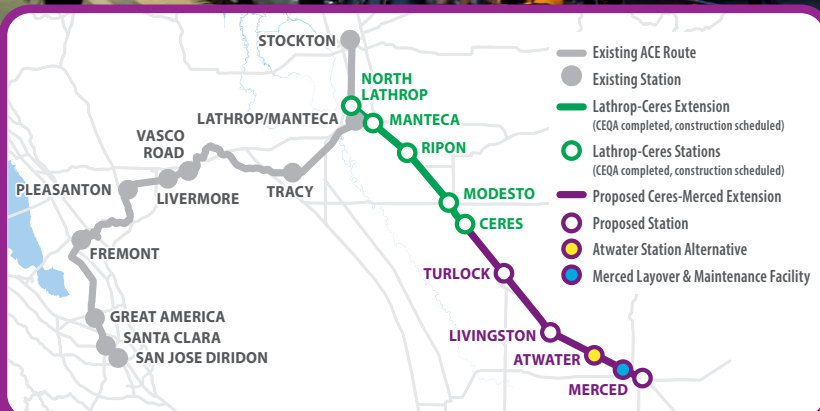


ACE Ceres-Merced Extension Project Final Environmental Impact Report

SCH #2018012014



November 2021

FINAL ENVIRONMENTAL IMPACT REPORT

SAN JOAQUIN REGIONAL RAIL COMMISSION

ACE CERES-MERCED EXTENSION

STATE CLEARINGHOUSE #2018012014

PREPARED FOR:



San Joaquin Regional Rail Commission
949 East Channel Street
Stockton, CA 95202
Contact: Dan Leavitt

PREPARED BY:



ICF
201 Mission Street, Suite 1500
San Francisco, CA 94105
Contact: Rich Walter

November 2021

ICF. 2021. ACE Ceres-Merced Extension. Final Environmental Impact Report. November. (ICF 00144.20). San Francisco, CA. Prepared for San Joaquin Regional Rail Commission, Stockton, CA.

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Acronyms and Abbreviations

AB 52	Assembly Bill 52
ACM	asbestos-containing materials
AIA	Air Impact Assessment
APN	Assessor Parcel Number
ATC	Authority to Construct
BART	Bay Area Rapid Transit
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CHSRA	California High Speed Rail Authority
Co2e	carbon dioxide equivalent
dBA	A-weighted decibels
DPM	diesel particulate matter
DPR	Department of Parks and Recreation
EIR	environmental impact report
eTrip	Employer Trip Reduction Implementation Plan
FTA	Federal Transit Administration
GHG	greenhouse gas
HSR	High Speed Rail
IOS	initial operating segment
Morning Star	Morning Star Merced, LLC
MCITD	Mid-California International Trade District
mph	miles per hour
NAHC	Native American Heritage Commissions
NB	northbound
Project	ACE Ceres-Merced Extension Project
PTC	Positive Train Control
ROW	right-of-way
SB	southbound
SJRRC	San Joaquin Regional Rail Commission
SJVAPCD	San Joaquin Valley Air Pollution Control District
SR	State Route
TRAC	Train Riders Association of California
UPRR	Union Pacific Railroad
VMT	vehicle miles traveled

Chapter 1

Introduction

This Final Environmental Impact Report (EIR) for the ACE Ceres–Merced Extension Project has been prepared in compliance with the California Environmental Quality Act (CEQA). This Final EIR consists of the Draft EIR, appendices, comments, response to comments, and revisions to the Draft EIR. The San Joaquin Regional Rail Commission (SJRRRC) is the CEQA lead agency for the ACE Ceres–Merced Extension Project. As required by CEQA, the Draft EIR was made available to the public and regulatory agencies for review and comment during a 46-day period between April 22, 2021, and June 7, 2021. The CEQA requirement is to circulate the Draft EIR for 45 days; thus, the SJRRRC exceeded the requirement of the public review period. Three online open house meetings were held to provide information about the Draft EIR and respond to general questions about the EIR analysis. Two of these online open house meetings were held on May 13, 2021, and one was held on May 18, 2021. A presentation summarizing the ACE Ceres–Merced Extension Project and the Draft EIR was provided at each of these meetings and SJRRRC staff and consultants were available to answer questions of a general nature. The public was advised that all formal comments on the Draft EIR were to be submitted in writing for consideration by the SJRRRC.

The CEQA Guidelines require that written responses be prepared for all comments regarding environmental issues received on a Draft EIR during the public review period. Per Section 15132 of the CEQA Guidelines, a Final EIR shall consist of:

1. The Draft EIR or a revision of that draft.
2. Comments and recommendations received on the Draft EIR either verbatim or in a summary.
3. A list of persons, organizations, and public agencies commenting on the Draft EIR.
4. The response of the lead agency to significant environmental points raised in the review and consultation process.
5. Any other information added by the lead agency.

In compliance with CEQA, this document contains the following:

- Comments received on the April 2021 Draft EIR (Chapter 2, *Comments Received on the Draft EIR*);
- Responses to those comments (Chapter 3, *Responses to Comments*);
- Revisions to the Draft EIR in the form of an errata (Chapter 4, *Text Revisions to the Draft EIR*);
- List of print references and personal communications cited in this Final EIR (Chapter 5, *References*).

The April 2021 Draft EIR is incorporated by reference and is provided on a USB inside the back cover of this document.

Chapter 2

Comments Received on the Draft EIR

This chapter includes a list of the Native American tribe, public agencies, organizations, private companies, and individuals who commented on the Draft EIR (Table 2-1); and the actual comment letters submitted. The comments have been numbered as shown in Table 2-1. Comments were received via three methods: 1) mail; 2) e-mail (via the Project e-mail provided); and 3) an online submission form within the Project webpage. Please note that the same online submission is also used to receive requests from those interested in being added to the Project e-mail list to receive informational updates. Because these requests do not concern the environmental analysis of the Draft EIR, these requests are not included as comments on the Draft EIR.

The individual comments have been numbered in the margin. There is a response for each comment in Chapter 3, *Responses to Comments*. The location of the responses for each letter is indicated in Table 2-1.

Table 2-1. List of Commenters and Location of Responses

Comment #	Commenter	Location of Responses in Chapter 3
Native American Tribes		
N1	Wilton Rancheria	Page 3-3
State Agencies		
S1	California Department of Fish and Wildlife	Page 3-3
Regional Agencies		
R1	San Joaquin Valley Air Pollution Control District	Page 3-5
Local Agencies		
L1	City of Atwater – City Attorney	Page 3-6
L2	City of Atwater – City Manager	Page 3-16
L3	City of Livingston – City Manager	Page 3-19
L4	City of Livingston – Mayor	Page 3-19
L5	City of Livingston – Recreation Department	Page 3-19
L6	Merced City School District	Page 3-19
L7	Merced County Board of Supervisors – Board of Supervisors Chairman	Page 3-20
L8	Stanislaus County Environmental Review Committee	Page 3-21
L9	Stanislaus County Public Works	Page 3-21
Organizations		
O1	Old Town Atwater	Page 3-21
O2	Train Riders Association of California (TRAC)	Page 3-22
O3	Atwater Chamber of Commerce	Page 3-35
Private Companies		
P1	Castle Assets, LLC	Page 3-36
P2	D&R Investments	Page 3-36

Comment #	Commenter	Location of Responses in Chapter 3
P3	Foster Farms	Page 3-36
P4	Stole Rives LLP On Behalf of Morning Star Merced, LLC	Page 3-36
P5	Villa's Mexican Grill	Page 3-44
P6	Villa's Mexican Grill	Page 3-44
P7	Corbin Cash	Page 3-44
Individuals		
I1	Connie Avila	Page 3-45
I2	Chop Carmichael	Page 3-45
I3	Diego Castillo	Page 3-45
I4	Adriana Cervantes	Page 3-46
I5	Devin A Cortinas	Page 3-46
I6	Diane Dallas	Page 3-46
I7	Ronald Daugherty	Page 3-46
I8	Alma De Luna	Page 3-48
I9	Alondra Dzib	Page 3-48
I10	Floripes Dzib	Page 3-48
I11	Christine Fernandez	Page 3-49
I12	Gilbert Garcia	Page 3-49
I13	Patricia Gibson	Page 3-49
I14	Savanah and Gilbert Garcia	Page 3-49
I15	Allan Stanley Greenberg	Page 3-49
I16	Margarita Guerrero	Page 3-50
I17	Paula Inacio	Page 3-50
I18	Dwight Larks	Page 3-51
I19	Pamela Long	Page 3-51
I20	Yvonne Maldonado	Page 3-51
I21	Jessica Matlock-Jimenez	Page 3-51
I22	Valerie Martinez	Page 3-52
I23	Dana Miller	Page 3-52
I24	Clint Moore	Page 3-52
I25	Jose A. Moran	Page 3-53
I26	Ann M. Padilla	Page 3-53
I27	Edith Pina	Page 3-54
I28	Abram Perea	Page 3-54
I29	Diana Rojas	Page 3-54
I30	Rosalinda Ruiz	Page 3-54
I31	Kristy Saucedo	Page 3-54
I32	David Schonbrunn	Page 3-55
I33	Balwinder Singh	Page 3-55
I34	Ravinder Singh	Page 3-55

Comment #	Commenter	Location of Responses in Chapter 3
I35	Leticia (No Last Name)	Page 3-55
I36	Leticia Vasquez	Page 3-55
I37	Manuel Eduardo Vieira	Page 3-56
I38	Mike Nelson	Page 3-56
I39	Ronald Daugherty	Page 3-57
I40	Kelley Gillum	Page 3-57

1 **2.1 Draft EIR Comments**

- 2 The following pages include comments received on the Draft EIR in their entirety.

ACE - Ceres - Merced Extension Project

Mariah Mayberry <mmayberry@wiltonrancheria-nsn.gov>

Tue 6/1/2021 12:36 PM

To: Merced Comments <MercedExtComments@acerail.onmicrosoft.com>

Cc: Cultural Preservation Department Inbox <cpd@wiltonrancheria-nsn.gov>

Good afternoon,

Thank you for sending over this project notification. Wilton Rancheria would like to request consultation on this project.

Thank you

N1-1



Mariah Mayberry

Wilton Rancheria

Tel: 916.683.6000 ext 2023 | Fax: 916.683.6015

9728 Kent Street | Elk Grove | CA | 95624

mmayberry@wiltonrancheria-nsn.gov

wiltonrancheria-nsn.gov

From: Wildlife R4 CEQA Program <R4CEQA@wildlife.ca.gov>
Sent: Monday, June 7, 2021 3:02:24 PM (UTC-08:00) Pacific Time (US & Canada)
To: Merced Comments <MercedExtComments@acerail.onmicrosoft.com>
Cc: OPR State Clearinghouse <State.Clearinghouse@opr.ca.gov>; Salazar, Veronica@Wildlife
<Veronica.Salazar@wildlife.ca.gov>
Subject: Altamont Corridor Express (ACE) Ceres Merced Extension Project, SCH No. 2018012014.pdf

Mr. Leavitt,

Please see the attached letter.

If you have any questions regarding this letter, please contact Jim Vang, Environmental Scientist, at Jim.Vang@wildlife.ca.gov.

Thank you,

CDFW CEQA Support Staff

From: Wildlife R4 CEQA Program <R4CEQA@wildlife.ca.gov>
Sent: Tuesday, June 8, 2021 2:51:24 PM (UTC-08:00) Pacific Time (US & Canada)
To: Merced Comments <MercedExtComments@acerail.onmicrosoft.com>
Cc: OPR State Clearinghouse <State.Clearinghouse@opr.ca.gov>
Subject: Altamont Corridor Express (ACE) Ceres Merced Extension Project, SCH No. 2018012014.pdf

Mr. Leavitt,

Please see the updated letter with the attachment. Apologies for sending the letter without the attachment.

If you have any questions regarding this letter, please contact Jim Vang, Environmental Scientist, at Jim.Vang@wildlife.ca.gov.

Thank you,

CDFW CEQA Support Staff



State of California – Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
Central Region
1234 East Shaw Avenue
Fresno, California 93710
(559) 243-4005
www.wildlife.ca.gov

GAVIN NEWSOM, Governor
CHARLTON H. BONHAM, Director



June 7, 2021

Dan Leavitt
San Joaquin Regional Rail Commission
949 East Channel Street
Stockton, California 95202
MercedEXTComments@acerail.com

**Subject: Altamont Corridor Express (ACE) Ceres-Merced Extension Project
(Project)
Draft Environmental Impact Report (DEIR)
State Clearinghouse No. 2018012014**

Dear Mr. Leavitt:

The California Department of Fish and Wildlife (CDFW) received a draft Environmental Impact Report (DEIR) from the San Joaquin Regional Rail Commission for the above-referenced Project pursuant to the California Environmental Quality Act (CEQA) and CEQA Guidelines.¹

Thank you for the opportunity to provide comments and recommendations regarding those activities involved in the Project that may affect California fish and wildlife. Likewise, CDFW appreciates the opportunity to provide comments regarding those aspects of the Project that CDFW, by law, may be required to carry out or approve through the exercise of its own regulatory authority under Fish and Game Code.

CDFW ROLE

CDFW is California's **Trustee Agency** for fish and wildlife resources and holds those resources in trust by statute for all the people of the State (Fish and G. Code, §§ 711.7, subd. (a) & 1802; Pub. Resources Code, § 21070; CEQA Guidelines § 15386, subd. (a)). CDFW, in its trustee capacity, has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species (*Id.*, § 1802). Similarly, for purposes of CEQA, CDFW is charged by law to provide, as available, biological expertise during public

¹ CEQA is codified in the California Public Resources Code in section 21000 et seq. The "CEQA Guidelines" are found in Title 14 of the California Code of Regulations, commencing with section 15000.

Dan Leavitt
 San Joaquin Regional Rail Commission
 June 7, 2021
 Page 2

agency environmental review efforts, focusing specifically on projects and related activities that have the potential to adversely affect fish and wildlife resources. CDFW is also submitting comments as a **Responsible Agency** under CEQA (Pub. Resources Code, § 21069; CEQA Guidelines, § 15381). CDFW expects that it may need to exercise regulatory authority as provided by the Fish and Game Code. As proposed, for example, the Project may be subject to CDFW's lake and streambed alteration regulatory authority (Fish & G. Code, § 1600 et seq.). Likewise, to the extent implementation of the Project as proposed may result in "take" as defined by State law of any species protected under the California Endangered Species Act (CESA) (Fish & G. Code, § 2050 et seq.), related authorization as provided by the Fish and Game Code will be required.

**S1-1
cont.**

Nesting Birds: CDFW has jurisdiction over actions with potential to result in the disturbance or destruction of active nest sites or the unauthorized take of birds. Fish and Game Code sections that protect birds, their eggs and nests include, sections 3503 (regarding unlawful take, possession or needless destruction of the nest or eggs of any bird), 3503.5 (regarding the take, possession or destruction of any birds-of-prey or their nests or eggs), and 3513 (regarding unlawful take of any migratory nongame bird).

S1-2

In this role, CDFW is responsible for providing, as available, biological expertise during public agency environmental review efforts (e.g., CEQA), focusing specifically on project activities that have the potential to adversely affect fish and wildlife resources. CDFW provides recommendations to identify potential impacts and possible measures to avoid or reduce those impacts.

PROJECT DESCRIPTION SUMMARY

Proponent: San Joaquin Regional Rail Commission

Objective: The San Joaquin Regional Rail Commission previously prepared an EIR for the ACE Extension Lathrop to Ceres/Merced Project; the project consisted of analysis of rail service extension from Lathrop to Merced that would occur in 2 phases. This DEIR updates the programmatic analysis previously analyzed for the ACE Extension Ceres to Merced (i.e. Phase II) and includes project-level details that were not previously available.

S1-3

The proposed Project is the Phase II extension of ACE service from Ceres to Merced and includes the development of the following facilities:

- The Ceres to Merced Extension Alignment, which consists of upgrades to track, new track, and bridges within the Union Pacific Railroad (UPRR) Fresno Subdivision between Ceres and Merced.

Dan Leavitt
 San Joaquin Regional Rail Commission
 June 7, 2021
 Page 3

- New Turlock, Livingston, and Merced Facility, which are located along the Ceres to Merced Extension Alignment.
- The Merced Layover & Maintenance Facility, which is located in north Merced to support extension operations.

In addition, the San Joaquin Regional Rail Commission has identified the Atwater Station Alternative as an alternative to the Livingston Station. Only one station would be implemented in either Livingston or Atwater; both stations are equally analyzed in the EIR.

