight and  
Passenger Rail Potential*



SAN JOAQUIN  
REGIONAL  
RAIL COMMISSION

NOTICE OF AVAILABILITY OF A DRAFT ENVIRONMENTAL IMPACT REPORT

**Stockton Diamond Grade  
Separation**

**PUBLIC REVIEW PERIOD: MARCH 15, 2021 – April 29, 2021**

**DATE:** March 15, 2021  
**TO:** Responsible Agencies, Trustee Agencies, and Other Interested Parties  
**FROM:** San Joaquin Regional Rail Commission  
**SUBJECT:** Notice of Availability of a Draft Environmental Impact Report for the Stockton Diamond Grade Separation Project (SCH #2020080321)

**NOTICE IS HEREBY GIVEN** that the San Joaquin Regional Rail Commission (SJRRRC), acting as lead agency under the California Environmental Quality Act (CEQA), has prepared a Draft Environmental Impact Report (EIR) for the Stockton Diamond Grade Separation Project (Project).

**A. Stockton Diamond Grade Separation Location and Limits**

The proposed Project is located in the City of Stockton in San Joaquin County, California. According to the San Joaquin Council of Governments (SjCOG), rail is a critical link to the full-service transportation network available in San Joaquin County. The rail network consists of approximately 200 miles of track owned by Class 1 railroads, BNSF and UP. The county also features approximately 50 miles of short-line railroads, including the Stockton Terminal and Eastern Railroad and the Central California Traction Company (CCT) (SjCOG 2018).

Transit in San Joaquin County is also important to the region and includes a system of bus rapid transit, intercity and interregional bus transit services, ACE commuter rail service, and San Joaquin's intercity rail service.

There are currently 10 stops along the 86-mile Altamont Corridor Express (ACE) route between San Jose and Stockton. ACE trains pass through the Stockton Diamond between the current northern terminal station in Stockton (Robert J. Cabral Station) and the Lathrop/Manteca Station, approximately 11 miles to the south.

San Joaquin County's road network is made up of more than 3,600 maintained miles. Major north-to-south highways include State Route (SR) 99 and Interstate 5 (I-5). SR 99 is considered the "Main Street" of the San Joaquin Valley and I-5 is a corridor of statewide and national significance. These routes carry much higher truck traffic than the state average for the highway system and are imperative to goods movement. SR 120, SR 4, and SR 12 are major east-to-west highways, connecting SR 99 and I-5. SR 4, referred to as the Crosstown Freeway in Stockton, is located less than 2,000 feet north of the Stockton Diamond and continues west to the City of Hercules and east into the Sierra Nevada. Other important highways in the region include Interstates 580 (I-580) and 205 (I-205), which are located in the southwest region of the county. Each of these highways



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facilitates goods movement throughout the region. I-205 and I-580 serve as the gateway connection between the San Joaquin Valley and the San Francisco Bay Area.

## **B. Description of the Stockton Diamond Grade Separation**

SJRRRC proposes to construct a grade separation of two principal railroad lines at the Stockton Diamond in Stockton, California. The proposed Project is a critical passenger and freight mobility project. The current ACE and Amtrak San Joaquins passenger rail services are constrained by the Stockton Diamond Interlock at-grade crossing, which can reduce reliability and on-time performance for both passenger and freight rail. The grade separation would help improve the operational performance for SJRRRC and the San Joaquin Joint Powers Authority (SJJPA) as they provide service between the Central Valley, Sacramento, and the San Francisco Bay Area. Figure 1 shows the general regional project location. Figure 2 shows the Project Area.

Currently, the BNSF Railway (BNSF) Stockton Subdivision and the Union Pacific Railroad (UP) Fresno Subdivision consist of two main tracks each, and they intersect each other at a level, at grade crossing known as the Stockton Diamond. This rail intersection, located just south of Downtown Stockton near South Aurora Street and East Scotts Avenue, is the busiest at-grade railway junction in California. The at-grade crossing experiences substantial congestion and delays service for people and freight throughout the Central Valley—and for freight on the broader national network. The current, at-grade configuration of the tracks results in critical delays to passenger and freight trains in the area, including those serving the Port of Stockton. Train congestion also causes vehicle delays at roadway-rail crossings and creates potential motor vehicle, rail, bicycle, and pedestrian conflicts.

