NOTICE OF PREPARATION

OF A SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT

AND PUBLIC SCOPING PERIOD FOR THE

SACRAMENTO TO ROSEVILLE THIRD MAIN TRACK PROJECT

Date: June 28, 2023

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
300 Lakeside Drive, 14th Floor East
Oakland, CA 94612

POSTED JUN 28 2023
Through
RYAN RONCO, COUNTY CLERK
By S Kasza
Deputy Clerk

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

23028

Project Title: Sacramento to Roseville Third Main Track

Subject: Notice of Preparation of a Supplemental Environmental Impact Report in accordance with California Environmental Quality Act (CEQA) Guidelines Section 15082(a) and Notice of Public Scoping Meeting

INTRODUCTION

Notice is hereby given that the Capitol Corridor Joint Powers Authority (CCJPA), as California Environmental Quality Act (CEQA) Lead Agency, will prepare a Supplemental Environmental Impact Report (SEIR) for the Sacramento to Roseville Third Main Track (Project or SR3T Project) and will hold a public scoping meeting to receive comments on the scope of the SEIR, as detailed below. This Notice of Preparation (NOP)/Notice of Public Scoping Meeting (Notice) is also available online at https://ceqanet.opr.ca.gov/Project/2014072005. CCJPA, as the Project proponent and CEQA Lead Agency for the Project, has determined that an SEIR must be prepared for the Project prior to making any final decision regarding whether to approve the Project, in accordance with CEQA.

This Notice of Preparation (NOP) includes a brief description of the revised Project and the environmental topics to be addressed in the SEIR. The proposed Project would constitute a change to the previously approved SR3T Project. Therefore, the SEIR will evaluate whether any new or substantially more severe impacts on the environment would result from the project changes, compared to the environmental impacts disclosed in the previously certified SR3T Project EIR. The SEIR also will incorporate the applicable mitigation measures that were identified in the previously certified EIR. CCJPA has issued this Notice to Responsible Agencies, Trustee Agencies, federal agencies, transportation planning agencies, agencies with transportation facilities that may be affected, and other interested

parties. Responsible Agencies are those public agencies that have a role in approving or carrying out the proposed Project.

PUBLIC REVIEW AND SCOPING

A 30-day public scoping comment period will begin on June 28 and end on July 28, 2023. During this scoping comment period, CCJPA encourages you to learn more about and provide your input into the scope of the Project and environmental review.

Online Public Scoping Meeting

For your convenience, and to allow participation in a safe environment while social distancing, CCJPA will host an online SEIR Scoping Meeting/Public Workshop. The purpose of the meeting is to solicit input on the scope and content of the environmental analysis that will be included in the Supplement to the EIR. The date and time of the virtual meeting is:

Wednesday, July 12th at 6 p.m.

Zoom Link: https://us06web.zoom.us/j/85103127845?pwd=N2hZV3F3azNTT25oblhvblV3WDlIQT09
Zoom Passcode: 622495

Public Comment Submittal

We value your input and look forward to hearing from you. For your convenience, we have a number of ways for you to provide comments at any time during the 30-day comment period ending on **July 28, 2023**. Written comments or questions concerning the proposed Project should be directly mailed or emailed to the CCJPA's Project Manager at the following addresses:

- Direct Mail:

  Jim Allison, Manager of Planning

  Capitol Corridor Joint Powers Authority

  300 Lakeside Drive, 14th Floor East

  Oakland, CA 92612

- Email: jima@capitolcorridor.org

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.

If you are an authorized representative of a Responsible Agency or a Trustee Agency, the CCJPA needs to know the views of your agency as to the scope and content of the environmental information that is relevant to your agency's statutory responsibilities in connection with the proposed Project. Your agency will need to use the SEIR when considering whether to permit or otherwise approve the Project. Comments received from State of California agencies should address:

1) whether the agency will be a Responsible Agency or a Trustee Agency for the Project; and

2) if the agency is a Responsible Agency, the significant environmental issues and reasonable alternatives and mitigation measures which the Responsible Agency will need to have explored in the analysis.

