

**NOTICE OF AVAILABILITY**  
**OF A DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT**  
**FOR THE**  
**SACRAMENTO TO ROSEVILLE THIRD MAIN TRACK PROJECT**

**Date:** October 27, 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  
2150 Webster Street, 3<sup>rd</sup> Floor  
Oakland, CA 94612

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

**Project Title:** Sacramento to Roseville Third Main Track

**Subject:** Notice of Availability of a Draft Supplemental Environmental Impact Report in accordance with California Environmental Quality Act (CEQA) Guidelines Section 15087

**INTRODUCTION**

Notice is hereby given that the Capitol Corridor Joint Powers Authority (CCJPA), as California Environmental Quality Act (CEQA) Lead Agency, has prepared a Draft Supplemental Environmental Impact Report (SEIR) for the Sacramento to Roseville Third Main Track (Project or SR3T Project), as detailed below. This Notice of Availability (NOA) 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 be prepared for the revised Project prior to making any final decision regarding whether to approve the revised Project, in accordance with CEQA.

This SEIR analyzes modifications associated with two components (railroad bridge crossings across Business I-80 and a passenger train layover facility) originally included as part of the approved Project. No other modifications or changes associated with the approved Project are being proposed as part of this SEIR.

CCJPA released a Notice of Preparation (NOP) for this SEIR on June 28, 2023 and provided the NOP to the State Clearinghouse for distribution to state agencies with possible interest in the Project. The NOP publication initiated a 30-day public scoping period. During this time, CCJPA accepted written comments on the scope and content of the SEIR from the public and agencies. CCJPA also held a public scoping meeting on July 24, 2023 to gather input. Information pertaining to the scoping meeting was provided in the NOP, on CCJPA's and the Project's website, and via NOP postcard notices to over 4,000 agencies, residents, and businesses based on the distribution list established for this Project.

This NOA includes a brief description of the revised Project and the environmental topics addressed in the Draft SEIR. The revised Project would constitute a change to the previously approved SR3T Project. Therefore, the Draft SEIR evaluates 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 Draft SEIR also incorporates the applicable mitigation measures that were identified in the previously certified EIR. CCJPA has issued this NOA 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 revised Project.

## **PUBLIC REVIEW AND COMMENT PERIOD**

CCJPA invites public comment on the Draft SEIR in response to this NOA. A 45-day comment period will begin on October 27 and end on December 11, 2023. In your response, include your name, the name of your agency or organization (if applicable), and contact information. 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 45-day comment period ending on **December 11, 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  
2150 Webster Street, 3<sup>rd</sup> Floor  
Oakland, CA 92612

- Email: [jima@capitolcorridor.org](mailto: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.

Written comments, including names and addresses of commentators, will be made available for public review. Individuals may request that their contact information be withheld from public disclosure, which will be honored to the extent allowable by law. If you wish to have your contact information and/or address withheld, you must state this prominently at the beginning of your comment. All submissions from organizations or businesses, and from individuals identifying themselves as representatives or officials of organizations, will be made available for public disclosure in their entirety.

Following the close of the 45 day public comment period, a Final SEIR will be prepared and circulated in accordance with CEQA requirements. The Final SEIR will include responses to all comments received. CCJPA will circulate the Final SEIR before taking action on the revised Project.

## **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 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 contains 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 previously certified 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 covers two project components:

- *Railroad Bridge Crossings:* Supplemental analysis for railroad bridge crossings at two locations across Business I-80 to accommodate changes in project design. 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) (Figure 3). The modified Elvas Underpass would consist of Elvas East Underpass and Elvas West Underpass, which would be separate structures, but closely spaced to one another. The Elvas East Underpass would be a new structure on the existing Union Pacific (UP) Fresno Subdivision. The Elvas West Underpass would be a new structure on the UP Martinez Subdivision. The modified B Street Underpass would, similarly, consist of two separate but also closely spaced structures on the UP Martinez Subdivision.
- *Passenger Train Layover Facility:* The 2015 Draft 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, a revised location of the proposed passenger train layover facility was selected adjacent to the UP Roseville Subdivision, east of the originally proposed location, with the majority of the revised layover facility located between Tiger Way and Galleria Boulevard (Figure 4).