**S1-3
cont.**

Location: The limits of the Project span Stanislaus and Merced Counties. The San Joaquin Rail Commission proposes to extend ACE passenger rail service from Ceres to Merced by constructing and upgrading tracks within the existing UPRR Fresno Subdivision ROW, a distance of approximately 34 miles.

Timeframe: n/a

COMMENTS AND RECOMMENDATIONS

CDFW previously commented on the Notice of Preparation for the ACE Extension Lathrop to Ceres/Merced Project in a letter dated February 27, 2018. Our February 27, 2018 letter (Attachment 1) provided specific recommendations for the State threatened Swainson's hawk (*Buteo swainsoni*; SWHA), and for avoiding potential impacts to various waterways along the Project route, including but not limited to the Stanislaus, Tuolumne, and Merced Rivers. CDFW recognizes that some of the recommendations from that letter were included in the DEIR for the Project. CDFW maintains the same recommendations for advised survey methods and mitigations measures that are not included in the DEIR. In addition, CDFW has the following recommendations on specific mitigation measures included in the DEIR.

S1-4

Mitigation Measure BIO-2.8 and BIO-2.9

Mitigation Measures BIO-2.8 in the DEIR requires pre-construction nesting raptor and a 0.5-mile no-disturbance buffer around active SWHA nest. Mitigation Measure BIO-2.9 indicates requires compensatory mitigation for loss of foraging habitat. However, compensatory mitigation for loss of known nest trees was not addressed.

S1-5

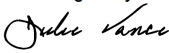
As stated in our February 27, 2018 comment letter, SWHA exhibit high nest-site fidelity year after year and CDFW considers removal of known SWHA nest trees, even outside of the nesting season, a potentially significant impact under CEQA. Regardless of nesting status, known raptor nest trees, CDFW recommends they be replaced with an appropriate native tree species, planted at a ratio of 3:1, in an area that will be protected in perpetuity, to reduce impacts to SWHA from the loss of nesting habitat features.

Dan Leavitt
San Joaquin Regional Rail Commission
June 7, 2021
Page 4

CDFW appreciates the opportunity to comment on the Project to assist the San Joaquin Regional Rail Commission in identifying and mitigating the Project's impacts on biological resources. If you have any questions, please contact Jim Vang, Environmental Scientist, at the address provided on this letterhead, by telephone at (559) 243-4014 extension 254, or by electronic mail at Jim.Vang@wildlife.ca.gov.

S1-6

Sincerely,

DocuSigned by:

FA83F09FE08945A...

Julie A. Vance
Regional Manager

ec: Veronica Salazar
Jim Vang
California Department of Fish and Wildlife



State of California – Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
Central Region
1234 East Shaw Avenue
Fresno, California 93710
www.wildlife.ca.gov

EDMUND G. BROWN JR., Governor
CHARLTON H. BONHAM, Director



February 27, 2018

Matt Hertel
San Joaquin Regional Rail Commission
949 East Channel Street
Stockton, California 95202

Subject: ACE Extension Lathrop to Ceres/Merced Project; SCH#: 2018012014

Dear Mr. Hertel:

The California Department of Fish and Wildlife (CDFW) received a Notice of Preparation (NOP) from the San Joaquin Regional Rail Commission (SJRRRC) for the above-referenced Project pursuant the California Environmental Quality Act (CEQA) and CEQA Guidelines.¹

Thank you for the opportunity to provide comments and recommendations regarding those activities involved in the Project that may affect California fish and wildlife. Likewise, CDFW appreciates the opportunity to provide comments regarding those aspects of the Project that CDFW, by law, may be required to carry out or approve through the exercise of its own regulatory authority under the Fish and Game Code. Although the comment period for your request has passed, CDFW would appreciate if you would still consider the following comments.

CDFW ROLE

CDFW is California's **Trustee Agency** for fish and wildlife resources, and holds those resources in trust by statute for all the people of the State (Fish & G. Code, §§ 711.7, subd. (a) & 1802; Pub. Resources Code, § 21070; CEQA Guidelines § 15386, subd. (a)). CDFW, in its trustee capacity, has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species (*Id.*, § 1802). Similarly, for purposes of CEQA, CDFW is charged by law to provide, as available, biological expertise during public agency environmental review efforts, focusing specifically on projects and related activities that have the potential to adversely affect fish and wildlife resources.

CDFW is also submitting comments as a **Responsible Agency** under CEQA (Pub. Resources Code, § 21069; CEQA Guidelines, § 15381). CDFW expects that it may need to exercise regulatory authority as provided by the Fish and Game Code. As

¹ CEQA is codified in the California Public Resources Code in section 21000 et seq. The "CEQA Guidelines" are found in Title 14 of the California Code of Regulations, commencing with section 15000.

proposed, for example, the Project may be subject to CDFW's lake and streambed alteration regulatory authority (Fish & G. Code, § 1600 *et seq.*). Likewise, to the extent implementation of the Project as proposed may result in "take" as defined by State law of any species protected under the California Endangered Species Act (CESA) (Fish & G. Code, § 2050 *et seq.*), related authorization as provided by the Fish and Game Code will be required.

PROJECT DESCRIPTION SUMMARY

Proponent: San Joaquin Regional Rail Commission

Objective: In 2013, SJRRC identified and developed a suite of improvements, known as the ACEforward plan, to modernize the existing ACE service that would result in faster commuter and intercity train services and could establish a connection between the San Joaquin Valley and San Jose within the next 10 years. That plan proposed a suite of improvements that would support ACE service from San Jose to Stockton, and to extend ACE service to Manteca, Modesto, Ceres, Turlock, and Merced. Through the ACEforward project development and environmental review, substantial financial, environmental, and logistical challenges were identified. As a result, the feasible and fundable extension of service in the Central Valley is now the focus of the SJRRC vision for commuter and intercity passenger rail services for ACE. For this reason, SJRRC is rescinding the prior ACEforward NOP and draft Environmental Impact Report (EIR) and intends to prepare a new EIR for this ACE Extension Lathrop to Ceres/Merced Project.

The Project contains both Phase I and Phase II improvements. The Phase I improvements will be analyzed at a project level of detail based on preliminary engineering and Phase II improvements are analyzed at a programmatic, more conceptual level of detail because only conceptual engineering has been completed at this time. Phase I improvements would support the ACE service extension to Ceres and Phase II improvements would support the ACE service extension to Merced. No improvements are proposed along the existing ACE corridor between Stockton and San Jose.

The proposed Project consist of construction improvements including the following:

Phase I improvements:

- A new North Lathrop station and/or new relocated Lathrop/Manteca station and/or track improvements at the existing Lathrop/Manteca station;
- A new Oakland-Fresno subdivision connection, which would construct a new track connection between the Oakland and Fresno subdivisions;
- A Ceres extension alignment consisting of upgrades to track, new tracks and bridges within the Fresno subdivision between Lathrop and Ceres;

- New downtown Manteca, Ripon, Modesto, and Ceres stations along the extension alignment;
- A new temporary Ceres layover facility to support extension operations until the extension to Merced is constructed, at which time a permanent layover facility would be located in Merced; and
- An interim bus bridge between Merced and Ceres, with stops at the Turlock, Livingston, and Merced bus stops

Phase II improvements:

- A Merced extension alignment consisting of upgrades and new tracks and bridges within the Fresno subdivision between Ceres and Merced;
- New Turlock, Livingston or Atwater, and Merced stations along the extension alignment; and
- A new permanent Merced layover facility to support extension operations

Location: The Project spans San Joaquin, Stanislaus, and Merced Counties. SJRRC proposes to extend ACE passenger rail service from Lathrop to Ceres and Merced by constructing and upgrading tracks, a total distance of approximately 58 miles.

COMMENTS AND RECOMMENDATIONS

CDFW offers the comments below to assist Stanislaus County in adequately identifying and/or mitigating the Project's significant, or potentially significant, direct and indirect impacts on fish and wildlife (biological) resources.

I. Environmental Setting and Related Impact

Based on a review of aerial imagery and Figure 1 of the NOP, the Project route follows along State Route 99 from Merced to Lathrop. Results from the California Natural Diversity Database (CNDDB) show that special-status species are known to occur along the Project site. CDFW is concerned regarding potential impacts to the State threatened Swainson's hawk (*Buteo swainsoni*).

Prior to potential ground-disturbing activities, CDFW recommends that the Project site be assessed by a qualified biologist to determine if sensitive biological resources are present on or in the vicinity. The results of this assessment may be sent to CDFW in order to identify if species avoidance buffers and/or any potential permitting needs are warranted.

Would the Project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by CDFW or the United States Fish and Wildlife Service (USFWS)?

COMMENT 1: Swainson's hawk (SWHA)

Issue: SWHA are known to nest in large mature trees along State Route 99. SWHA usually arrive at their nesting grounds in early March after their migration from South America. Nest construction and courtship continues through April. The young fledge approximately 42-44 days after hatching and remain with their parents until they depart in the fall (CDFW, 1994).

Specific impact: Without appropriate avoidance and minimization measures for SWHA, potentially significant impacts associated with ground-disturbing and subsequent activities could cause nest abandonment, reduced nest success, reduced health and vigor of eggs and/or young, and direct mortality.

Evidence impact is potentially significant: Lack of suitable nesting habitat in the San Joaquin Valley limits the local distribution and abundance of SWHA (CDFW 2016). The trees within ½-mile of the Project area represent some of the only remaining suitable nesting habitat in the vicinity of the Project. Depending on the timing of construction, Project activities including noise, vibration, odors, and movement of workers or equipment could affect nests and have the potential to result in nest abandonment, significantly impacting local nesting SWHA. In addition, agricultural cropping patterns can directly influence distribution and abundance of SWHA. For example, SWHA can forage in grasslands, pasture, hay crops, and low growing irrigated crops. However, other agricultural crops such as orchards and vineyards are incompatible with SWHA foraging (Estep 2009, Swolgaard et al. 2008). Although SWHA can adapt to some types of regular disturbance (e.g., ongoing traffic associated with a highway), particularly if the disturbance is present before the nesting season, the species is less tolerant of people near their nest territory during the nesting season.

Recommended Potentially Feasible Mitigation Measure(s)

To evaluate potential impacts to SWHA, CDFW recommends conducting the following evaluation along the Project site and implementing the following mitigation measures.

Mitigation Measure 1: SWHA Surveys

To evaluate potential Project-related impacts, CDFW recommends that a qualified wildlife biologist conduct surveys for nesting SWHA following the survey methods developed by the Swainson's Hawk Technical Advisory Committee (SWHA TAC, 2000) prior to Project implementation. SWHA detection during protocol level surveys warrants consultation with CDFW to discuss how to implement ground-disturbing activities and avoid take.

Mitigation Measure 2: Avoidance Buffer

CDFW recommends that if Project activities will take place during the SWHA nesting season (March 1 through August 31), and active SWHA nests are present, a minimum no-disturbance buffer of 0.5 miles around each nest be implemented until the breeding season has ended, or until a qualified biologist has determined that the birds have fledged and are no longer reliant upon the nest or parental care for survival, to avoid nest abandonment and other take of SWHA. If a 0.5-mile buffer is not feasible, consultation with CDFW is warranted to determine if a smaller buffer from Project activities will avoid take. If take cannot be avoided, take authorization through the issuance of an Incidental Take Permit, pursuant to Fish and Game Code § 2081(b) is necessary to comply with CESA.

Mitigation Measure 3: Compensation for Nest Tree Removal

CDFW recommends impacts to known nest trees be avoided at all times of the year. SWHA exhibit high nest-site fidelity year after year and CDFW considers removal of known SWHA nest trees, even outside of the nesting season, a potentially significant impact under CEQA. Regardless of nesting status, if potential or known SWHA nest trees are removed, CDFW recommends they be replaced with an appropriate native tree species, planted at a ratio of 3:1, in an area that will be protected in perpetuity, to reduce impacts to SWHA from the loss of nesting habitat features.

COMMENT 2: Aquatic Species, Exclusion from Contaminants

Issue: The Project route as proposed will transverse various waterways, including but not limited to the Stanislaus, Tuolumne, and Merced Rivers. Therefore, bridge improvements/installations are likely. Concrete is very alkaline and exposure of uncured concrete to waterways could result in increased water alkalinity, leading to death or injury to fish and other aquatic species. CDFW provides the following recommendations.

Specific impact: Without appropriate minimization measures, potential significant impacts involving bridge improvements/installations may cause increased water alkalinity, toxicity, low oxygen levels, and turbidity leading to death or injury of fish and other aquatic species.

Evidence impact is potentially significant: Fish and aquatic species are sensitive to changes in water quality. If bridge improvements/installations will be conducted during the low water period, fish and aquatic species are more vulnerable as there may be insufficient water to dilute washouts from bridge improvements/installations activities during this time.

Recommended Potentially Feasible Mitigation Measure(s)

To evaluate potential impacts to aquatic species, CDFW recommend implementing the following mitigation measures.

Mitigation Measure 4: Poured concrete structures are advised to be isolated from water and allowed to dry/cure for a minimum of 30 days. Concrete poured within the high flow line is recommended to be suspended if the 15-day weather forecast indicates any chance of rain greater than 20 percent. During the 30-day period, poured concrete needs to be kept moist, and runoff from the concrete be contained to preclude entrance into the streambed or channel.

Mitigation Measure 5: Commercial sealants or curing accelerant may be applied to the poured concrete surface where difficulty in excluding water flow for a long period may occur. If sealant is used, water is advised to be contained such that it will not come in contact with the concrete until the sealant is dry.

ENVIRONMENTAL DATA

CEQA requires that information developed in environmental impact reports and negative declarations be incorporated into a database that may be used to make subsequent or supplemental environmental determinations (Pub. Resources Code, § 21003, subd. (e)). Accordingly, please report any special status species and natural communities detected during Project surveys to the CNDDDB. The CNDDDB field survey form can be found at the following link:

<https://www.wildlife.ca.gov/Data/CNDDDB/Submitting-Data>. The completed form can be mailed electronically to CNDDDB at the following email address:

CNDDDB@wildlife.ca.gov. The types of information reported to CNDDDB can be found at the following link: <https://www.wildlife.ca.gov/Data/CNDDDB/Plants-and-Animals>.

FILING FEES

The Project, as proposed, would have an impact on fish and/or wildlife, and assessment of filing fees is necessary. Fees are payable upon filing of the Notice of Determination by the Lead Agency and serve to help defray the cost of environmental review by CDFW. Payment of the fee is required in order for the underlying project approval to be operative, vested, and final (Cal. Code Regs, tit. 14, § 753.5; Fish & G. Code, § 711.4; Pub. Resources Code, § 21089).

CONCLUSION

CDFW appreciates the opportunity to comment on the NOP to assist the San Joaquin Regional Rail Commission in identifying and mitigating Project impacts on biological resources.

Matt Hertel
San Joaquin Regional Rail Commission
February 27, 2018
Page 7

Questions regarding this letter or further coordination should be directed to Jim Vang, Environmental Scientist, at (559)243-4014 extension 254 or Jim.Vang@wildlife.ca.gov.

Sincerely,



Julie A. Vance
Regional Manager

cc: Dan Leavitt
San Joaquin Regional Rail Commission
949 East Channel Street
Stockton, California 95202

United States Fish and Wildlife Service
2800 Cottage Way, Suite W-2605
Sacramento, California 95825

Regional Water Quality Control Board
Central Valley Region
1685 "E" Street
Fresno, California 93706-2020

United States Army Corps of Engineers
San Joaquin Valley Office
1325 "J" Street, Suite #1350
Sacramento, California 95814-2928

ec: Linda Connolly, Senior Environmental Scientist
California Department of Fish and Wildlife

REFERENCES

CDFG, 1994. Staff Report Regarding Mitigation for Impacts to Swainson's Hawks (*Buteo Swainsoni*) in the Central Valley of California. California Department of Fish and Game.

SWHA TAC, 2000. Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in California's Central Valley. Swainson's Hawk Technical Advisory Committee, May 31, 2000.

From: Cherie Clark <Cherie.Clark@valleyair.org>
Sent: Friday, June 11, 2021 4:14 PM
To: Mena, Leo
Cc: dan@acerail.com; Krause, Daniel; Walter, Rich
Subject: RE: SJVAPCD Comments for ACE Ceres-Merced Extensiion Project
Attachments: 20210416-DEIR ACE Ceres-Merced Extension Project.pdf

Good Afternoon,

Please find attached District comment letter for the project referenced above. Thank you again for the time extension!