The proposed Project would construct a grade separation of the BNSF and UP rail lines to reduce rail congestion and allow passenger and freight rail traffic to flow uninterrupted through the crossing. The reduction in rail congestion would reduce delays for passenger and freight rail providers and improve freight mobility, which may lead to lower costs for freight shipping and reduce travel times for motor vehicle, bicyclist, and pedestrian traffic. The reduction in train congestion and motor vehicle wait times at these roadway-rail grade crossings would reduce locomotive and automobile idling and air emissions.

The proposed Project's public benefits would extend to motorists, pedestrians, rail passengers, freight shippers, and residents throughout the region. Additional benefits would include reduced fuel consumption, lower freight rail transportation costs, and improved travel times and reliability.

Passenger and commuter rail reliability is essential for those residing and working in the region, especially those in rural communities who need improved access to essential services and economic centers. The proposed Project is aligned with San Joaquin County's goals to enhance existing rail infrastructure and to improve the rail network efficiency and capacity—including safe, reliable transportation choices—while also improving the local economy through economic growth, job retention, and job creation.



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### C. Potential Environmental Impacts

The proposed Project would result in overall regional benefits in terms of improving regional connectivity, air quality and greenhouse gas emissions.

The proposed Project would not result in significant and unavoidable impacts, or cumulatively considerable and unavoidable impacts to any resource evaluated in the Draft EIR, after mitigation incorporated.

The proposed Project would result in less than significant impacts with mitigation incorporated on the following resource topics: biological resources; hazards and hazardous materials; land use and planning; and noise and vibration. Other less than significant impacts are also disclosed in the Draft EIR.

### D. Availability of Draft Environmental Impact Report

Copies of the Draft EIR and the documents referenced in the Draft EIR will be available for review at the following locations during normal working hours:

- San Joaquin Regional Rail Commission: 949 E Channel St, Stockton
- Stockton Diamond Grade Separation Project website: <http://stocktondiamond.com>
- California High Speed Rail Authority: 770 L St, Suite 620, Sacramento
- Stockton City Hall: 425 N El Dorado St, Stockton
- San Joaquin County: 44 N San Joaquin St, Stockton
- Bishop Bridges, Restoration for Life Ministries: 1234 Anderson St, Stockton
- Catholic Charities Diocese of Stockton: 1106 N. El Dorado St, Stockton
- Café Coop: 2520 Beverly Pl, Suite 10, Stockton
- El Concilio: 445 N. San Joaquin St, Stockton

### E. Virtual Meeting

Due to COVID-19 pandemic, SJRRC is offering convenient, virtual opportunities for the public to learn more about the project, interact with project team members, ask questions and submit formal comments on the Draft EIR during the Project's 45-day public comment period. If unable to attend the meeting, videos of the meeting presentations will be posted to the Project website *Resources* page the day after the meeting and available for review until **5:00 p.m. on April 29, 2021**.

Join our bilingual virtual public meeting on **Tuesday, April 6, 2021 from 6:00 p.m. to 7:30 p.m.** through Webex using a link and password or by phone using a dial-in number and access code. Bilingual video presentations will be available from April 7 through 29, 2021 on Project website.

**English Meeting Information**  
Webex: [bit.ly/SD\\_Meeting\\_English](https://bit.ly/SD_Meeting_English)  
Webex Password: SD\_English  
Dial-in #: 408-418-9388  
Access Code: 187 558 2321

**Spanish Meeting Information**  
WebEx: [bit.ly/SD\\_Meeting\\_Spanish](https://bit.ly/SD_Meeting_Spanish)  
Webex Password: SD\_Spanish  
Dial-in #: 408-418-9388  
Access Code: 187 359 6057





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#### **F. Comments on the Draft Environmental Impact Report**

A 45-day public and agency review period pursuant to Section 150105 of the State CEQA Guidelines is scheduled from **March 15, 2021 to April 29, 2021**. Comments may be made on comment cards provided at the open house or submitted in writing by regular mail or email. Please note that you do not need to attend one of the open houses to comment on the Draft EIR. Please send comments submitted in writing to:

Email:  
[info@stocktondiamond.com](mailto:info@stocktondiamond.com)

Mail:  
c/o Public Outreach  
2379 Gateway Oaks Drive, Suite 200  
Sacramento, California 95833

Comments on the Draft EIR must be received by the end of the review period, which is **April 29, 2021 at 5:00 p.m.**



## K.2 Proof of Posting Public Notice in Stockton Record and Vida en el Valle





K.2.1 STOCKTON RECORD

# NOTICE OF AVAILABILITY

## NOTICE OF AVAILABILITY OF DRAFT ENVIRONMENTAL IMPACT REPORT & BILINGUAL VIRTUAL PUBLIC MEETING FOR THE STOCKTON DIAMOND GRADE SEPARATION PROJECT