We will also need the name, address, telephone number, and email address of the contact person for your agency.

PROJECT LOCATION AND OVERVIEW

The original SR3T Project is located in Sacramento County and Placer County between the existing Sacramento Valley Station and the existing City of Roseville Station (see Figures 1 and 2). The SR3T Project proposed the construction and operation of approximately 17.8 miles of new main track within the existing rail corridor and identified the following improvements:

- Minor reconfiguration of the City of Roseville Station to accommodate increased Capitol Corridor service in the future.
- Grading and installation of new subgrade and drainage
- Placement of new rail and ties
- Special track work with turnouts, crossovers and associated switches and equipment
- New wayside track signals
- Eleven replaced railroad bridges, including a new bridge across the American River in Sacramento

Based on a preliminary review of the proposed modifications to the original project, it has been determined that a SEIR would need to be prepared for CEQA compliance. The Final EIR for the SR3T Project was certified on November 18, 2015. This supplement to the certified EIR will contain only the information necessary to make the previously certified EIR adequate for the Project as revised, would be given the same notice and public review as was given to the original draft EIR as per 14 CCR § 15087, and would be circulated by itself without re-circulating the previous draft or final EIR. Subsequent to that original CEQA certification, CCJPA is seeking to accommodate changes in project design associated with the SR3T Project. The SR3T Project SEIR would cover two project components:

- *Elvas Railroad Bridge Crossings:* Supplemental analysis for up to three railroad bridge crossings across SR-51 to accommodate changes in project design associated with the SR-51 and SR3T Project (Figure 3).
- *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 would be conducted for a revised location of the proposed passenger train layover facility (Figure 4).

PROBABLE ENVIRONMENTAL EFFECTS AND REQUIRED APPROVALS

As discussed in CEQA Guidelines Section 15163, a lead agency may choose to prepare a Supplement to an EIR when only minor additions or changes would be necessary to make the previous EIR adequately apply to the project in the changed situation. The Supplement to the EIR need contain only the

information necessary to make the previous EIR adequate for the project as revised. When the agency decides whether to approve the project, the decision-making body shall consider the previous EIR as revised by the Supplemental EIR. Therefore, the CCJPA Board will ultimately consider the SEIR in combination with the previously certified EIR for the SR3T Project, which was certified in November 2015.

The SEIR will update the environmental setting and utilize project-specific information to determine if there are changed circumstances that lead to identification of significant impacts that were not identified in the previously certified EIR. The analysis will, in part, determine if the impacts and mitigation measures already identified in the previously certified EIR adequately address project-specific impacts. If conditions identified in CEQA Guidelines Section 15162 occur (e.g., new or more severe significant impacts than previously analyzed), mitigation measures will be developed or modified to address the impacts.

INFORMATION

Documents relating to the Project are available for review online at:
https://www.capitolcorridor.org/sac-roseville-third-track/

http://sactoroseville3rdtrack.com/

Jim Allison, Manager of Planning

Capitol Corridor Joint Powers Authority

Attachments:

Figure 1. Regional Map

Figure 2. Previously Certified Project Overview Location Map

Figure 3. Elvas Railroad Bridge Crossings Location Map

Figure 4. Passenger Train Layover Facility Location Map

Figure 1. Regional Map

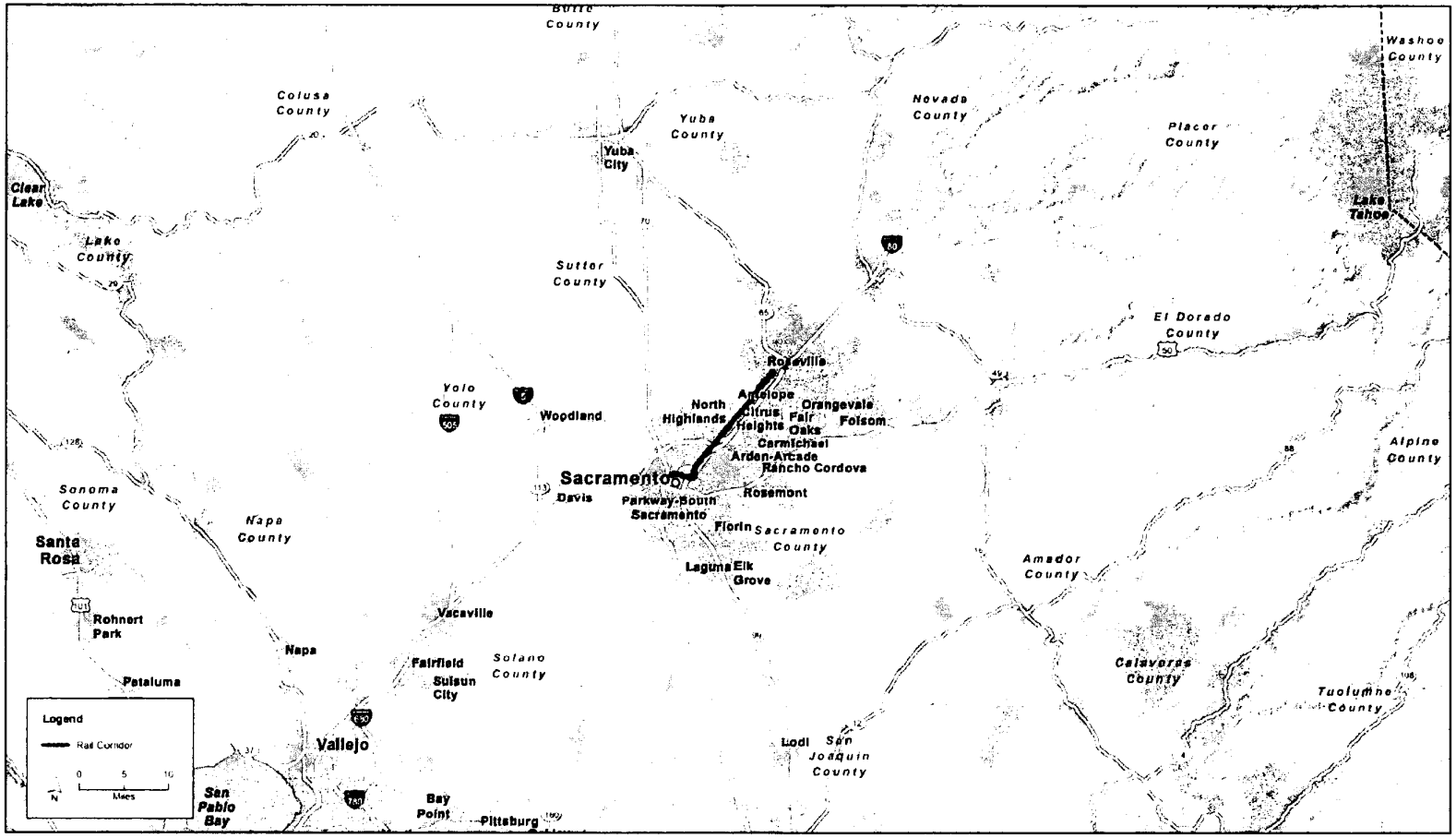