Let me know if you have any questions.

Thank you,

*Cherie Clark
Air Quality Specialist II
San Joaquin Valley APCD
1990 East Gettysburg Avenue
Fresno, CA 93726
559-230-5940
Service*Teamwork*Attitude*Respect*

June 11, 2021

Dan Leavitt
San Joaquin Regional Rail Commission
949 East Channel Street
Stockton, CA 95202

Project: Draft Environmental Impact Report ACE Ceres-Merced Extension Project

District CEQA Reference No: 20210416

Dear Mr. Leavitt:

The San Joaquin Valley Unified Air Pollution Control District (District) has reviewed the Draft Environmental Impact Report (DEIR) for the project referenced above from the San Joaquin Regional Rail Commission (SJRRRC). The project consists of an approximately 34-mile rail service extension from Ceres to Merced, which will include upgrades to track, new track and bridges, the construction of new stations in Turlock, Livingston, and Merced and a Layover and Maintenance facility to be located in north Merced (Project). The Project is located in Stanislaus and Merced Counties, CA. The District offers the following comments:

1) District Rules and Regulation

The District issues permits for many types of air pollution sources and regulates some activities not requiring permits. A project subject to District rules and regulation would reduce its impacts on air quality through compliance with regulatory requirements. In general, a regulation is a collection of rules, each of which deals with a specific topic. Here are a couple of example, Regulation II (Permits) deals with permitting emission sources and includes rules such as District permit requirements (Rule 2010), New and Modified Stationary Source Review (Rule 2201), and implementation of Emission Reduction Credit Banking (Rule 2301).

The list of rules below is neither exhaustive nor exclusive. Current District rules can be found online at: www.valleyair.org/rules/1ruleslist.htm. To identify other District rules or regulations that apply to this Project or to obtain information about District permit requirements, the applicant is strongly encouraged to contact the District's Small Business Assistance (SBA) Office at (209) 557-6446.

R1-1

Samir Sheikh
Executive Director/Air Pollution Control Officer

Northern Region
4800 Enterprise Way
Modesto, CA 95356-8718
Tel: (209) 557-6400 FAX: (209) 557-6475

Central Region (Main Office)
1990 E. Gettysburg Avenue
Fresno, CA 93726-0244
Tel: (559) 230-8000 FAX: (559) 230-8081

Southern Region
34946 Flyover Court
Bakersfield, CA 93308-9725
Tel: (661) 392-5500 FAX: (661) 392-5585

1a) District Rules 2010 and 2201 - Air Quality Permitting for Stationary Sources

Stationary Source emissions include any building, structure, facility, or installation which emits or may emit any affected pollutant directly or as a fugitive emission. District Rule 2010 requires operators of emission sources to obtain an Authority to Construct (ATC) and Permit to Operate (PTO) from the District. District Rule 2201 requires that new and modified stationary sources of emissions mitigate their emissions using best available control technology (BACT).

R1-2

This Project may be subject to District Rule 2010 (Permits Required) and Rule 2201 (New and Modified Stationary Source Review) and may require District permits.

Prior to commencing construction on any permit-required equipment or process, a finalized Authority to Construct (ATC) must be issued to the Project proponent by the District. For further information or assistance, the project proponent may contact the District's Small Business Assistance (SBA) Office at (209) 557-6446.

1b) District Rule 9510 (Indirect Source Review)

The purpose of District Rule 9510 (Indirect Source Review) is to reduce the growth in both NO_x and PM₁₀ emissions associated with development and transportation projects from mobile and area sources associated with construction and operation of development projects. The rule encourages clean air design elements to be incorporated into the development project. In case the proposed project clean air design elements are insufficient to meet the targeted emission reductions, the rule requires developers to pay a fee used to fund projects to achieve off-site emissions reductions.

The proposed Project is subject to District Rule 9510 because it will receive a project-level discretionary approval from a public agency and is a transit development project that will equal or exceed two (2) tons NO_x or two (2) tons PM₁₀. When subject to the rule, an Air Impact Assessment (AIA) application is required prior to applying for project-level approval from a public agency.

R1-3

An AIA application is required and the District recommends that demonstration of compliance with District Rule 9510, before issuance of the first building permit, be made a condition of Project approval.

Information about how to comply with District Rule 9510 can be found online at: <http://www.valleyair.org/ISR/ISRHome.htm>.

The AIA application form can be found online at: <http://www.valleyair.org/ISR/ISRFormsAndApplications.htm>.

1c) Other District Rules and Regulations

The Project may also be subject to the following District rules: Regulation VIII, (Fugitive PM10 Prohibitions), Rule 4102 (Nuisance), Rule 4601 (Architectural Coatings), and Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations). In the event an existing building will be renovated, partially demolished or removed, the project may be subject to District Rule 4002 (National Emission Standards for Hazardous Air Pollutants).

R1-4

1d) District Rule 9410 (Employer Based Trip Reduction)

The proposed new stations may be subject to District Rule 9410 (Employer Based Trip Reduction) if any of the proposed new stations under this Project would result in employment of 100 or more "eligible" employees. District Rule 9410 requires employers with 100 or more "eligible" employees at a worksite to establish an Employer Trip Reduction Implementation Plan (eTRIP) that encourages employees to reduce single-occupancy vehicle trips, thus reducing pollutant emissions associated with work commutes. Under an eTRIP plan, employers have the flexibility to select the options that work best for their worksites and their employees.

R1-5

Information about how District Rule 9410 can be found online at:

http://www.valleyair.org/Programs/Rule9410TripReduction/eTRIP_main.htm.

For additional information, you can contact the District's Small Business Assistance (SBA) office at (559) 230-5800, or visit

<https://www.valleyair.org/busind/pto/ptoprocess.htm#who>.

2) District Comment Letter

If you have any questions or require further information, please contact Cherie Clark by e-mail at Cherie.Clark@valleyair.org or by phone at (559) 230-5940.

R1-6

Sincerely,

Brian Clements
Director of Permit Services



For John Stagnaro
Program Manager

From: Janell Martin <jmartin@atwater.org>

Sent: Monday, June 7, 2021 2:17:57 PM (UTC-08:00) Pacific Time (US & Canada)

To: Merced Comments <MercedExtComments@acerail.onmicrosoft.com>

Cc: Lori Waterman <lwaterman@atwater.org>; Greg Thompson <gthompson@atwater.org>; Frank Splendorio <Frank.Splendorio@bbklaw.com>

Subject: Re: City of Atwater Comment Letter of Draft Environmental Impact Report (EIR) for the Altamont Corridor Express (ACE) Ceres-Merced Extension Project comment letter

Good Afternoon,

Attached in this email, please find the City's Comment Letter regarding the Draft Environmental Impact Report (EIR) for the Altamont Corridor Express (ACE) Ceres-Merced Extension Project.

A copy has been sent via regular mail as well.

Thank you,



Janell Martin

Executive to the City Manager

phone: [209-357-6300](tel:209-357-6300)

site: atwater.org

email: jmartin@atwater.org

address: 750 Bellevue Rd, Atwater CA 95301





June 7, 2021

VIA E-MAIL
VIA US MAIL

San Joaquin Regional Rail Commission
Attn: Dan Leavitt, Manager of Regional Initiatives
949 East Channel Street
Stockton, CA 95202
MercedEXTComments@acerail.com

The City of Atwater has reviewed the Draft Environmental Impact Report (EIR) for the Altamont Corridor Express (ACE) Ceres-Merced Extension Project. Please accept this letter as our written comments on this draft document.

Based on our review of the document and the discussion that occurred at the Virtual Open House, it is our understanding that the Livingston Station and the Atwater Station were analyzed equally. In addition to this, it is our understanding that it was found that there will be no substantial difference in the environmental impacts between the two stations. We disagree with this assessment, and based on the analysis contained in the DEIR, we believe that the Atwater Station is the environmentally superior alternative. In addition, although there may be some short-term logistical benefits to constructing the station in Livingston (which in our opinion, have been overstated), the long-term advantages to an Atwater Station over a Livingston Station are very clear and discussed in the following comment letter. Not only is the Atwater Station environmentally superior, it is also the superior alternative when looking at project goals and long-term economic benefits.

L1-1

Part One: Environmental Advantages of the Atwater Station

According to the project website and Draft EIR, the purpose of the project is to "*address growing traffic congestion, unhealthy air quality, climate change, and a general lack of access to rail transportation in the San Joaquin Valley. the project will reduce the need for automobile use, thereby reducing traffic congestion, improving air quality and reducing greenhouse gas (GHG) emissions.*" It is clear that the primary purpose of the project is to reduce negative transportation, greenhouse gas, air quality impacts. The Atwater Station Alternative is **superior** to the Livingston Station in all of these categories. Below is a brief analysis.

L1-2

Transportation

Implementation of the Atwater Station is expected to reduce VMT annually by 24.4 million miles in 2030 and 31.1 million miles in 2040, compared to the Livingston Station which is expected to reduce VMT annually by 24 million miles in 2030 and 30.7 million miles in 2040. Due to the higher VMT reductions, the **Atwater Station would result in greater benefits which ultimately are associated with greater benefits for GHG reductions, air quality, and energy as described below.**

Greenhouse Gas Emissions

Implementation of the Atwater Station is expected to result in approximately 2.1% more GHG reductions in 2030 and approximately 2.4% more GHG reductions in 2040 than the Livingston Station. The greater GHG reductions is attributed to higher ridership and thus higher displaced VMT for the Atwater Station.

Air Quality

Because the Atwater Station would have higher ridership and associated VMT reductions than the Livingston Station, the Atwater Station would have greater benefits related to reduction of pollutants, compared to the Livingston Station. Overall, the Atwater Station would result in greater benefits due to higher ridership and higher VMT reductions.

Energy

Because the Atwater Station would have higher VMT reduction, it is expected to have a greater reduction in energy demand. The annual energy reductions for the Atwater Station are expected to be greater than the Livingston Station by 1.2 and 1.3 billion Btu in 2030 and 2040, respectively. These energy savings would fully offset energy from train operation under the Atwater Station. Overall, the Atwater Station would result in greater benefits due to the greater reduction in energy demand and higher VMT reductions.

**L1-2
cont.**

Part Two: Advantages of the Atwater Station in Relationship to Project Objectives

Pursuant to Section 15124-b of CEQA Guidelines, an Environmental Impact Report (EIR) is required to identify project objectives as part of the overall analysis. According to the Draft EIR prepared for the ACE Ceres-Merced Extension Project, there are three Project Objectives. One of the objectives is related to congestion, air quality and greenhouse gas emissions, which were discussed in Part One above. The other two Project Objectives are described below:

L1-3

1. Enhance commuter rail and intercity service and transit connections in the San Joaquin Valley.

The Atwater Station would better meet these goals than the Livingston Station for the following reasons:

- The Atwater Station would result in more service and transit connections because of existing infrastructure in place in the City of Atwater. Vehicle trip connections via the Atwater Merced Expressway between the Atwater Station and regional destinations such as the UC Merced campus and the Castle Commerce Center would require less time and fewer stops than those linked to the Merced Station (and Livingston Station).
- The Mid-California International Trade District (MCITD) established at the Castle Commerce Center is a planned 2,000-acre multimodal industrial development, expected to be a hub of economic activity with nearly 10,000 onsite jobs and 8 million square feet of technology-oriented modern industrial development. Construction of the Atwater Station would provide for enhanced commuter traffic between this site and station. MCITD partners include the Port of Los Angeles, California Forward, UC Merced, UC Berkeley, BNSF Railway, The Central California Economic Development Corporation, The Governor's Office of Business and Economic Development, and GLDPartners. The MCITD is already home to over 75 business tenants including the California AutoTech Testing and Development Center, Google/Waymo's Autonomous Vehicle Castle Test Center, and the UC Merced Research Facility. (MOU with the Port of Los Angeles executed on 10/24/2017). As economic

L1-4

interdependence throughout the Northern California Megaregion continues to grow and intensify, the MCITD is poised to attract a larger share of commuters from the San Francisco Bay Area into the Atwater area. The Atwater Station would best serve this community and result in enhanced commuter rail and intercity service and transit connections in comparison to the Livingston Station.

- Median annual household income in the City of Atwater is about \$45,000, or about \$10,000 less than in the City of Livingston, which indicates higher ridership potential for rail transit, especially with consideration to low price elasticity among dependent riders as opposed to discretionary riders.
- The 2016 estimated population of census tracts in which the City of Atwater is located is 43,000 and rises to 56,200 when adding the tracts containing the adjacent community of Winton. The 2016 estimated population of census tracts in which the City of Livingston is located is 14,800. Owing to significant residential development on unincorporated lands surrounding the City of Atwater, the population of the Atwater area is much larger than that within the corporate city limits. Atwater is estimated to be growing 0.5% faster than Livingston in the most recent year for which data is available (1/1/2016 – 1/1/2017), with Livingston growing 0.4% slower than Merced County overall. Thus, because of the larger population, there is greater potential for use by commuters.
- The Atwater Station site is currently home to the City of Atwater Transit Station served by The Bus. The City is committed to ensuring a bus station is located at or adjacent to the Atwater Station. This will help facilitate the “last-mile” of travel from the station and result in increased commuter ridership.

**L1-4
cont.**

2. Promote local and regional land use and transportation sustainability goals.

The City of Atwater Station, when operational, is more likely to result in the efficient use of land resources and the construction of transit-oriented development than the City of Livingston for the following reasons:

- The City of Atwater offers numerous conveniences located within 1/2 mile of the Atwater Station which makes transit-oriented development more feasible. These include the Applegate Inn and the Valley Motel, numerous restaurants, the Applegate Ranch Shopping Center, the Applegate Square Shopping Center, and the Atwater Gateway Shopping Center, the Downtown Atwater commercial district, the Atwater Branch Library, 4 City parks, and the Bloss House Museum. There is substantially more potential for transit-oriented development around the Atwater Station than the Livingston Station.
- The Atwater Station is more accessible to an existing urban fabric and is more conducive to developing transit-oriented development. The Livingston Station, on the other hand, will be sandwiched between a freeway and the back of a suburban shopping center. The environment surrounding the Livingston Station is less suitable and conducive to a walkable, pedestrian oriented environment, and the potential for transit-oriented development will be much less than the Atwater Station. At the Atwater Station, entry to the station will be accessible directly from the street and located on a street with pedestrian-oriented commercial buildings, making it a prime location for transit-oriented and sustainable development.

L1-5

- As mentioned above, the Atwater Station site is currently home to the City of Atwater Transit Station served by The Bus. The City is committed to ensuring a bus station is located at or adjacent to the Atwater Station. This would further increase the likelihood of more sustainable and transit-oriented development in comparison to the Livingston Station.

**L1-5
cont.**

Part Three: Logistical Advantages of the Atwater Station

The presentation given at the Virtual Open House implied that there were significant logistical benefits of the Livingston Station over the Atwater Station. We disagree. The table below takes these logistical points and clearly demonstrates that although there are some minor short-term benefits to the Livingston Station (like slightly easier property acquisition) those slight advantages do not compare to the advantages of the Livingston Station.

L1-6

Criteria	Atwater Advantages in Comparison to Livingston
Environmental Impacts	As discussed above, the Atwater Station is the superior environmental alternative when it comes to traffic, VMT, Air Quality, and Greenhouse Gas Reductions, all which are top priorities for this project.
Parking Accessibility	Minor design changes to the Atwater Station Site Plan would allow for the western portion of the parking lot to be double-loaded 90-degreee spaces, reducing the off-site land requirement and increasing the amount of parking adjacent to the platform. With this configuration, additional parking spaces could be added on the City-owned parcel west of the previous design.
Number of Parcels Needed	Although more parcels are required to be acquired for the Atwater Station, 3 of the parcels are owned by the City, making acquisition much easier. In addition, the short-term, minor administrative benefit associated with acquiring fewer parcels does not outweigh the environmental and other benefits associated with the Atwater Station.
Demolition/Business Impacts	Although more buildings at the Atwater Station would have to be demolished in comparison to the Livingston Station, the long-term benefits to businesses in Atwater are far greater than in Livingston. The Atwater Station will lead to more new development given property being in an area accessible directly from the street and located on a street with pedestrian-oriented commercial buildings. The makes it a prime location for transit-oriented development, which will have long term benefits to businesses and residents in the area. These greater long-term gains outweigh the short-term demolition impacts.
Station Spacing	There are many other stations along the ACE train route that are closer than the Atwater and Merced Stations. Livingston being slightly further away from Merced shouldn't outweigh the fact that the Atwater Station is the far superior alternative for all the reasons outlined in this letter.