The San Joaquin Regional Rail Commission (SJRRRC) as the California Environmental Quality Act (CEQA) Lead Agency is issuing this Notice of Availability of a Draft Environmental Impact Report (EIR) for the Stockton Diamond Grade Separation Project (Project). During this 45 calendar day review period, the public is encouraged to provide input on the Draft EIR. All input received will be documented and addressed in the Final EIR, anticipated to be completed this summer. Additionally, California High Speed Rail Authority (CHSRA) serves as the National Environmental Policy Act (NEPA) Lead Agency, under delegation by the Federal Highway Administration, and is concurrently preparing an Environmental Assessment (EA) for the proposed project.



**PUBLIC REVIEW & COMMENT PERIOD:** March 15 to April 29, 2021

### PROJECT OVERVIEW

The Project is located in the City of Stockton in San Joaquin County. The State Route (SR) 4 Crosstown Freeway, which is grade separated from the Union Pacific Railroad (UP) tracks with an overpass, is located to the north of the Diamond. The Burlington Northern Santa Fe Railway (BNSF) and UP main lines and the Stockton Diamond wye connections cross several city streets at grade, creating both access and improvement opportunities for the local community. The Stockton Diamond is the busiest, most congested at-grade railway junction in California resulting in significant congestion and delays for both freight and passenger rail. The current configuration causes extreme rail backups, delays on local roadway crossings, and prevents San Joaquin Joint Powers Authority (SJJPA), managers of Amtrak San Joaquins from expanding commuter/passenger rail service. The proposed Project is a critical element in SJRRRC's vision to expand intercity and commuter rail service between the San Joaquin Valley and both Sacramento and the Bay Area. SJRRRC proposes to replace an at-grade crossing of the UP and BNSF rail lines with a railroad grade separation. Three design options to construct a rail flyover are being studied as part of the proposed Project and the preferred Alternative will be selected by the Project team after the conclusion of the public review period in consideration of the comments received during Draft EIR circulation. The proposed Project will:

- Reduce freight and passenger rail delays and associated congestion;
- Accommodate planned freight and passenger rail growth, supporting ACE and San Joaquins' Valley Rail;
- Maintain key community connections;
- Improve multimodal access;
- Provide local and regional environmental and economic benefits; and
- Address safety by closure and enhancements at key railroads crossings.

### POTENTIAL ENVIRONMENTAL IMPACTS

The Draft EIR assesses potential environmental impacts of the proposed Project on the physical, human, and natural environment. A wide variety of resource areas were studied during the environmental review to identify potential impacts, including aesthetics, agriculture and forestry resources, air quality, biological resources, cultural resources, energy, geology/soils, greenhouse gas emissions, hazards & hazardous materials, hydrology/water quality, land use/planning, mineral resources, noise, population/housing, public services, recreation, transportation, tribal cultural resources, utilities/service systems, and wildfire. Measures to avoid, minimize, and mitigate any potential significant impacts will be identified and evaluated in the Final EIR.

### PUBLIC PARTICIPATION OPPORTUNITIES

Due to COVID-19 pandemic, SJRRRC is offering a convenient, bilingual virtual meeting for the public to learn more about the project, interact with project team members, ask questions and submit formal comments on the Draft EIR during the Project's 45-day public comment period. Join our bilingual virtual public meeting on **Tuesday, April 6, 2021 from 6-7:30 p.m.** through Webex using a link and password, or by phone using a dial-in number and access code provided below.

#### ENGLISH MEETING

**Webex:** [bit.ly/SD\\_Meeting\\_English](https://bit.ly/SD_Meeting_English)  
**Webex Password:** SD\_English  
**Dial-in #:** 408-418-9388 | **Access Code:** 187 558 2321

#### SPANISH MEETING

**Webex:** [bit.ly/SD\\_Meeting\\_Spanish](https://bit.ly/SD_Meeting_Spanish)  
**Webex Password:** SD\_Spanish  
**Dial-in #:** 408-418-9388 | **Access Code:** 187 359 6057