## **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 Draft SEIR updates 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 in the Draft SEIR determines 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 were 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

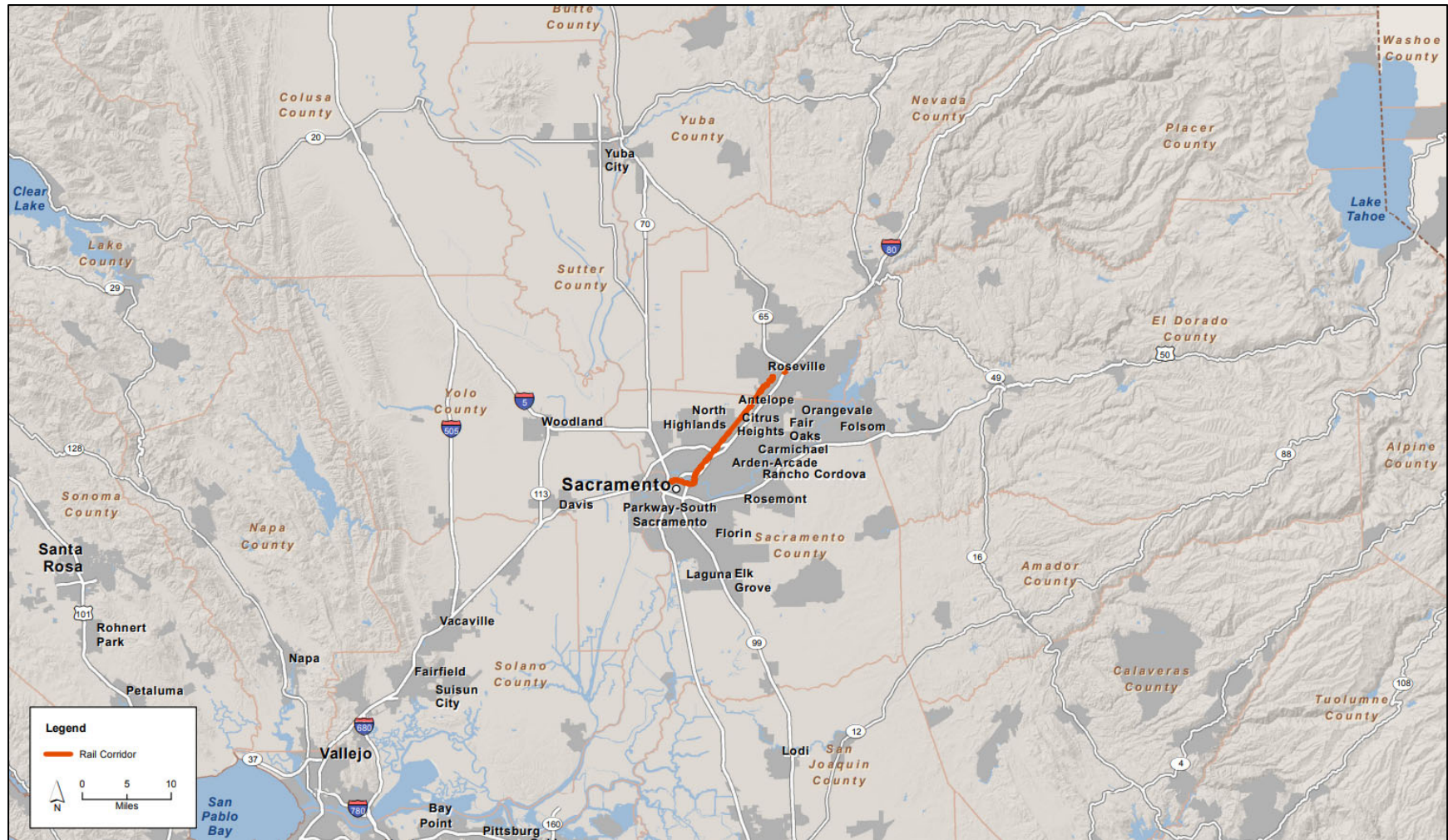
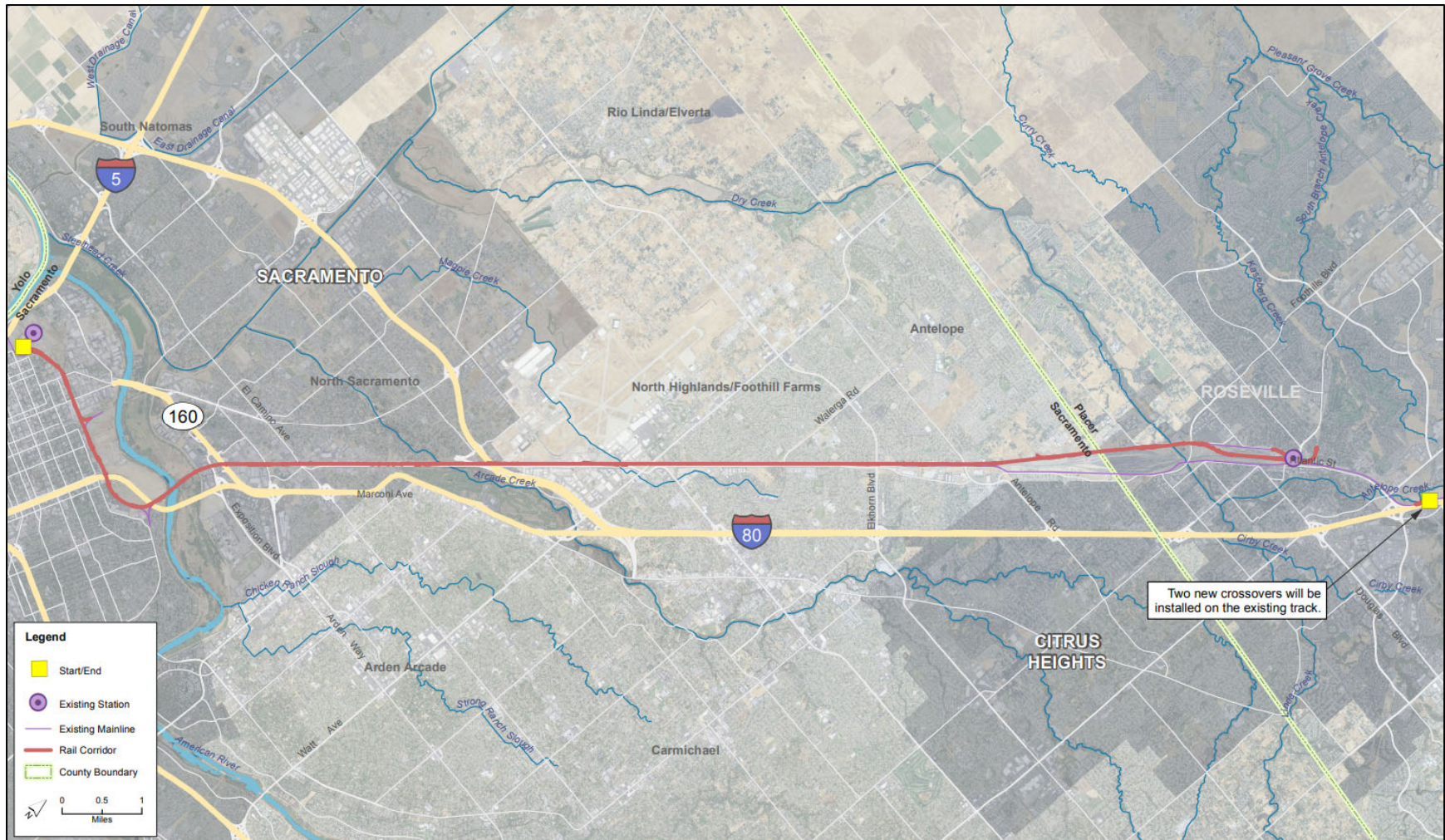