L1-7

L1-8

L1-9

L1-10

L1-11

Cost	Although the Livingston Station is projected to cost 6 million less to construct, the long-term economic advantages of the Atwater Station over the Livingston Station will more than likely exceed this cost difference in less than a decade. In addition, the City of Atwater has considerable resources available that benefit the ACE station, including the budgeted signalization of the intersection of Atwater Boulevard and First Street and contributions to parking on at least two City-owned properties. Significantly, the City of Atwater is willing to donate City owned land to the station construction, further reducing the cost of the Atwater Station.	L1-12
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Part Four: Environmental Impacts of the Livingston Station and EIR Failures

As discussed in Part Two above, there are more *existing* jobs and residents near the Atwater Station than the Livingston Station. Thus, there is greater need for a station in Atwater and there is a strong likelihood that an Atwater Station would have increased ridership. The inverse is, of course, true that there are fewer existing jobs and residents near the Livingston Station. This is significant from more than merely a projected need and ridership perspective.

L1-13

Under CEQA, an EIR must examine whether a project will lead to economic or population growth or encourage development or other activities that could affect the environment. (Public Resources Code, 21100(b)(5); 14 Cal. Code Regs., § 15126.2(d).) The discussion must describe growth-accommodating features of a project that may remove obstacles to population growth. An EIR must discuss growth-inducing effects even though those effects will result only indirectly from the project. (*Napa Citizens for Honest Government v. Napa County Board of Supervisors* (2001) 91 Cal.App.4th 342, 368.) By locating a new station in a lower population area (i.e., Livingston), the project will act as a driver of new and induced growth in Livingston – which will create a myriad of new environmental impacts that have not been adequately analyzed in the EIR. Indeed, considering the project’s objectives, siting a new station in a city with fewer existing riders and jobs is a de facto admission of an expectation that there will be induced population growth in Livingston as a result of the station (versus serving the larger job and resident population that *already exists* in and near Atwater). The growth induced by the project will lead to numerous significant environmental effects, such as increased air emissions, greenhouse gas emissions, loss of agricultural lands, and more. These must be fully analyzed in the EIR and taken into consideration when choosing a station location.

L1-14

Locating a station in a lower populated area is contrary to the project objectives, as discussed in Parts One and Two above. Given that the project will have significant and unavoidable effects, it is necessary that every opportunity to reduce those effects be seized. The Atwater Station better achieves all of the project’s objectives and reduces environmental effects. Absent substantial evidence demonstrating how the Livingston Station better meets the project objectives, choosing the Livingston Station would be arbitrary, capricious, and a violation of law.

L1-15

Conclusion

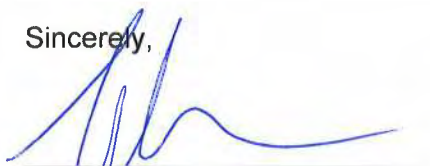
In conclusion, as demonstrated by this comment letter, the Atwater Station is the superior alternative in every way. Not only is it clearly environmentally superior, it also meets the project’s objectives more than the Livingston Station and will result in higher ridership and more economic development and financial benefits. As stated in this letter, although there are some minor short-term benefits to the

L1-16

Livingston Station, the long-term advantages of the Atwater Station are clear. For these reasons, we believe that the Atwater Station should be identified in the EIR as the preferred station alternative.

**L1-16
cont.**

Sincerely,



Frank Splendorio
City Attorney, City of Atwater

Cc: Lori Waterman, City Manager
Greg Thompson, Public Works/ Community Development Director

From: Janell Martin <jmartin@atwater.org>
Sent: Thursday, June 24, 2021 3:16:28 PM (UTC-08:00) Pacific Time (US & Canada)
To: Merced Comments <MercedExtComments@acerail.onmicrosoft.com>
Cc: Lori Waterman <lwaterman@atwater.org>; Frank Splendorio <Frank.Splendorio@bbklaw.com>; Greg Thompson <gthompson@atwater.org>
Subject: Re: City of Atwater Altamont Corridor Express Counter Proposal

Good Afternoon,

Attached in this email, please find the City's Counter Proposal regarding the Altamont Corridor Express (ACE) Ceres-Merced Extension Project.

A copy has been sent via regular mail as well.



Janell Martin

Executive to the City Manager

phone: [209-357-6300](tel:209-357-6300)

site: atwater.org

email: jmartin@atwater.org

address: 750 Bellevue Rd, Atwater CA 95301





OFFICE OF THE CITY MANAGER
750 BELLEVUE ROAD
ATWATER, CA 95301
(209) 357-6300

June 24, 2021

VIA E-MAIL
VIA REGULAR MAIL

San Joaquin Regional Rail Commission
Attn: Dan Leavitt, Manager of Regional Initiatives
949 East Channel Street
Stockton, CA 95202
dan@acerail.com

RE: *Counter Proposal by the City of Atwater*

Dear Commission:

We at the City of Atwater would like to commend your team for the recent work on the Altamont Corridor Express (ACE) Ceres-Merced Extension Project ("Project"). City staff greatly understands and appreciates the value of an effective engineering team. With that said, we have reviewed your Draft EIR with its appendices and have returned comments of concern. We trust you have had a chance to begin to review those comments.

L2-1

We wanted to underscore, by way of this separate correspondence, that deleting an Atwater Station from the Project greatly self-defeats its core goals and objectives—leveraging a central, accessible, and strategic location for the Project. Equally concerning is the thin environmental impact analysis of items of potential significance such as VMT, reduction of negative transportation, greenhouse gas emissions, air quality impacts, as well as energy need reduction by omitting the Atwater Station. All of these will be adversely impacted by the deletion of the Atwater Station.

L2-2

The long-term benefits and ridership must play a key factor in the final decision of the Commission. We realize this puts the Commission in a precarious position of selecting one community over another and the city would like an opportunity to discuss an option that would remove this difficulty from the equation and would place no additional financial burden on the Project.

L2-3

To that end, the City of Atwater proposes that, if the selection of the Livingston Station moves forward under the ACE project as described, while reserving all rights pertaining to the City's concerns, we propose that an abbreviated smaller station should be included in Atwater that would be funded and constructed by the City. The City would endeavor to secure funding for the proposed Station, acquire property, oversee construction, and secure a consultant to open a dialogue with Union Pacific. By simply agreeing to this proposal of an additional stop in Atwater of about 10 minutes, you can meet most of your Project and Environmental objectives at no cost to ACE.

L2-4

During the past year, the City of Atwater has been able to successfully welcome new developers and businesses to our city, even amidst the throes of the global pandemic. We are very proud of our team's ability to complete a large volume of projects on time, and efficiently, being mindful of budgetary constraints. That is why we feel it is of importance when we ask that a short-term view does not hinder the long-term goals of the Project. Adding an Atwater Station would serve those goals.

L2-5

At your earliest convenience we would like to begin a dialogue with the Commission and your technical team regarding this proposal. We have included for your consideration the attached preliminary maps depicting the proposed project area.

L2-6

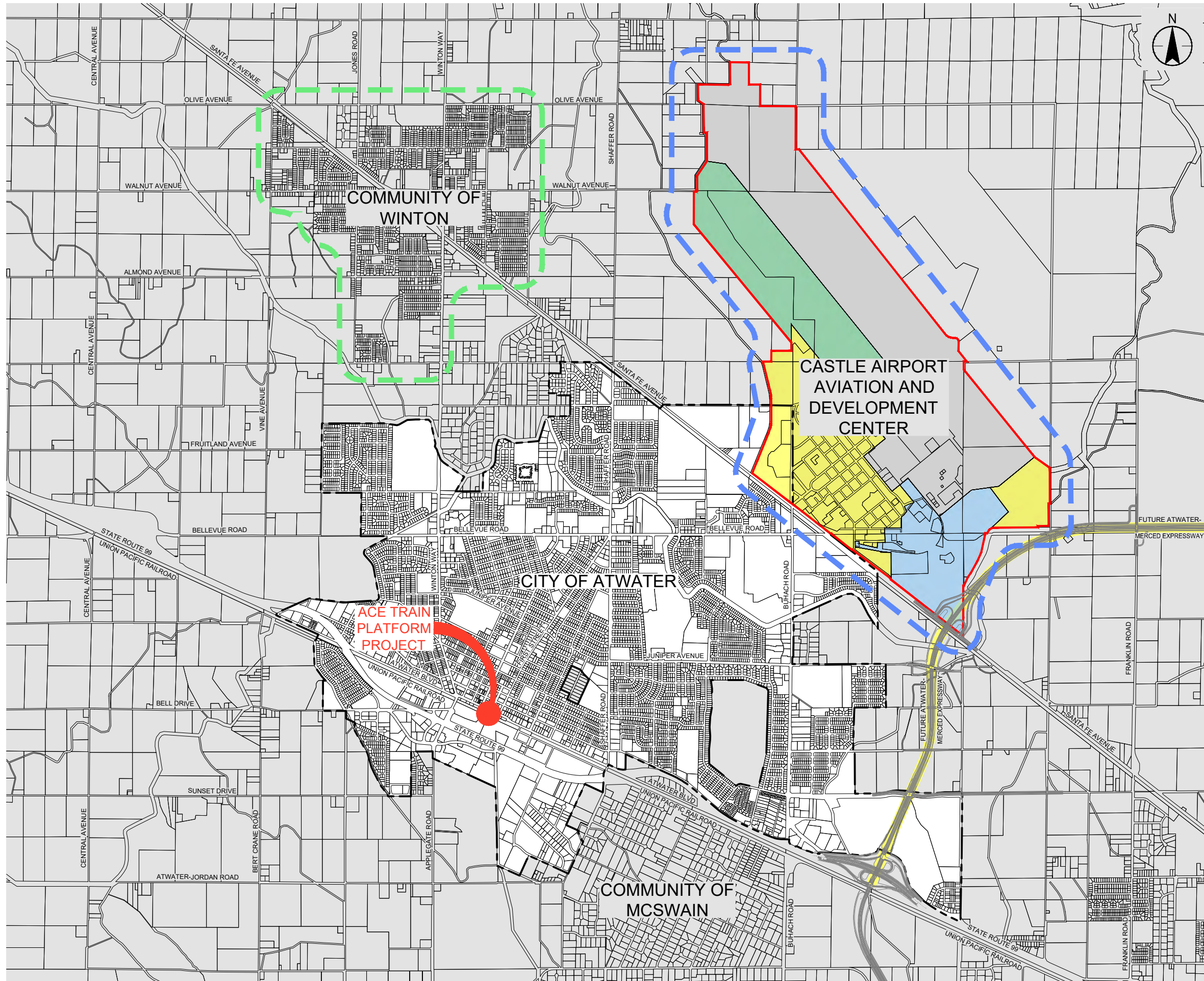
Sincerely,



Lori Waterman
City Manager, City of Atwater

Enc: Mapping

Cc: Frank Splendorio, City Attorney
Greg Thompson, Public Works/ Community Development Director



LEGEND

- ATWATER CITY LIMITS
- COMMUNITY OF WINTON (UNINCORPORATED)
- CASTLE AIRPORT AVIATION AND DEVELOPMENT CENTER (CAADC)
- MID-CALIFORNIA INTERNATIONAL TRADE DISTRICT (MCITD)
- MID-CALIFORNIA INTERNATIONAL TRADE DISTRICT - RAIL DISTRICT
- CALIFORNIA AUTO-TECH DEVELOPMENT CENTER
- CASTLE AIRPORT
- MERCED COUNTY (UNINCORPORATED)
- PROPOSED CITY OF ATWATER ACE TRAIN PLATFORM PROJECT

ATWATER ACE TRAIN PLATFORM PROJECT VICINITY MAP



CITY OF ATWATER
750 BELLEVUE ROAD
ATWATER, CA 95301



LEGEND

- PROPOSED ACE TRAIN PLATFORM, EXISTING ATWATER TRANSPO
- PRIMARY PARKING
- OVERFLOW PARKING
- PROPOSED CITY OF ATWATER PEDESTRIAN SAFETY IMPROVEMENT PROJECT
- PROPOSED STATION PLATFORM

ATWATER ACE TRAIN PLATFORM PROJECT AREA EXHIBIT



CITY OF ATWATER
750 BELLEVUE ROAD
ATWATER, CA 95301

"ACE Ceres-Merced Extension Project"

Jose Antonio Ramirez <citymanager@livingstoncity.com>

Wed 5/19/2021 4:53 PM

To: Merced Comments <MercedExtComments@acerail.onmicrosoft.com>

Cc: Jose Antonio Ramirez <citymanager@livingstoncity.com>

[The e-mail below is from an external source. Please do not open attachments or click links from an unknown or suspicious origin.]

Salutations Mr. Leavitt,

Please accept these comments as additional information and feel free to share with the governing body that will make the final decision on the train station locations. Thank you so much for the opportunity to submit comments. Below are some supporting statements that we would like to submit in making our case for the Train Station.

1. Proximity to the City of Merced Matters. If the ACE Train loads passengers in Atwater and has to stop a very short distance later in Merced is not feasible or practical. The platform in Livingston makes more sense, being a good distance between the planned Merced and Turlock stops.
2. Should Livingston be chosen to host a Train Station for ACE in the downtown, there will be an immediate positive impact because it will directly serve Foster Farms which employs over 3,500 hundred employees, many of which originate outside the city. Livingston is also home to several other significant employers (e.g. AV Thomas Produce, Joseph Gallo Farms and a Gallo Winery facility).
3. The City of Livingston incorporated our Downtown Improvements and Mural District Program/Planning with the ACE Train in mind. For instance F&M bank and other businesses will move there to service those customers. We are looking at incorporating some commercial aspects to the proposed station.
4. We are Master Planning a transit-orientated development with the ACE Train in mind. It's the Gallo's 35 acres off of B Street and have firm support from Mike Gallo. There's going to be multi-family housing, senior housing, veteran housing and other types of housing as well as mix-use parcels with plenty of room for growth. This master planned site will certainly dovetail in well with the proposed train station and help to reduce our carbon footprint.
5. The Livingston City Council along with staff and with the help of our Supervisor, have programmed and pledged \$1.6 million funds towards creating a bus/train transit center in the area in question.
6. There's a huge section of dead space (property) that CALTRANS created when FWY 99 was rerouted and this property can be used for parking and carpooling purposes. We have already approached CALTRANS about moving their drainage basin to further accommodate parking for the project. There's lots of future parking space should it be needed that can accommodate the current needs.
7. If, the ACE train platform/station is designated to go into Livingston, it will be located to better serve two underserved population areas as well as individuals in proximity to the City of Livingston (Los Banos and Delhi).

L3-1

Thank you again, for the opportunity.

José Antonio Ramírez

City Manager

CITY OF LIVINGSTON

1416 "C" Street

Livingston , CA 95334

voice 209.394-8041 ex 113 fax 209.394.1751 cell 209.398.1721

citymanager@livingstoncity.com · www.livingstoncity.com

ACE CERES-MERCED EXTENSION PROJECT – ENVIRONMENTAL IMPACT REPORT DRAFT-PUBLIC COMMENTS

Juan Aguilar, Jr. <juanaguilar.jr@yahoo.com>

Mon 6/7/2021 1:08 PM

To: Merced Comments <MercedExtComments@acerail.onmicrosoft.com>

Hello this is Juan Aguilar Jr, City of Livingston Mayor, I wanted to thank you all for a great presentation. I am here today to express my support for the project in general. I believe the spacing of stations more equally for better functionality as it relates to travel speeds and access to more populations makes the Livingston station option more appropriate for this project.

Cross traffic challenges should be considered, having riders cross streets to get to the platform can be dangerous. I support the Livingston plan as the platform and parking are all on one side, there is no need to cross a street.

The Livingston station also provides better and sufficient parking compared to other option.

Thank you!

Juan Aguilar Jr.

Sent from my iPhone

L4-1

Livingston is the right place

Toni Marquez <tmarquez@livingstoncity.com>

Mon 6/7/2021 12:57 PM

To: Merced Comments <MercedExtComments@acerail.onmicrosoft.com>

If you choose Livingston for your stop, you will not regret it.

City Staff is always friendly and willing to help our city with in coming businesses. We have a diverse community to help staff this kind of project. A great work ethic to help facilitate this kind of venture. A home town feel to help people feel welcome.