### SUBMITTING COMMENTS

Comments and input on the Draft EIR are invited from all interested parties for a period of 45 days from March 15 to April 29, 2021. The Draft EIR is available for public review at SJRRRC, located at 949 E Channel St., Stockton, CA; CHSRA, 770 L St., Suite 620, Sacramento, CA; Stockton City Hall, 425 N El Dorado St., Stockton, CA; San Joaquin County, 44 N San Joaquin St., Stockton, CA; Catholic Charities Diocese of Stockton, 1106 N. El Dorado St., Stockton, CA; Café Coop, 42 N Sutter St., Stockton, CA; El Concilio, 445 N. San Joaquin St., Stockton, CA; and Restoration for Life Ministries, 1234 Anderson St., Stockton, CA via:

**Mail:** c/o Public Outreach  
2379 Gateway Oaks Drive, Suite 200  
Sacramento, CA 95833

**Email:** [info@stocktondiamond.com](mailto:info@stocktondiamond.com)  
**Website:** [stocktondiamond.com](http://stocktondiamond.com)  
**Telephone:** 209-235-0133

### SPECIAL MEETING ACCOMMODATIONS

For additional accessibility preferences, please call 209-235-0133 or email [info@stocktondiamond.com](mailto:info@stocktondiamond.com). For the deaf, hard of hearing or speech impaired (TDD) users may contact the California Relay Service TTY and/or Voice Line at 1-800-735-2929, or 711.



K.2.2 VIDA EN EL VALLE

# NOTIFICACIÓN SOBRE DISPONIBILIDAD

## NOTIFICACIÓN DE ACCESO AL INFORME PRELIMINAR SOBRE IMPACTO AMBIENTAL Y FOROS VIRTUALES ABIERTOS AL PÚBLICO BILINGÜE PARA EL PROYECTO CRUCE DUO-NIVEL DEL NUDO FERROVIARIO (DIAMOND) DE STOCKTON

La Comisión Ferroviaria Regional de San Joaquín (SJRRRC), la agencia fiscalizadora del Decreto de Calidad Medioambiental de California (CEQA), emite esta Notificación de Acceso al Informe Preliminar sobre Impacto Ambiental (EIR) respecto del proyecto Cruce Duo-Nivel del Stockton Diamond. El periodo de 45 días abiertos a la inspección y comentario público sobre el proyecto iniciará el 15 de marzo para concluir a las 5 p.m. el 29 de abril de 2021. Durante este periodo de 45 días abiertos a la inspección y comentario público, se invita al público a aportar opiniones sobre el EIR Preliminar. Todas las aportaciones recibidas se documentarán y cubrirán en el EIR final, que se espera se complete este verano. Además, la Jurisdicción del Tren-Bala de California (CHSRA) actúa como la agencia fiscalizadora del Decreto Nacional de Políticas Ambientales (NEPA), bajo delegación de la Administración Federal de Carreteras, al tiempo que está preparando una Evaluación Ambiental (EA) para el propuesto Proyecto.



PERIODO ABIERTO AL COMENTARIO PÚBLICO: 15 de marzo al 29 de abril del 2021

### DESCRIPCIÓN DEL PROYECTO

El proyecto está ubicado en la ciudad de Stockton, Condado San Joaquín. La Ruta Estatal 4/Autopista Interurbana (Crosstown Freeway/SR4) salva los rieles del ferrocarril Union Pacific (UP) con un paso elevado ubicado al norte del Diamond. Las principales ferrovías de los ferrocarriles BNSF (Burlington-Northern/Santa Fe) y UP —al igual que las múltiples ferro-conexiones del Stockton Diamond— cruzan varias calles de la ciudad a nivel [por lo que el proyecto] creará acceso y mejoras para los residentes del área. El Stockton Diamond es el cuello de botella ferroviario más transitado y congestionado de California, lo que genera una considerable congestión y retrasos tanto para el ferrocarril de carga como para el de pasajeros. La presente configuración provoca extremos retrasos en los trenes, retrasos en los cruces de calles locales e impide que la Jurisdicción Unificada de Autoridades de San Joaquín (SJJPA), y los administradores de los San Joaquines de Amtrak, amplíen el servicio de trenes de pasajeros y circulación laboral. El Proyecto propuesto es un crítico componente en la visión de la SJRRRC: expandir el servicio ferroviario interurbano y de circulación laboral entre el Valle de San Joaquín-Sacramento y el Área de la Bahía. La SJRRRC propone reemplazar un cruce de ferrovías a ras-de-calle, de UP y de BNSF, con un cruce de niveles separados (duo-nivel). Como parte del Proyecto, se están estudiando tres opciones de diseño para la construcción de este cruce a dos elevaciones —y el equipo del Proyecto seleccionará la Alternativa Preferida después de completar el periodo de inspección pública y considerar los comentarios recibidos durante la circulación del EIR preliminar. El Proyecto propone:

- Reducir los retrasos de trenes de carga y pasajeros y la resultante congestión;
- Anticipar el crecimiento planificado de trenes de carga y pasajeros, respaldando al Expreso de Pasaje Laboral Altamont (ACE) y los San Joaquines (trenes del Valle Central);
- Mantener la conexión entre comunidades clave;
- Mejorar el acceso al transporte diverso;
- Generar beneficios ambientales y económicos, locales y regionales; y
- Optimizar la seguridad mediante la clausura o mejoras de cruces ferroviarios clave.