Figure 2. Previously Certified Project Overview Location Map

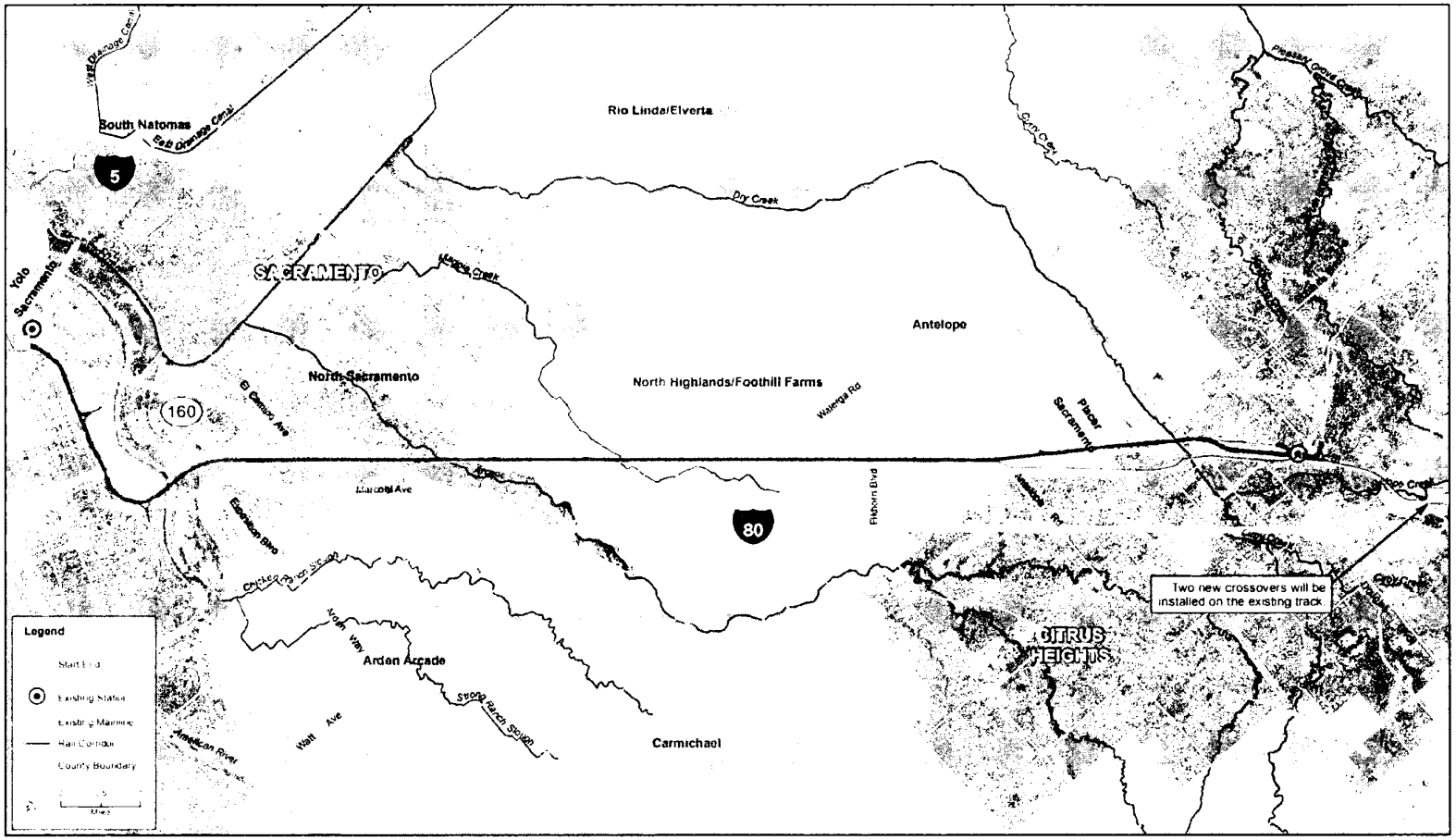

Figure 3. Elvas Railroad Bridge Crossings Location Map