L5-1

I truly hope you choose Livingston for your stop

Best regards

Toni L. Marquez

Recreation Specialist
City of Livingston ~ Recreation Department
1416 C Street, Livingston, Ca 95334
(209) 394-8830
Fax (209) 394-4190



ACE Ceres–Merced Extension Project

Testa, Kenneth <KTesta@mcsd.k12.ca.us>

Mon 6/7/2021 6:11 AM

To: Merced Comments <MercedExtComments@acerail.onmicrosoft.com>

Cc: Testa, Kenneth <KTesta@mcsd.k12.ca.us>

Mr. Dan Leavitt, Manager of Regional Initiatives
949 East Channel Street
Stockton, Ca. 95202
Hello Again Mr. Leavitt,

On behalf of the Merced City School District, we appreciate the opportunity to respond to the Draft Environmental Impact Report for the ACE Ceres to Merced Extension Project. As you know, our District has a vested interest in the project as it brings much needed track upgrades, new track, upgraded undercrossings and at-grade crossings, new bridges, and construction of a new Layover and Maintenance Facility here in Merced, all ultimately supporting the ultimate major service element, a NEW terminal ACE Rail Terminal Station here in Merced. The location of the new Merced Station will be constructed on property and facilities owned by MCSD, our School Nutrition Services (SNS), Warehouse, Print-Shop, and Materials Distribution Center.

L6-1

Our District is supportive of the ACE Rail Ceres to Merced extension project, bringing much needed transportation services to local and regional residents. We have reviewed the Draft EIR Report and find it comprehensive, thorough, and very informative. It is clear that AECOM developed a comprehensive review of the proposed improvements, all elements of potential consideration, feasible alternatives, and provided amply opportunity for public participation. I have reviewed the EIR and was pleased to participate in one of the Virtual Open House events which was hosted by staff from ACE, AECOM, the San Joaquin Regional Rail Commission, and yourself.

As you are fully aware, the location of the new Merced ACE Station is directly upon our District's SNS Warehouse/Print-Shop/Distribution Center on the nearly 2 acre site. Our facility is centrally located in Merced and provides critical services to each of our eighteen (18) school sites and District support facilities on a daily basis. Thank you for your willingness to know of our interest in both the Ceres to Merced Extension project, including our support, but also of our sincere desire to engage in preliminary negotiations leading to ultimate purchase and acquisition processes. Our mutual interests in serving the local community are similar, and we are confident you and ACE Rail understand our anxiousness to engage in the Uniform Relocation Assistance and Real Property Acquisition Policies Act, which we understand is now known as the Uniform Act of 1987. Essentially, we want to plan ahead with you so our services that impact all our schools, over 11,000 students, our families, staff, and community on a

L6-2

daily basis are uninterrupted.

Thank you again for this opportunity to voice our District's support for the ACE Rail Ceres to Merced Extension Project and the Draft EIR Report.

Please feel free to contact me at any time should I be of assistance to you as we move forward together in serving the best interests of Merced and our region.

**L6-2
cont.**

Sincerely,

Ken C. Testa, Ed.D.
Director of Facilities
Merced City School District
(209) 385-6332 Office
(559) 994-7551 Cell

This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you have received this email in error please notify the system administrator. Please note any views or opinions presented in this email are solely those of the author and do not necessarily represent those of Merced City Elementary School District. Finally, the recipient should check this email and any attachments for the presence of viruses. The District accepts no liability for any damage caused by any virus transmitted by this email.



June 24, 2021

San Joaquin Regional Rail Commission
Attn: Dan Leavitt, Manager of Regional Initiatives
949 East Channel Street
Stockton, CA 95202
dan@acerail.com

To the San Joaquin Regional Rail Commission:

I am in receipt of the proposal letter dated June 24, 2021, from the City of Atwater staff to potentially build and construct its own train station in the City of Atwater. As a resident, Business Owner, Chairman of the Board of Supervisors, I strongly support the intent of the City of Atwater to help in goals of the Altamont Corridor Express (ACE) Ceres-Merced Extension Project. By the City proposing to build their own train station stop in Atwater, I believe that this is the best regional approach to the project.

In addition to the economic and commuter benefits to Atwater by providing open access, this service will support the, Beachwood/Franklin Community, Winton Community, McSwain Community, Castle AADC, and connect to the Atwater Merced Expressway which will provide a direct connection to UC Merced. The proposal of this station would also provide beneficial results to the Central Valley by reducing vehicle emissions, improving overall air quality in the Valley, and establishing a reliable connection to the Atwater Merced Expressway for our UC Merced students and faculty.

Thank you for your consideration,

Daron McDaniel
Chairman,
Merced County Board of Supervisors

Board of Supervisors

Rodrigo Espinoza
Supervisor, District One

Josh Pedrozo
Supervisor, District Two

Daron McDaniel
Supervisor, District Three

Lloyd Pareira
Supervisor, District Four

Scott Silveira
Supervisor, District Five

James L. Brown
County Executive Officer

L7-1

Merced County
Administration Building
2222 M Street
Merced, CA 95340
(209) 385-7366
(209) 726-7977 Fax
www.countyofmerced.com

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L7-2

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Chief Executive Officer

Patrice M. Dietrich
Assistant Executive Officer

Raul L. Mendez
Assistant Executive Officer

STANISLAUS COUNTY ENVIRONMENTAL REVIEW COMMITTEE

May 27, 2021

San Joaquin Regional Rail Commission
Attn: Dan Leavitt, Manager of Regional Initiatives
949 East Channel Street
Stockton, CA 95202

**SUBJECT: ENVIRONMENTAL REFERRAL – SAN JOAQUIN REGIONAL RAIL
COMMISSION (SJRRRC) – ACE CERES – MERCED – EXTENSION PROJECT
– NOTICE OF AVAILABILITY OF A DRAFT ENVIRONMENTAL IMPACT
REPORT (DEIR)**

Mr. Leavitt:

Thank you for the opportunity to review the above-referenced project.

The Stanislaus County Environmental Review Committee (ERC) has reviewed the subject project and has no comments at this time.

The ERC appreciates the opportunity to comment on this project.

Sincerely,

A handwritten signature in blue ink, appearing to read "Patricia Lord".

Patricia Lord
Management Consultant
Environmental Review Committee

PL:sm

L8-1

RE: Stanislaus County ERC Referral - San Joaquin Regional Rail Commission - Respond by June 7, 2021

Ramon Salinas <SALINASR@stancounty.com>

Tue 4/27/2021 7:47 AM

To: Merced Comments <MercedExtComments@acerail.onmicrosoft.com>

Cc: Planning <planning@stancounty.com>

Good Morning,

Public Works has no comments.

Thank you.

Ramon Salinas
Assistant Engineer
Stanislaus County Public Works
1010 10th Street, Suite 4204
Modesto, CA 95354
Phone: 209-525-7564
Cell: 209-278-5734
Fax: 209-525-6507
Email: salinasr@stancounty.com

L9-1

From: Planning <planning@stancounty.com>

Sent: Thursday, April 22, 2021 2:59 PM

To: Sheryl Mello <mellos@stancounty.com>; Patrick Cavanah <cavanahp@stancounty.com>; Patricia Lord <lordp@stancounty.com>; Angela Freitas <ANGELA@stancounty.com>; Krisn Doud <Doudk@s_tancounty.com>; Jeremy Ballard <BALLARDJ@stancounty.com>; Miguel Galvez <GALVEZM@stancounty.com>; Kamal Bagri <kbagri@stancounty.com>; Dan Bernaciak <danielb@stancounty.com>; Randy Crook <RCROOK@stanoes.com>; Mahe w Jenkins <MJENKINS@stanoes.com>; Michael Ziman <zimanm@stancounty.com>; Cesar Acevedo <cacevedo@envres.org>; JAMI AGGERS <JAGGERS@envres.org>; Jennifer Marchy <jmarchy@envres.org>; RACHEL RIESS <rariess@envres.org>; JANIS MEIN <JMEIN@envres.org>; KIT MCCLURG <KMCCLURG@envres.org>; WALLACE LOW <WLOW@envres.org>; Ryan Barney <rabarney@envres.org>; WALEED YOSIF <WYOSIF@envres.org>; Walter Ward <wward@envres.org>; KARL QUINN <KQUINN@envres.org>; Lane Avilla <lavilla@envres.org>; MARY-KATE COOK <MKCOOK@envres.org>; Parminder Dhillon <pdhillon@envres.org>; Mandip Dhillon <mdhillon@envres.org>; Yama Noorzai <YNoorzai@envres.org>; ALVIN LAL <ALAL@envres.org>; Gloria Romero <gromero@envres.org>; Michael Parker <mparker@stansheriff.com>; raduncan@ucanr.edu; Frederic Clark <CLARKF@stancounty.com>; Ramon Salinas <SALINASR@stancounty.com>; Lynne e Henson <hensonl@stancounty.com>; David Leamon <Leamond@stancounty.com>; Andrew Malizia <Maliziaa@stancounty.com>; Sara Lytle-Pinhey <pinheys@stancounty.com>; Javier Camarena <camarenaj@stancounty.com>; Erica Inacio <inacioe@stancounty.com>

Cc: Arcelia Garcia <garciaar@stancounty.com>; Angelica Duenas <DUENASA@stancounty.com>

Subject: Stanislaus County ERC Referral - San Joaquin Regional Rail Commission - Respond by June 7, 2021

Importance: High

Good afternoon ERC Members,

ERC-21. San Joaquin Regional Rail Commission – ACE Ceres – Merced – Extension Project – Notice of Availability of a Draft Environmental Impact Report is attached for your review and comments.

Please note that your response is due by **June 7, 2021**.

Thank you,

Stanislaus County Department of Planning and Community Development



July 1, 2021

San Joaquin Regional Rail Commission
Attn: Dan Leavitt, Manager of Regional Initiatives
949 East Channel Street
Stockton, CA 95202
dan@acerail.com

To the San Joaquin Regional Rail Commission:

On behalf of the City of Atwater we are writing to express our support of the efforts of the City of Atwater to potentially construct and operate its own transit station at the existing Atwater Transpo on Atwater Boulevard.

O1-1

As a community organization, Old Town Atwater is focused on positive efforts to revitalize downtown Atwater. An ACE train stop in Atwater would have a positive economic impact on Downtown businesses and we believe this is the best regional approach for the project.

O1-2

In addition to the economic and commuter benefits to Atwater, this service will support the communities of Winton and McSwain, and Castle AADC. The proposal for this station would also provide beneficial results to the Central San Joaquin Valley by reducing vehicle emissions and improving overall air quality in the San Joaquin Valley Air Basin, while creating a regional connection to the Atwater Merced Expressway for our UC Merced students and faculty.

O1-3

Thank you for your consideration,

Brad Kessler
President, Old Town Atwater

Adam Reed
Vice President, Old Town Atwater

From: David Schonbrunn <David@Schonbrunn.org>
Sent: Monday, June 7, 2021 11:19:43 AM (UTC-08:00) Pacific Time (US & Canada)
To: Merced Comments <MercedExtComments@acerail.onmicrosoft.com>
Cc: Stacey Mortensen <Stacey@acerail.com>
Subject: ACE Ceres-Merced Extension Project

Attached please find TRAC's comments on the Merced Extension DEIR. An email indicating receipt would be much appreciated.

--David

David Schonbrunn, President
Train Riders Association of California (TRAC)
P.O. Box 151439
San Rafael, CA 94915-1439

415-370-7250 cell & office
President@calrailnews.org
www.calrailnews.org

TRAC

Train Riders
Association
of California



1025 Ninth Street Suite 223
Sacramento CA 95814-3516

(916) 557-1667
www.calrailnews.org
president@calrailnews.org

Officers

David Schonbrunn
President
Marin County

Greg Thompson
Secretary
Sacramento County

Gordon Osmundson
Treasurer
Alameda County

Susan MacAdams
Washington, D.C. Rep.

Board Members

Ron Jones
Madera County

Art Brown
Orange County

Derek Casady
San Diego County

John Deeter
Sacramento County

Fred Glienna
Los Angeles County

William F. McGeehan III
Contra Contra County

June 6, 2021

Submitted to:
MercedExt
Comments
@acerrail.com

Ms. Stacey Mortensen
San Joaquin Regional Rail Commission
949 East Channel Street
Stockton, CA 95202

Re: ACE Ceres–Merced Extension Project

Dear Ms. Mortensen:

The Train Riders Association of California ("TRAC") is a statewide rail advocacy organization that has worked since 1984 to improve passenger rail service in California. We have a long history of advocacy before the SJRRC Board, in which we have presented innovative ideas, only to be met by institutional resistance.

We believe the decision to not serve the Sacramento Valley Station is a fundamental mistake, from the regional transit planning perspective, as is the unwillingness to seriously consider our West Side Line alternative for this project. We offer the following comments on the DEIR for the ACE Ceres–Merced Extension Project.

TRAC's Scoping Comments

We are disappointed that the DEIR went to great lengths to not respond to our Scoping Comments. "The TRAC concept for unified passenger rail service in the northern San Joaquin Valley and across the Altamont Pass to the Bay Area was not fully articulated in TRAC's scoping comment." (p. 5-44.) That's because the latter was not relevant to this DEIR. We instead made simple relevant requests, such as:

1. The EIR should evaluate the feasibility of acquiring enough slots to make it possible for the San Joaquin to travel on ACE tracks from Merced to North Lathrop.

The DEIR did not respond to this request. Instead, it offered a series of assumptions and statements that were entirely irrelevant. It also made it clear that no actual inquiry was made as to whether slots would or could be made available:

!" # \$ % & ' () * + , - . / : ; < = > ? @ A B C D E F G H I J K L M N O P Q R S T U V W X Y Z [\] ^ _ ` { | } ~ ¡ ¢ £ ¤ ¥ ¦ § ¨ © ª « ¬ ® ¯ ° ± ² ³ ´ µ ¶ · ¸ ¹ º » ¼ ½ ¾ ¿ À Á Â Ã Ä Å Æ Ç È É Ê Ë Ì Í Î Ï Ñ Ò Ó Ô Õ Ö × Ø Ù Ú Û Ü Ý Þ ß à á â ã ä å æ ç è é ê ë ì í î ï ð ñ ò ó ô õ ö ÷ ø ù ú û ü ý þ ÿ

"This alternative would require additional agreement with UPRR for the additional passenger rail slots, which would likely require construction of additional tracks between Merced and Lathrop beyond those required for the extension of ACE service alone." (p. 5-45, emphasis added.)

The underlined word indicates speculation. CEQA does not permit speculation. Please make the appropriate inquiries and report back in a Revised DEIR. Please also state how many slots were acquired from UPRR in exchange for \$346 million of State dollars. SJRRC will be judged harshly on its negotiations with UPRR if it did not procure enough slots for multiple significant expansions beyond the Proposed Project.

**O2-2
cont.**

Instead of responding to the next request in good faith, the DEIR conjured up all kinds of expensive additional projects that would connect up with TRAC's proposed shared use with the San Joaquin, so as to be able to declare it infeasible due to cost. Strategems like that harm an agency's credibility.

2. The EIR should evaluate the cumulative impacts of sharing the ACE tracks from Merced to North Lathrop with the San Joaquin.

Because the routing of the San Joaquin is an historical accident, not based in any determination as to how best serve the residents of the San Joaquin Valley, TRAC saw it as essential for this project to evaluate whether bringing the San Joaquin into the City-Centered Corridor would be 1) feasible and 2) beneficial. The DEIR refused to do either, despite its claim that the Project is "maximizing connections with other transit services within the San Joaquin Valley." (p. ES-9.) The request was an effort to find out what level of capacity would be available in the new right-of-way. Please revise the analysis to look at the issue of capacity to run additional trains, as well as other cumulative impacts, and delete all the irrelevancies.

O2-3

The DEIR is flat-out incorrect in its statement "In its scoping comment on this EIR, TRAC suggested that ACE should implement the Altamont Corridor Vision." (*Id.*) It's hard to see how a competent EIR preparer could extract that from this actual scoping comment:

3. Given that there are inadequate daily ACE trains to meet each HSR train under the current plans for a Merced-Bakersfield HSR line, the EIR should consider the Altamont Corridor Vision (as expressed in the May 3, 2019 presentation to SVRRWG) to be reasonably foreseeable. The EIR's cumulative impacts analysis should evaluate scenarios with 30 and 20 ACE and San Joaquin trains per day, consistent with a very popular service connecting the Valley to the Bay Area.