### POSIBLES IMPACTOS AMBIENTALES

Durante el análisis medioambiental se estudió una amplia variedad de áreas vulnerables para identificar posibles impactos, incluyendo estéticos, de recursos agrícolas y forestales, calidad del aire, recursos biológicos, recursos culturales, energía, geología y suelos, emisiones de gases de efecto-invernadero, riesgos, materiales peligrosos, hidrología y calidad del agua, planificación y uso de suelo, recursos minerales, ruido, población y vivienda, servicios públicos, recreación, transporte, recursos tribales-culturales, servicios utilitarios, y control de incendios forestales. Las medidas para evitar, minimizar y mitigar posibles e importantes impactos serán enumeradas y evaluadas en el EIR Final.

### APERTURAS A LA PARTICIPACIÓN PÚBLICA

Debido a la pandemia de COVID-19 —durante los 45 días de periodo abierto al comentario público sobre el proyecto— la SJRRRC ofrecerá una conveniente junta virtual y bilingüe para que el público se informe mejor sobre este proyecto, para alternar con los miembros del equipo del proyecto, y que pueda hacer preguntas y someter comentarios formales sobre el Informe de Impacto Ambiental (EIR) Preliminar. Únase en nuestro foro público, virtual y bilingüe, el martes 6 de abril de 2021 de 6 a 7:30 p.m. a través de Webex mediante el enlace y la contraseña a continuación, o por teléfono mediante el número y clave de acceso, también a continuación:

#### JUNTA EN ESPAÑOL

Enlace de Webex: [bit.ly/SD\\_Meeting\\_Spanish](https://bit.ly/SD_Meeting_Spanish)  
Contraseña de Webex: SD\_Spanish  
Tel. para Ingresar #: 408-418-9388 | Clave: 187 359 6057

#### JUNTA EN INGLÉS

Enlace de Webex: [bit.ly/SD\\_Meeting\\_English](https://bit.ly/SD_Meeting_English)  
Contraseña de Webex: SD\_English  
Tel. para Ingresar #: 408-418-9388 | Clave: 187 558 2321

### PARA SOMETER SUS COMENTARIOS

Se invita a todas las partes interesadas a enviarnos comentarios y aportes sobre este EIR preliminar durante el periodo de 45 días (15 de marzo al 29 de abril de 2021). El documento estará disponible para su inspección en SJRRRC, ubicado en 949 E Channel St., Stockton, CA; la Jurisdicción del Tren-Bala de California, 770 L St., Suite 620, Sacramento, CA; el Ayuntamiento de Stockton, 425 N El Dorado St., Stockton, CA; el Condado de San Joaquín, 44 N San Joaquín St., Stockton, CA; Caridades Católicas de la Diócesis de Stockton, 1106 N. El Dorado St., Stockton, CA; el Café Coop, 42 N Sutter St., Stockton, CA; El Concilio, 445 N. San Joaquín St., Stockton, CA; y los Ministerios 'Restauración de Vida', 1234 Anderson St., Stockton, CA a través de:

Dirección Postal: c/o Public Outreach  
2379 Gateway Oaks Drive, Suite 200  
Sacramento, CA 95833

Correo Electrónico: [info@stocktondiamond.com](mailto:info@stocktondiamond.com)  
Sitio Virtual: [stocktondiamond.com](http://stocktondiamond.com)  
Telephone: 209-235-0133

### ADAPTACIONES ESPECIALES PARA PARTICIPAR

Para informarse sobre otras opciones de acceso al foro, llame al 209-235-0133 o envíe un correo electrónico a [info@stocktondiamond.com](mailto:info@stocktondiamond.com). Los usuarios sordos, con deficiencias de oído o del habla (TDD) pueden comunicarse con el servicio de retransmisión de California TTY y/o la línea de voz al 1-800-735-2929 o al 711.