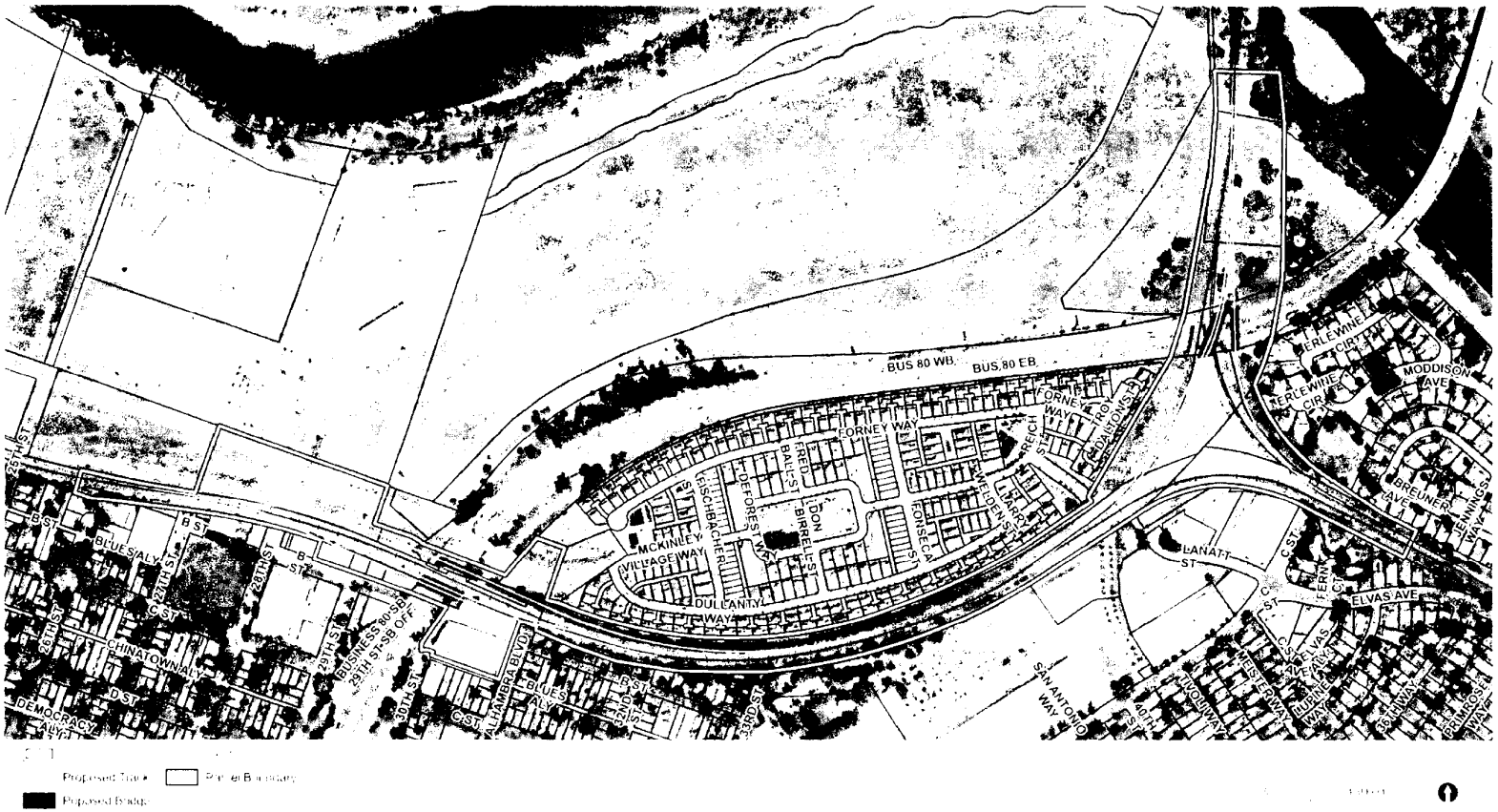
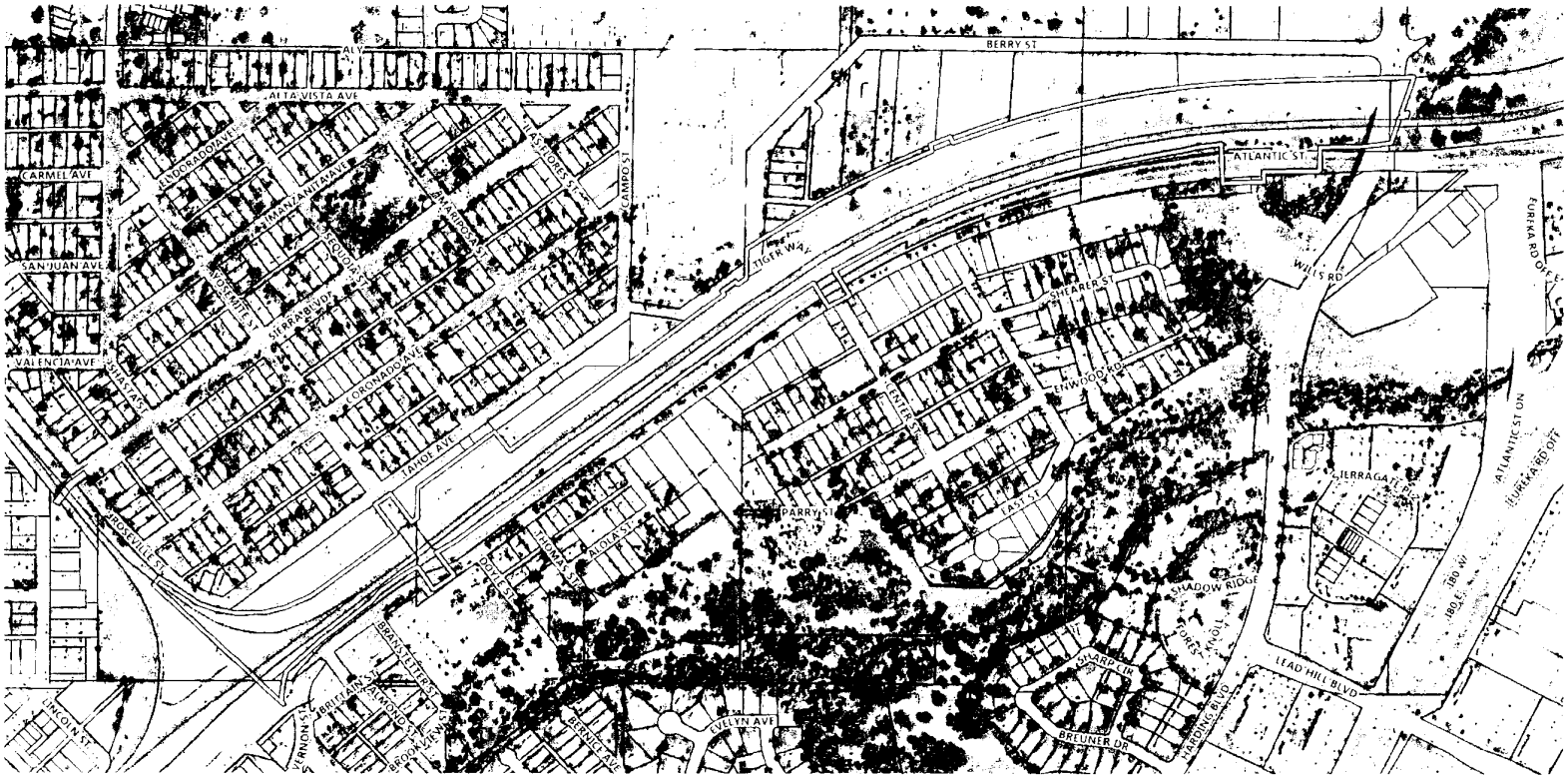
Figure 4. Passenger Train Layover Facility Location Map