O2-4

Please delete the entire response to TRAC-2, perform the cumulative impacts analysis that TRAC requested, and recirculate the DEIR. As part of that analysis, respond to this:

O2-5

4. Identify the improvements necessary to accommodate those two scenarios, and the cost of securing adequate slots.	O2-5 cont.
TRAC-3 was not in response to a Scoping Comment for this DEIR, so it should never have been in this DEIR. Please delete it.	O2-6
<p><u>Connection to HSR</u></p> <p>Perhaps the most preposterous statement in the DEIR is in relation to HSR: "If CHSRA chooses to keep its station at the previously approved location, then the ACE station and the HSR station would be approximately 0.5 mile apart and passengers transferring from one system to the other would either walk or potentially use a shuttle." (p. 4-8.)</p> <p>Given the Governor's emphasis on a convenient connection between HSR and ACE, it is inconceivable that the ACE Merced station would not be co-located with HSR. Revise the DEIR to eliminate references like the one cited above, and commit to locating alongside HSR, wherever that ends up being. The connection to the San Joaquins is missing from Table 4-3 in the Cumulative Impacts Analysis.</p>	O2-7
TRAC would like to see drawings for how the two services plus the San Joaquins would be aligned in Merced. We would expect to see some cross-platform transfers. As connections to HSR and the San Joaquins are reasonably foreseeable, the DEIR needs to evaluate those connections in its Cumulative Impacts Analysis for pedestrian facilities and safety.	O2-8
Speaking of stations, the DEIR should describe the accessibility features of its stations.	O2-9
<p><u>Passenger Loading</u></p> <p>Caltrain's EIR for its electrification project provided projections of the percent of future seated and standee capacity. ACE must do no less. Thanks to the intervention of local politicians, the ACEforward effort to expand ACE's capacity and schedule was blocked. As a result, ACE's physical ability to carry passengers is constrained indefinitely. To be legally adequate, the DEIR must evaluate how many train cars it will take to transport its projected ridership, and determine whether trains that long can be accommodated in the current stations. Because it is entirely possible that the ridership generated by the Proposed Project could overwhelm the existing capacity of ACE, the DEIR must be revised and recirculated.</p>	O2-10
While the Cumulative Impacts discussion on page 4-9 discussed the impact on parking demand of transferring HSR riders, it failed to discuss whether transporting those passengers is physically feasible, given ACE's schedule and station length constraints. Because additional ridership from passengers transferring from HSR trains is reasonably foreseeable, the same loading calculations as requested above must be performed, using CHSRA's projected ridership as the basis for the Cumulative Impacts Analysis. The finding of No Considerable Contribution for Impact C-TR-1 (page 4-56) is invalid, as the DEIR does not offer substantial evidence that ACE can physically support the ridership that CHSRA says is coming.	O2-11

The DEIR fails to analyze the infrastructure improvements to ACE that would be required by the cumulative impact of HSR passengers, despite this statement: "Because infrastructure improvements for transit services other than ACE and their funding are outside the responsibility of SJRRC, the responsibility for managing the environmental effects of any additional transit facilities or services that might be necessary to meet future demands lies with each transit operator." (page 4-59.) ACE has not addressed its "responsibility for managing the environmental effects of any additional transit facilities or services that might be necessary to meet future demands."

**O2-11
cont.**

Project Purpose and Need

Given the claim that the need for the Project is driven by "Roadway congestion along primary routes from the northern San Joaquin Valley to the Bay Area," (page 1-4) it is incumbent on the DEIR to establish by substantial evidence the number of riders that are expected to take that journey. This is essential to establish that this project is designed to solve an actual problem. Using that data, disclose the mode split for No Project and Project Alternatives in that corridor. Document how the page ES-6 discussion of traffic congestion is germane to this project. Justify the statement, "ACE provides an essential and viable transportation alternative to costly highway capacity expansion." (p. ES-7.)

O2-12

Please document the mode split of access to the Project. The likelihood of using transit increases dramatically as a result of proximity to a transit stop. If the primary access to ACE will be via park-and-ride rather than walking from within transit-oriented development, that will largely negate the following claim: "By reducing vehicle travel on regional roadways, the ACE Ceres–Merced Extension would also help communities along the existing ACE corridor; along the extended ACE corridor Merced to Ceres, Ceres to Lathrop, and Lathrop to Sacramento; and California as a whole to meet their goals for GHG reductions." (p. ES-8.) Please calculate the percentage of 2040 San Joaquin Valley GHG emissions that would be reduced by the Project (2048 metric tons, p. ES-8.)

O2-13

O2-14

Describe the policies ACE has implemented or will implement to influence station area smart growth, in support of the following aspirational claim: "The new transit stations could act as a catalyst for smart growth in communities by revitalizing city core areas and addressing traffic congestion issues in the cities of the northern San Joaquin Valley." (p. ES-9.) As a mitigation for sprawl inducement, TRAC suggests that ACE not build stations in cities that have not adopted a minimum density in their proposed station areas. Higher density walkable communities are essential in reversing the trend towards ever-increasing VMT, a major State goal.

O2-15

Partially Dedicated Passenger Track

Alternative MS-2 was not actually evaluated: "This alternative was dismissed because [sic] is not feasible due to UPRR control of the ROW." (p. 5-41.) Like the other UPRR-related issues discussed in these comments, ACE has not shown a willingness to negotiate with UPRR for benefits on behalf of the public. Instead, it is willing to accept a minimal level of performance. TRAC demands that ACE provide in the revised DEIR the price UPRR would require for dedicating the new track to 1) part-time and 2) full-time passenger service.

O2-16

The following statement is incorrect: "Furthermore, it would not avoid or substantially reduce significant environmental impacts of the Proposed Project." (*Id.*) Failing to secure the capacity on the ROW for a significantly higher number of trains in the future, when that opportunity exists now, is an environmental impact: roadway congestion and emissions for future generations.

O2-17

Train Splitting

After observing one agency buy FRA-compliant DMUs, only to suffer excessive operating costs, while more courageous agencies proceeded to pioneer the use of European light DMUs, we are unmoved by the "No one's ever done this before in North America" excuse. The arguments why train splitting is infeasible are the same ones proffered by CHSRA in its 2008 EIR. Railway technology has progressed since then.

O2-18

Having personally watched European train splitting in operation, the analysis of OPS-1 (p. 5-42) is a failure of imagination, not to mention, a professional failure to understand the significance of the impact of transfers on travel demand. It is also way out of date as to the time it takes to split or couple trainsets. While it may be too much to expect a small agency to conduct its own development program, the DEIR could at least commit to seeing if any rolling stock manufacturers have an interest in using ACE as a test bed for the development of train splitting technology for North America.

Conclusion

Because Californians need to shift their modal preference to rail, TRAC believes that now is the time for bold strategic thinking. We see no signs of that in this DEIR. Please revise and recirculate this DEIR in response to these comments. Thank you for considering these comments.

O2-19

Sincerely yours,

s/ DAVID SCHONBRUNN

David Schonbrunn
President, TRAC



ATWATER CHAMBER OF COMMERCE

www.AtwaterChamberofCommerce.org

July 1, 2021

San Joaquin Regional Rail Commission
Attn: Dan Leavitt, Manager of Regional Initiatives
949 East Channel Street
Stockton, CA 95202
dan@acerail.com

To the San Joaquin Regional Rail Commission:

I am in receipt of the proposal letter dated June 24, 2021, from the City of Atwater staff to potentially build and construct its own train station in the City of Atwater. As the Atwater Chamber of Commerce Interim President, I strongly support the intent of the City of Atwater to help in the goals of the Altamont Corridor Express (ACE) Ceres-Merced Extension Project. By the City proposing to build their own train station stop in Atwater, I believe this is the best regional approach to the project.

O3-1

In addition to the economic and commuter benefits to Atwater by providing open access, this service will support the Winton Community, McSwain community, Castle Airport and Aviation Development Center, and the connection to the Atwater Merced Expressway. The proposal of this station would also provide beneficial results to the Central Valley by reducing vehicle emissions, improving overall air quality in the Valley, and establishing a reliable connection to the Atwater Merced Expressway for our UC Merced students and faculty.

O3-2

Thank you for your consideration,

Louise S. Farley
Interim President, Atwater Chamber of Commerce

You can find it here!

ACE Ceres–Merced Extension Project

Castle Assets LLC <castleassets@gmail.com>

Mon 6/7/2021 4:46 PM

To: Merced Comments <MercedExtComments@acerail.onmicrosoft.com>

To Whom It May Concern:

I am representing my real estate development company Castle Assets, LLC who is in favor of the new station in Livingston, CA.

Constructing the new station in the City of Livingston will be an asset for our City to thrive to a bigger potential.

Please consider the City of Livingston for a building site.

Thank you,

Castle Assets, LLC

P1-1

ACE Ceres–Merced Extension Project

Office Admin <cvrentals209@gmail.com>

Wed 6/9/2021 2:48 PM

To: Merced Comments <MercedExtComments@acerail.onmicrosoft.com>

Good evening:

I have rental properties in the City of Livingston.

I feel that a train stop in the City of Livingston will help with growth in our city with our businesses.

Our tenants can hop on the train to go to work in Sacramento or the Bay Area if they so choose or be able to travel to various destinations.

P2-1

Please consider what our City has to offer and what ACE will bring to our City.

Sincerely,

D & R Investments, LLC



(209) 394-7901
1000 Davis Street
P.O. Box 457
Livingston, CA 95334

May 18, 2021

San Joaquin Regional Rail Commission
Attn. Dan Leavit, Manager of Regional Initiatives
949 East Channel Street
Stockton, CA 95202

Dear Mr. Leavit and Commission Members,

I am writing you in support of your recent proposal to add the city of Livingston as an extension of the Altamont Corridor Express (ACE) commuter rail system. Foster Farms is one of the largest employers in Merced County, and the largest in Livingston. A substantial portion of our staff presently commutes to Livingston by car, from points south as far as Fresno, and north as far as the Bay Area. The addition of a stop in Livingston will significantly reduce their reliance on vehicular transportation and its impact on the environment, while enhancing Foster Farms ability to recruit future staff. Foster Farms employs over 2700 employees in the city of Livingston, and over 800 Foster Farms employees reside in the city itself. These are predominantly plant workers. The addition of a Livingston ACE station will add to their mobility, while the anticipated economic benefits will add to the quality of life for all. The City of Livingston is responding to a demonstrated need to reduce the vehicular commuting of its residents and has taken the preliminary financial and site planning steps to facilitate extension of ACE to its environs. On behalf of Foster Farms, I join other community business leaders, in expressing our appreciation for your proposed extension of ACE to the city of Livingston.

P3-1

Sincerely Yours,

Marcia Fish
Senior Vice President, Chief Human Resources Officer
Foster Farms

From: Ross, Tammy <tammy.ross@stoel.com>
Sent: Monday, June 7, 2021 3:11:53 PM (UTC-08:00) Pacific Time (US & Canada)
To: Merced Comments <MercedExtComments@acerail.onmicrosoft.com>
Cc: Mills, Michael <michael.mills@stoel.com>
Subject: Comment Letter re ACE Ceres–Merced Extension Project

Mr. Leavitt,

Please see the attached letter from Michael Mills dated June 7, 2021. The original will also follow by first-class mail.

Tammy L. Ross | Practice Assistant to Michael N. Mills
STOEL RIVES LLP | 500 Capitol Mall, Suite 1600 | Sacramento, CA 95814
Direct: (916) 319-4656
tammy.ross@stoel.com | www.stoel.com



This email may contain material that is confidential, privileged, and/or attorney work product for the sole use of the intended recipient. Any unauthorized review, use, or distribution is prohibited and may be unlawful.



June 7, 2021

Michael N. Mills
500 Capitol Mall, Suite 1600
Sacramento, CA 95814
D. 916.319.4642
michael.mills@stoel.com

***Via Email to Mercedextcomments@acerail.com and
Via First-Class Mail***

San Joaquin Regional Rail Commission
Attn: Dan Leavitt, Manager of Regional Initiatives
949 East Channel Street
Stockton, CA 95202

**Re: Comment Letter re Altamont Corridor Express (ACE) Ceres-Merced Extension
Project Draft Environmental Impact Report**

Dear Mr. Leavitt:

Stoel Rives LLP is counsel to Morning Star Merced, LLC ("Morning Star"), which owns the industrial facility located at 1785 Ashby Road, Merced, California (the "Morning Star Site"). On behalf of Morning Star, Stoel Rives LLP submits this letter commenting on the San Joaquin Regional Rail Commission's (the "Commission") Draft Environmental Impact Report ("EIR") for the Altamont Corridor Express Ceres-Merced Extension Project (the "Project"), which proposes to demolish the Morning Star Site in order to build the proposed Merced Layover & Maintenance Facility. As set out below, the Draft EIR is fundamentally flawed, such that certification of the EIR in its current condition would, as a matter of law, violate the California Environmental Quality Act ("CEQA"). (Pub. Resources Code § 21000 *et seq.*) For the following reasons, the Draft EIR must be revised and recirculated. (14 Cal. Code Regs. § 15088.5.)

P4-1

I. The Morning Star Site

The Morning Star Site has been owned and operated by Morning Star since 2006 and it values it at \$15 million. At present, the Morning Star Site is actively used for warehousing, labeling and casing, and use of the rail spur. Morning Star currently has plans for further development of the Morning Star Site in 2022. The revitalized Site will bring more than 100 new jobs to the Merced area. As discussed in more detail below, the Draft EIR mischaracterizes the Morning Star Site, implying that the demolition of the Morning Star Site in favor of the Project would have no measurable impact on the owner or on the City of Merced. The Commission ignores this existing business and its economic contribution to this community.

P4-2

II. The Description of the Merced Layover & Maintenance Facility is Inaccurate and Incomplete

The Morning Star Site is among those properties over which the Commission proposes to build the Merced Layover & Maintenance Facility as part of the Project. (Draft EIR, Fig. 2-6.) The use of the Morning Star Site for the Merced Layover & Maintenance Facility is a shift from the plans previously proposed by the Commission. In the 2018 ACE Extension Lathrop to Ceres/Merced EIR, the layover facility associated with the new Ceres-Merced line was proposed for an open site near the City of Merced, referred to in the Draft EIR as the Merced Layover Facility Alternative.

P4-3

With the newly proposed location for these layover facilities in the Draft EIR, the Commission has mischaracterized the properties which would be demolished in order for the Merced Layover & Maintenance Facility to be built in their place. This mischaracterization undermines the Draft EIR's evaluation of both the proposed Merced Layover & Maintenance Facility and the Merced Layover Facility Alternative, and the conclusions in the Draft EIR that the proposed Merced Layover & Maintenance Facility is more consistent with land use planning and has lower impacts than the Merced Layover Facility Alternative. (Draft EIR, p. 2-26.)

P4-4

The Draft EIR Project Description states that the Merced Layover & Maintenance Facility "would be constructed in an industrial area north of SR 99 and west of SR 59." (DEIR, p. 2-26.) The Project Description fails to mention that the Merced Layover & Maintenance Facility will require the demolition of existing facilities, including the Morning Star Site. Consequently, the Project Description is inadequate to inform the public and the decisionmakers about the characteristics and potential impacts of the Merced Layover & Maintenance Facility. This inadequacy is at odds with one of the primary objectives of CEQA, to provide transparent and clear information about a proposed project and its potential impacts. (Pub. Resources Code § 21061 ("The purpose of an environmental impact report is to provide public agencies and the public in general with detailed information about the effect which a proposed project is likely to have on the environment; to list ways in which the significant effects of such a project might be minimized; and to indicate alternatives to such a project.")).

P4-5

Further, in its assessment of impacts associated with alternatives, the Draft EIR describes the proposed Merced Layover & Maintenance Facility as converting "an existing unutilized industrial property" to a compatible railyard use. (DEIR, p. 5-13.) This description of the industrial property to be used, with respect to the Morning Star Site, is inaccurate. To imply that placement of the proposed Merced Layover & Maintenance Facility in an existing industrial area would put unutilized facilities to beneficial use is disingenuous and misleading, given the current active uses and expansion planned for the Morning Star Site.

P4-6

III. The Analysis of the Merced Layover Facility Alternative is Fundamentally Flawed

The Draft EIR Executive Summary and the Project Description state that the proposed Merced Layover & Maintenance Facility would have “lower impacts” than the Merced Layover Facility Alternative on prime farmland, biological resources, and visual aesthetics. (DEIR, pp. ES-18, 2-26, 5-36.) These statements are incomplete and misleading. In fact, the text of the Draft EIR describes *greater* impacts with respect to air quality, energy, greenhouse gas emissions, emergency access, and noise and vibration for the proposed Merced Layover & Maintenance Facility, as compared to the Merced Layover Facility Alternative. (Draft EIR, pp. 5-14 – 5-17.) In rejecting the Merced Layover Facility Alternative, the Commission has prioritized certain environmental resources – prime farmland, biological resources, and visual aesthetics – over other resources. In particular, it appears that the Commission has capitulated to public concerns over impacts to farmland in rejecting the Merced Layover Facility Alternative. (Draft EIR, p. 5-11.) The Commission should give equal consideration to businesses that will be demolished in order to build the Project, as it does to farmland.