Figure 2. Previously Certified Project Overview Location Map





**Figure 3. Elvas Railroad Bridge Crossings Location Map**

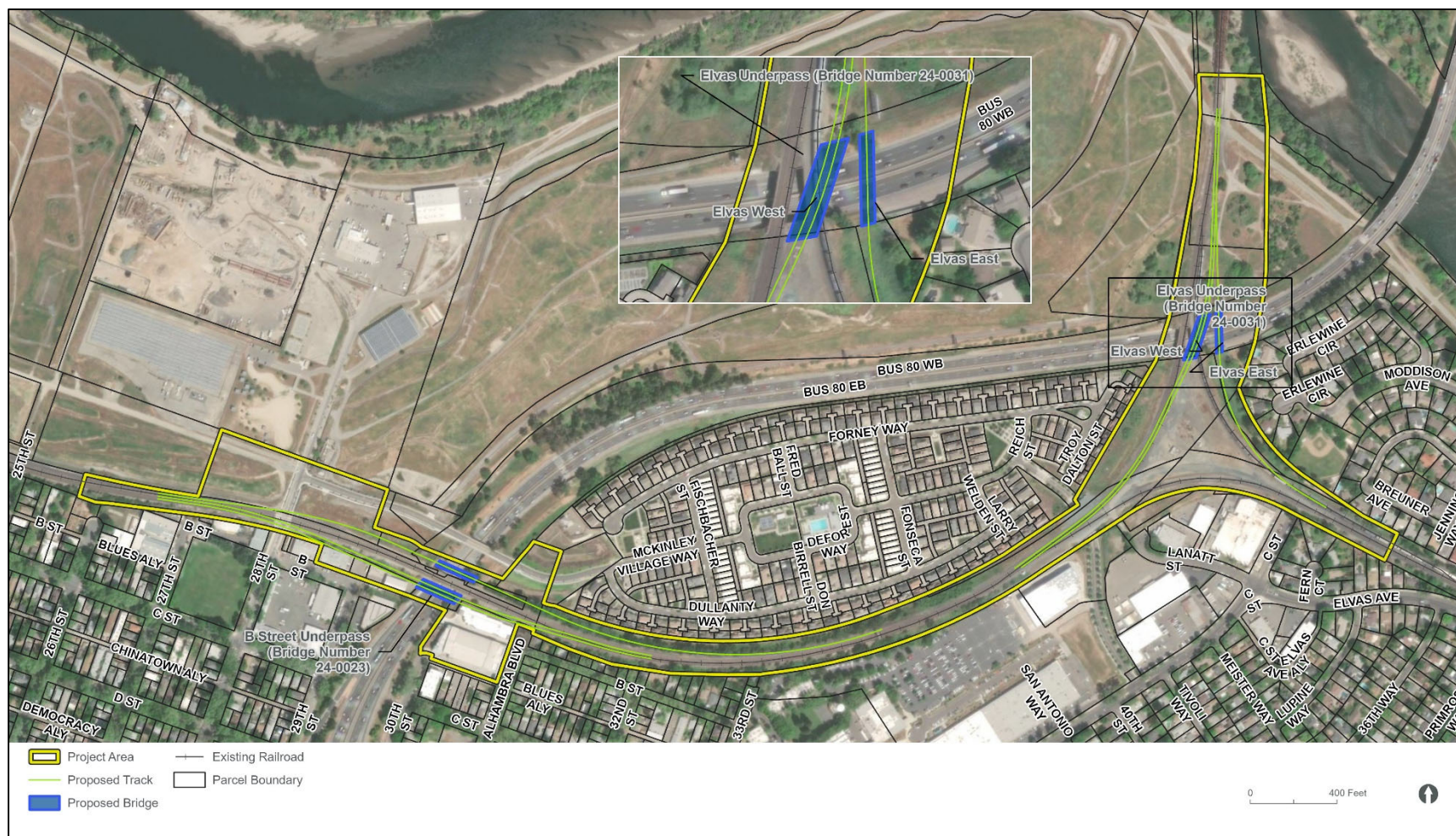




Figure 4. Passenger Train Layover Facility Location Map