P4-7

Under CEQA, the Commission must consider alternatives that may reduce or eliminate potentially significant impacts of the Merced Layover & Maintenance Facility, as proposed. Here, the Commission has chosen the Merced Layover & Maintenance Facility, supposedly on the basis that it would have lower impacts on several environmental resources, compared with the Merced Layover Facility Alternative. (DEIR, pp. ES-18, 2-26, 5-36.) However, Draft EIR Table 5-5 provides that the two alternative locations would each have one potentially significant impact, with all other impacts of lesser significance. (Draft EIR, pp. 5-31 – 5-32.) Furthermore, the conclusions regarding significance and the comparison of the two sites in Section 5.4.2.2 and Table 5-5 are flawed in two significant ways. (Draft EIR, pp. 5-30 – 5-32.) First, the conclusions in the Table are inconsistent with the analysis of impacts associated with the two sites found in Section 5.3.2. Second, Table 5-5 omits certain impacts, making the Table an incomplete picture of the relative impacts of the two sites. The omissions include three impacts that were found to be *greater* with the Merced Layover & Maintenance Facility. So, while Table 5-5 gives the impression that the Merced Layover & Maintenance Facility will, overall, result in lesser impacts to the environment, the text of Section 5.3.2 provides different conclusions. The Draft EIR also states that most, if not all, of the potentially significant impacts associated with each of the sites can be mitigated to less than significant, but the comparison of potential impacts in Section 5.4.2.2 and Table 5-5 does not appear to consistently reflect the level of significance with mitigation. This skews the conclusions, giving the impression that the proposed Merced Layover & Maintenance Facility will have much lower impacts overall compared with the Merced Layover Facility Alternative.

P4-8

Related to these inconsistencies and omissions in Section 5.4.2.2 and Table 5-5, the analysis earlier in Draft EIR Chapter 5, Alternatives, Section 5.3.2 provides the following impacts will be greater at the proposed Merced Layover & Maintenance Facility site:

P4-9

- “...the Merced Layover Facility Alternative would result in less localized exposure to [diesel particulate matter] than the proposed Merced Layover & Maintenance Facility, as access to and from the proposed Merced Layover & Maintenance Facility would be located adjacent to the residential area east of AR 59.” (Draft EIR, p. 5-14.)
- “The Merced Layover Facility Alternative would require less construction and operational energy demands than the proposed Merced Layover & Maintenance Facility.” (Draft EIR, p. 5-14.)
- “The Merced Layover Facility Alternative ... would result in less construction GHG emissions than that for the proposed Merced Layover & Maintenance Facility.” (Draft EIR, p. 5-15.)
- “...operation of the proposed Merced Layover & Maintenance Facility has the potential to effect emergency access in the site vicinity due to potential delays at the at-grade crossing of West 16th Street at SR 59, while the Merced Layover Facility Alternative would not affect emergency access.” (Draft EIR, p. 5-17.)

**P4-9
cont.**

In contradiction, Table 5-5 lists only the operational air quality and greenhouse gas emission impacts, ignoring (1) the greater impacts to both resource areas of the proposed Merced Layover & Maintenance Facility during construction, and (2) the greater localized exposure to diesel particulate matter from the proposed Merced Layover & Maintenance Facility from access to the site during construction and operations. (DEIR, pp. 5-14 – 5-15, 5-31 – 5-32.) Impacts related to energy usage, which are greater for the Merced Layover & Maintenance Facility, are not addressed at all in Section 5.4.2.2 and Table 5-5. (DEIR, pp. 5-14, 5-31 – 5-32.) Nor is the issue of emergency access analyzed with the topic of Public Services in Section 5.3.2. (DEIR, pp. 5-17, 5-31 – 5-32.)

Most significantly, the conclusion that the proposed Merced Layover & Maintenance Facility is more consistent with local land use planning objectives is incorrect. (DEIR, pp. ES-18, 2-26, 5-36.) The Draft EIR states that the Merced Layover Facility Alternative would be less consistent with the City of Merced General Plan than the proposed Merced Layover & Maintenance Facility because a railyard would be considered an allowable use under the site designation and zoning of the proposed Merced Layover & Maintenance Facility site. (Id.) Indeed, the site is zoned for industrial use, but most importantly, currently the home of various existing industrial uses and facilities, including the Morning Star Site. The analysis of potential impacts on land use planning must take into account the displacement of existing industrial businesses, considering the Merced Vision 2030 General Plan itself includes “retaining existing industry” as “one of the primary goals” of the General Plan. (Merced Vision 2030 General Plan, Ch. 3, Land Use, p. 3-27.) It is clear that the City’s land use planning objectives for industrial development focus on retaining and developing industrial areas, not displacing and driving existing industrial facilities out of the City. (Id.) Focusing only the zoning and land use designation of the proposed Merced Layover & Maintenance Facility is a myopic and incomplete analysis of the

P4-10

consistency of the Project with land use plans, and cannot serve as a reasonable basis for the selection of the proposed Merced Layover & Maintenance Facility site over the Merced Layover Facility Alternative.

**P4-10
cont.**

IV. Conclusion

The description and analysis of impacts associated with the proposed Merced Layover & Maintenance Facility and the rejected Merced Layover Facility Alternative is inaccurate, misleading, and internally inconsistent within the Draft EIR. In its consideration of land use impacts, the Commission has ignored the existing businesses present at the proposed Merced Layover & Maintenance Facility site and the Merced Vision 2030 General Plan, and provided an unsupported determination that the Merced Layover & Maintenance Facility has lower impacts and is more consistent with local land use planning than the Merced Layover Facility Alternative. For these reasons, the Draft EIR must be revised to reconsider the Merced Layover Facility Alternative and recirculated.

P4-11

Very truly yours,



Michael N. Mills

MNM:tlr

cc: Morning Star Merced, LLC

ACE Ceres–Merced Extension Project

Villa's Mexican Grill <villasmexicangrill@yahoo.com>

Mon 6/7/2021 4:17 PM

To: Merced Comments <MercedExtComments@acerail.onmicrosoft.com>

Cc: Diego Castillo <dcastillo@gmail.com>

Good Afternoon,

As a small business in Livingston, we would like to express our support for an ACE rail stop here in Livingston. From a business standpoint anything that can help bring and drive more people to Livingston from our surrounding areas and therefore bring more potential customers to our local businesses and downtown businesses is definitely welcomed here! We have great little restaurants here that may otherwise be overlooked by customers from neighboring towns because Livingston is a small town. Adding a stop here in Livingston would be great because people would be able to catch a train in Livingston and while they're waiting for their train, visit our businesses and restaurants.

Thank you,

Rosa M. Fuentes
Villa's Mexican Grill
Restaurant:209-394-9188
villasmexicangrill@yahoo.com

P5-1

ACE Ceres–Merced Extension Project

Villa's Mexican Grill <villasmexicangrill@yahoo.com>

Mon 6/7/2021 4:33 PM

To: Merced Comments <MercedExtComments@acerail.onmicrosoft.com>

Good Afternoon,

As a small business in Livingston, we would like to express our support for an ACE rail stop here in Livingston. From a business standpoint, anything that can help bring and drive more people to Livingston from our surrounding areas, and therefore bring more potential customers to our local businesses including down town businesses, is definitely welcomed here! We have great little restaurants here that may otherwise be overlooked by customers from neighboring towns because Livingston is a small town. Adding a stop here in Livingston would be great because people would be able to catch a train here and visit our businesses and restaurants. Livingston may be a small town, but it has big charm and big potential. Businesses in Livingston go above and beyond in service with a smile, and a train stop in our town would be the perfect opportunity for others to see it.

Thank you for your consideration,

Rosa M. Fuentes
Villa's Mexican Grill
Restaurant:209-394-9188
villasmexicangrill@yahoo.com

P6-1



3241 Hull Road
Atwater, CA 95301

August 9, 2021

San Joaquin Regional Rail Commission
Attn: Dan Leavitt, Manager of Regional Initiatives
949 East Channel Street
Stockton, CA 95202
dan@acerail.com

To the San Joaquin Regional Rail Commission:

On behalf of the City of Atwater I am writing to express my support of the efforts of the City of Atwater to potentially install its own Rail station at the existing Atwater Transpo Center on Atwater Blvd.

Since 1917 my family has been an agricultural member of the Central Valley, our sweet potato and Merced rye farms are in Atwater, CA. Through 5 generations we have learned to appreciate the value and beauty of our farming lands so much so that we embarked on a new path and opened a distillery on site. We decided to invest our future in Agritourism, to be able to keep our farming lands and to allow others to come out and enjoy what our family has loved and appreciated for almost 100 years.

Agritourism is the way to bridge the gap from our large cities to our small-town communities. It is not merely a way to more revenue, as it is a way to educate and preserve our industry. Not many individuals are able to see a sweet potato farm let alone one that is also a distillery! With Agritourism we are also able to allow for families to come together, capture the beauty of their environment through special milestone photo sessions, celebrate the announcement of a new arrival in the middle of a field of sweet potato blossoms, etc. Agritourism is the way of the future in terms of the survival and evolution of Agriculture.

Now, as a resident and business owner here in Atwater the strong support for the ACE train stop would not only have a positive economic impact of the Downtown area of Atwater, but it would also have a positive impact on the Agricultural businesses along its tracks and in the surrounding communities of those stop stations. The additional stop would allow for less vehicle emissions, allow for ride share opportunities, employment opportunities, and inexpensive gateways to our natural breath-taking scenery.

Thank you for the time to read my letter and consideration on the proposal.

David Souza
Owner , Corbin Cash Distillery

P7-1

From: Connie Avila <CONNIE1AVILA@GMAIL.COM>

To: ACE Ceres-Merced Extension Project via webpage

Date Received: Fri 4/30/2021 4:11 PM

Message:

1. Proximity to the City of Merced Matters. If the ACE Train loads passengers in Atwater and has to stop a very short distance later in Merced is not feasible or practical. The platform in Livingston makes more sense in being a good distance between the planned Merced and Turlock stops.
2. The downtown ACE Train in Livingston will directly serve Foster Farms which employees over 3,500 hundred employees many of which originate outside the city as well as being nearby to other businesses such as Joseph Gallo Farms and Gallo Wine's glass facility.
3. The City of Livingston commissioned and conducted a commuter study by University of the Pacific, it is clear that more people are moving in Livingston to travel north and other regions for employment making it a growing city and this would help it grow further.
4. The City of Livingston incorporated our Downtown Improvements and Mural District Program/Planning with the ACE Train in mind. For instance F&M bank and other businesses will move there to service those customers and there will be outdoor space and art projects to help it feel like a developed destination.
5. Master Planning/Specific Plan a transit-orientated development with the ACE Train in mind. It's the Gallo's 35 acres off of B Street and have firm support from Mike Gallo. There's going to be multi-family housing, senior housing, veteran housing and other types of housing as well as mix-use parcels with plenty of room for growth and planning around what is best for commuters and the train and reducing the carbon footprint.
6. The Livingston City Council along with staff and with the help of our Supervisor, programmed and currently already has pledged \$1.6 million earmarked and existing funds towards creating a bus/train transit center in the area in question.

7. There's huge section of dead space (property) that CALTRANS created when FWY 99 was rerouted and this property can be used for parking and carpooling purposes. We have already approached CALTRANS about moving their drainage basin to further accommodate parking for the project.
8. If, the ACE train platform/station is designated to go into Livingston, it will be located to better serve two underserved population areas as well as individuals in proximity to the City of Los Banos, The City of Livingston, Delhi and other surrounding rural areas that would experience improved access and more development.
9. Lastly, The City of Livingston has the full support of its residents, business community and elected officials and are championing this effort.

**I1-1
cont.**

Thank you for reading these talking points.

Connie Avila

From: Chop Carmichael <choocarmichael@yahoo.com>

To: ACE Ceres-Merced Extension Project via webpage

Date Received: Mon 4/26/2021 10:18 AM

Message:

I would like to see an extension of ACE from Merced direct to Pleasanton ACE connection to BART station and also Merced to Fresno extension in the nearest future.

I2-1

ACE Ceres–Merced Extension Project

Diego Castillo <dcastilloRE@ymail.com>

Mon 6/7/2021 4:43 PM

To: Merced Comments <MercedExtComments@acerail.onmicrosoft.com>

To Whom It May Concern:

I am a licensed Real Estate Agent and active community member who lives and works in the City of Livingston.

I am in favor of the ACE train stop being constructed in the City of Livingston.

It will be very beneficial to our City in many ways. The travelers who stop here along there way and/or the travelers who depart from here will both be amazed with the restaurants to choose from and the stores to shop at.

Please consider our City,

Diego Castillo
Matel Realtors
Lic# 01478531
Real Estate Investor/Realtor
Direct: 209-988-2630
Efax: 1-888-584-1717
dcastilloRE@ymail.com

I3-1

From: Adriana Cervantes <Adriana.cervantes36@yahoo.com>

To: ACE Ceres-Merced Extension Project via webpage

Date Received: Mon 6/7/2021 2:27 PM

Message:

I support this plan and can't wait to see the out come of this in the future

I4-1

From: Devin A Cortinas <dchance059@gmail.com>

To: ACE Ceres-Merced Extension Project via webpage

Date Received: Fri 5/28/2021 3:55 PM

Message:

I've been reading about the Merced ACE extension, and wanted to share thoughts about the pros and cons of building either the Livingston or Atwater station from a potential rider's perspective.

Though Atwater obviously has the better shopping options (not far from the tracks, either!), the Merced County bus already provides connection to the Applegate Ranch shopping center from both Livingston and Merced, and it would presumably also provide service to the new ACE stations. Livingston would probably be better for the train station over Atwater because it is farther from Merced (and Turlock) than Atwater is to Livingston and Merced. Also, Foster Farms has a big plant in Livingston not far from the proposed station at the Main Street crossing; workers who live farther away could take the train there, too!

I took Amtrak San Joaquins to Oakland recently for the first time, and would definitely do it again, and take ACE to San Jose too! Though I don't have a driver's license, I hate even being a passenger on Bay Area freeways; taking a train would be much better! (And even though they're not bullet trains, it would still be fun to pass right by congested traffic if the tracks run right next to those freeways!)

I5-1

From: Diane Dallas <ddallas9@aol.com>

To: ACE Ceres-Merced Extension Project via webpage

Date Received: Fri 4/30/2021 1:40 PM

Message:

What a great plan for the city of Livingston. I am in full support of this project.

Livingston is growing. So exciting. I've lived in Livingston all my 68 years. The Dallas family has been here since the mid 1940's. We have always been involved & supported growth in our town. This would be a productive & financial addition to the city of Livingston.

I6-1

From: Ronald Daugherty <rdaugherty@atwater.org.> <rkansas@sbcglobal.net>

To: ACE Ceres-Merced Extension Project via webpage

Date Received: Thu 5/6/2021 12:46 PM

Message:

- | | |
|--|------|
| As I read this I assume the desire is to be successful, with that being said I can only recommend that the Atwater/Livingston station be built in Atwater due to the following reasons: | I7-1 |
| 1. Atwater has a significantly larger population - thus a greater pool of ridership to bay areas | I7-2 |
| 2. with google employees from the Bay Area working at Castle aviation center you would have "built in ridership" as apposed to those employees getting off in Livingston and commuting to Atwater. | I7-3 |
| 3. Atwater would be more in line with the short 7 to 8 minute runs on the schedule | |
| 4. Assuming the same percentage or riders got on at either Atwater or Livingston- Has any thought gone into the difference in greenhouse gases? By that I mean if 1 percent of Livingston population were to come to Atwater to board ACE train that would be significantly less greenhouse gases than 1 percent of Atwater driving to Livingston to board ACE train | I7-4 |
| 5. With Castle air museum in Atwater there would be a benefit for tourism (ridership) from bay areas to museum as opposed to getting off at Livingston and getting to museum | I7-5 |

Thank you for your consideration on these matters

ACE Ceres-Merced Extension Project

Alma DeLuna <almadeluna1317@gmail.com>

Mon 6/7/2021 8:47 PM

To: Merced Comments <MercedExtComments@acerail.onmicrosoft.com>

Dear To Whom It May Concern,

As a parent, I am in favor of ACE commuter rail in Livingston. Livingston is a family oriented community that has the potential to grow and offer increased opportunities to its residents. Employment in Livingston is limited, however families would rather stay local than seek outside opportunities. ACE in Livingston will offer families and students the opportunity to travel for job opportunities and to explore other parts of the state, especially prestigious universities for students to pursue higher education. As I think of my daughters attending college in the future, I want them to have equitable opportunities and a rich experience. Please consider an ACE commuter rail in Livingston so that students, families and community may have an improved future with numerous opportunities.

Sincerely,
Alma De Luna

18-1

From: Alondra Dzib <alondradzib11@gmail.com>

To: ACE Ceres-Merced Extension Project via webpage

Date Received: Mon 6/7/2021 2:23 PM

Message:

I'm to the University State San Jose,I need to visit my parents in

Livingston!❤❤❤❤❤ Stop the train in Livingston!pls 🙏🙏🙏🙏🙏

I9-1

From: Floripes Dzib <dfloripesdzib44@gmail.com>

To: ACE Ceres-Merced Extension Project via webpage

Date Received: Mon 6/7/2021 2:07 PM

Message:

Stop 🛑 the train in Livingston, Ca 95334! ❤️ ❤️ ❤️

I10-1

From: Christine Fernandez <wonderwoman142@hotmail.com>

To: ACE Ceres-Merced Extension Project via webpage

Date Received: Mon 6/7/2021 11:06 AM

Message:

Here's a chance to benefit a small city. Please choose Livingston as the stop for the train. The train would bring so many opportunities to our town that sometimes get missed. We have a great core of residents that would benefit from the opportunity.

I11-1

ACE Ceres–Merced Extension Project

Gilbert Garcia <ggarcia061987@gmail.com>

Sun 6/6/2021 9:10 PM

To: Merced Comments <MercedExtComments@acerail.onmicrosoft.com>

I am a resident of Livingston and am in support of the ACE stop coming to Livingston. Myself and my elderly family members would use the train. This town and it's residents would use it. Our kids would use it. Surrounding areas would use it too. Livingston is the best choice and we hope to hear ACE chose us.

I12-1

Thank you,

Gilbert Garcia

From: Patricia Gibson <pgibsonrealtor@hotmail.com>

To: ACE Ceres-Merced Extension Project via webpage

Date Received: Mon 6/7/2021 11:19 AM

Message:

Livingston is a "growing" city with the Winton Parkway businesses and travelers stopping here for gas, food and grocery shopping. I believe having the ACE rail stopping in Livingston would also benefit the surrounding areas. We are "the biggest little city" with so much growth yet to come. I borrowed the quote from Reno, Nevada "the biggest little city in the world". I hope consideration will be the ACE rail in Livingston

I13-1

ACE Ceres–Merced Extension Projec

Savi G <saviig15@gmail.com>

Sun 6/6/2021 8:47 PM

To: Merced Comments <MercedExtComments@acerail.onmicrosoft.com>

My family and I are residents of Livingston and we are in support of the ACE Stop coming to Livingston. The accessibility to the freeway will be a benefit to ACE and its passengers. Livingston is the best choice financially, and safety wise. We hope to hear ACE chooses us. As the comparison clearly shows Livingston is the best choice and we as residents welcome you and are excited to have you in our town.

Savanah & Gilbert Garcia

I14-1

From: Allan Stanley Greenberg <allansgreenberg@yahoo.com>

To: ACE Ceres-Merced Extension Project via webpage

Date Received: Fri 5/14/2021 9:31 PM

Message:

Once completed how long will it take from Turlock to San Francisco, Ferry Building district, and how many transfers will be necessary. Also what will be the estimated times and transfers to SF Airport andOakland Airport.

I15-1

From: Margarita Guerrero <margarita@avthomasproduce.com>

To: ACE Ceres-Merced Extension Project via webpage

Date Received: Mon 5/3/2021 1:13 PM

Message:

I hope this project helps to improve our life!!!!

I16-1

From: Paula Inacio <inaciopaula50@gmail.com>

To: ACE Ceres-Merced Extension Project via webpage

Date Received: Fri 4/30/2021 10:09 AM

Message:

The downtown train will directly serve the foster farm workers that live outside the city and many other business nearby.

I17-1

From: Dwight Larks <dwrightlarks@yahoo.com>

To: ACE Ceres-Merced Extension Project via webpage

Date Received: Mon 6/7/2021 11:06 AM

Message:

I support this train stop so that the citizens of Livingston can travel to other cities where their votes have been respected and their city government has provided better services for them. Livingston has a discriminatory past of making sure dangerous drugs and alcohol and opioids are sold on Main Street where children walk to and from school but yet Cannabis is banned even though Cannabis is a safer alternative. I want our citizens to be able to hop on the train, and ride out of Livingston so they can go find these safer Cannabis alternatives in surrounding cities since our city is completely backwards on this issue. Livingston had 5 people die of overdose between the ages of 20-39 and research shows that legal access to safer alternatives such as Cannabis lowers opioid overdoses. This train would provide our citizens that Don't have vehicles a way to obtain safe legal access to Cannabis since our last mayor refused to provide these safer alternatives for our community.

I18-1

From: Pamela Long <pamela.long@westcare.com>

To: ACE Ceres-Merced Extension Project via webpage

Date Received: Mon 5/10/2021 11:12 AM

Message:

When will there be jobs available for applicants to apply, and what types of jobs would be available? Are there any entry level jobs and would a formally incarcerated (prison reentry) person be able to obtain a job on this project?

I19-1

From: Yvonne Maldonado <altheradita1988@gmail.com>

To: ACE Ceres-Merced Extension Project via webpage

Date Received: Mon 6/7/2021 2:46 PM

Message:

This would be very beneficial to Livingston please bring it to town

I20-1

From: Jessica Matlock-Jimenez

<jessicamatlockjimenez87@gmail.com>

To: ACE Ceres-Merced Extension Project via webpage

Date Received: Sun 6/6/2021 6:24 PM

Message:

I feel this will be beneficial for our commuters in Livingston ca, It would help many people because they will be able to transport to areas with higher paying jobs and many of our youth to more options education wise with the ability to commute to and from schools . Please consider Livingston to be a viable option as a future stop for the ACE train

I21-1

From: Valerie Martinez <vmartinez44@ucmerced.edu>

To: ACE Ceres-Merced Extension Project via webpage

Date Received: Mon 6/7/2021 1:12 PM

Message:

How much noise pollution would be caused by having a stop at Livingston?

I22-1

From: Dana Miller <dana@avthomasproduce.com>

To: ACE Ceres-Merced Extension Project via webpage

Date Received: Fri 4/30/2021 1:13 PM

Message:

Proximity to the City of Merced Matters. If the ACE Train loads passengers in Atwater and has to stop a very short distance later in Merced is not feasible or practical. The platform in Livingston makes more sense in being a good distance between the planned Merced and Turlock stops. Also, the downtown ACE Train in Livingston will directly serve Foster Farms which employees over 3,500 hundred employees many of which originate outside the city as well as being nearby to other businesses such as Joseph Gallo Farms and Gallo Wine's glass facility. Thank you!

I23-1

"Ace Ceres-Merced Extension Project"

Moore, Clint <clint.moore@ubs.com>

Mon 6/7/2021 2:35 PM

To: Merced Comments <MercedExtComments@acerail.onmicrosoft.com>

[The e-mail below is from an external source. Please do not open attachments or click links from an unknown or suspicious origin.]

I am a proponent of the Ace Train coming to Merced, I live only a few blocks from the proposed station on the corner of 15th and R Sts. I have been in West Merced for most of my life. I think the Ace Train will greatly benefit mass transit to and from the San Jose/Sacramento areas. A much better connection than High Speed Rail purports to be. My main area of concern is the crossing at 16th St. and Hwy 59 to the new cleaning station. Highway 59 at 16th Street is, and has been, a complete mess for decades. A 3 way Stop with a unique "Yield" to Northbound traffic turning onto 59. Traffic backs up for miles a few times a day, in several ways (and that's without any new additional crossing of Train traffic). I feel that Ace Train should work with Cal Trans and the County of Merced to connect Highway 59 directly to Highway 99 as part of this westside of Merced remodel. The use of our industrial park to clean and store the Trains at night is a great idea, and a perfect location. Caltrans has redone Highway 59 a couple times and still the crossing at 16th Street is at the junction of 3 major thoroughfares and a Railroad crossing. 8 Trains a day to and from is going to add to this mess, and as right of ways, and land is being acquired for the Ace Train facility, I think a larger picture should be taken into consideration and a "fix" for the poorly designed crossing at that intersection be addressed. That crossing carries regular Merced Traffic, travelers on their way to the North side of Merced and our UC Campus and many vacationers on their way to Sonora, Yosemite or Lakes McClure and McSwain. Currently we have all this northbound traffic exiting Highway 99 on the V street off ramp and then having to traverse V and 16th streets to get to the 3 way stop at 16th and Highway 59! When the Ace Train facility comes we need to look at the larger picture at that place in Merced to make this successful and economical for all concerned. Good Luck on the extension. P.S. Do you all realize that the 2 Train tracks that service North/ South traffic are at the closest together in the entire State right at this point in Merced? That whole industrial Park might be greatly used for a railyard connecting the 2 lines! An Amtrak to Ace Train connection could greatly expand connection options! An interesting side note!

A
Life time Merced resident and concerned citizen Clint Moore Mordozas@aol.net 209 761 6801

I24-1

I24-2

I24-3

From: Jose A. Moran <joseamoran15@gmail.com>

To: ACE Ceres-Merced Extension Project via webpage

Date Received: Mon 6/7/2021 2:03 PM

Message:

Having the train stop in Livingston would be best for the surrounding communities but it will also be safe for passengers since in Livingston passengers would not have to consider 2 or 3 different parking areas or wouldn't have to cross main street intersections. Safety should continue to be a priority. In addition Livingston it would be more cost effective to build and maintain. Some local large employers would encourage their employees to use the facilities as well, Foster Farms alone has almost 3,000 employees who would consider a more efficient and cost effective mode of transportation to and from work.

I25-1

From: Ann M Padilla <apadilla@avthomasproduce.com>

To: ACE Ceres-Merced Extension Project via webpage

Date Received: Fri 4/30/2021 4:44 PM

Message:

The City of Livingston is best situated to host the ACE train station because of its dynamic downtown and vast amount of parking for the commuting public. In addition, the city has a high concentration of employers in the downtown court that will benefit with the service and is situated close enough to AV Thomas Produce that a shuttle would be feasible to help reduce our carbon footprint.

I26-1

From: Edith Pina <aipajpep@gmail.com>

To: ACE Ceres-Merced Extension Project via webpage

Date Received: Sun 6/6/2021 1:00 PM

Message:

To whom it may concern,

I think that it would only make sense to put the stop in Livingston because it is the half way point between Merced and Turlock. Also, as far as safety of the people is concerned Livingston is a better option because there's too much traffic in that part of Atwater. There's a possibility of vehicle versus pedestrian accidents to go up. Especially with those who are running late and because unfortunately we know there are those who would rather jaywalk and cut corners than to follow the law which is wait for the light to turn green and give them the right to cross. If it stops in Livingston at least the parking will be right next to it. The safety of the people should also be the main concern when building something big like this. Livingston is yes "still a growing city", which is a great thing because it will give everyone who will be using the train time to be able to get used to to the way it works without feeling rushed or pressured. It also looks like it will be easily accessible and even if people think it will cause traffic, it will not because there are three different ways to cross from one side of town to the other. There is a forth one but it's farther away. In Atwater if I'm not mistaken there's only two ways to get from one side of town to the other. Which is the main one right next to the train stop and a back road further up. Something big like this should be available in the middle of the stop before and the stop after. Thank you for taking your time in reading my thoughts and opinions.

I27-1

From: Abram Perea <abram_perea85@yahoo.com>

To: ACE Ceres-Merced Extension Project via webpage

Date Received: Sun 6/6/2021 9:54 PM

Message:

I would like to see the ACE train stop in Livingston, CA.

I28-1

From: Diana Rojas <dprojas06@gmail.com>

To: ACE Ceres-Merced Extension Project via webpage

Date Received: Mon 6/7/2021 2:59 PM

Message:

I support the train stop 100%

I29-1

From: Rosalinda Ruiz <ruiz_rosal@yahoo.com>

To: ACE Ceres-Merced Extension Project via webpage

Date Received: Mon 6/7/2021 4:40 PM

Message:

As a Livingston resident, I believe our city would greatly benefit from having a train station in town.

Having the train station in Livingston would be a great improvement to our community given that we are very rural and some households have only one vehicle, the train would give families the opportunity to run errands and travel for pleasure that they might not have now.

A train station in Livingston would also give our city a boost to bring life and business to our downtown area and the city in general.

I30-1

From: Kristy <ksaucedo06@gmail.com>

To: ACE Ceres-Merced Extension Project via webpage

Date Received: Tue 6/8/2021 12:10 PM

Message:

Yes I support a stop in Livingston

I31-1

Please provide a single EIR file

David Schonbrunn <David@Schonbrunn.org>

Thu 5/6/2021 10:44 AM

To: Merced Comments <MercedExtComments@acerail.onmicrosoft.com>

It is unreasonable to review a document chapter by chapter on your website. Please provide a single EIR file so it can be downloaded and annotated.

BTW, many official documents these days are sent out in locked form, which prevents annotation. This is silly and unnecessary: the only legitimate copy of the EIR is the one on your site. Make it easy to review your documents by making it possible to annotate them.

I32-1

Thank you,

--David

David Schonbrunn, President
Train Riders Association of California (TRAC)
P.O. Box 151439
San Rafael, CA 94915-1439

415-370-7250 cell & office
President@calrailnews.org
www.calrailnews.org

From: Balwinder Singh <balwinder8690@yahoo.com>

To: ACE Ceres-Merced Extension Project via webpage

Date Received: Mon 6/7/2021 5:59 PM

Message:

Hello my name is Balwinder Singh. I think this is going to be a good project and we need Livingston added on to this. It will benefit the community as it transportation will be reliable. I humbly request you guys to please let Livingston have this.

Thanks

I33-1

From: Ravinder Singh <robsra330@yahoo.com>

To: ACE Ceres-Merced Extension Project via webpage

Date Received: Wed 6/2/2021 11:16 AM

Message:

An Ace Train Stop in Livingston will create an economic development boost for all the downtown businesses.

Proximity to the City of Merced Matters. Having a balanced geography wher the ACE Train loads passengers is important.

I34-1

From: Leticia <valencialeticia@yahoo.com>

To: ACE Ceres-Merced Extension Project via webpage

Date Received: Mon 6/7/2021 3:00 PM

Message:

I support the train stop in Livingston. This would be great for Livingston

I35-1

ACE Ceres–Merced Extension Project

Leticia Vasquez <lettyzurita85@gmail.com>

Mon 6/7/2021 11:44 AM

To: Merced Comments <MercedExtComments@acerail.onmicrosoft.com>

Good Morning,

I am a resident of the city of Livingston and would like to share my support for this project. I believe that having the ACE train stop at our city, will bring people and business to our little city. This train will also serve as a method of commute or transportation for our local residents and around towns such as Winton, Atwater, Hilmar and Delhi.

I36-1

Thank you

Leticia Vasquez

From: Manuel Eduardo Vieira <meduardovieira@hotmail.com>

To: ACE Ceres-Merced Extension Project via webpage

Date Received: Fri 4/30/2021 9:33 AM

Message:

The City of Livingston is best situated to host the ACE train station because of its dynamic downtown and vast amount of parking for the commuting public. In addition, the city has a high concentration of employers in the downtown court that will benefit with the service.

I37-1



June 29, 2021

San Joaquin Regional Rail Commission
Attn: Dan Leavitt, Manager of Regional Initiatives
949 East Channel Street
Stockton, CA 95202
dan@acerail.com

To the San Joaquin Regional Rail Commission:

I am aware of the proposal letter dated June 24, 2021, from the City of Atwater to support the ACE Extension Project by potentially building and constructing its own train station in the City of Atwater. As a resident of and business owner in Atwater, as well as the Chairman of the Atwater Planning Commission, I strongly support the intent of the City of Atwater to facilitate the goals of the Altamont Corridor Express (ACE) Ceres-Merced Extension Project. With the City proposing to build their own station in Atwater, I believe that this is the best regional approach to the project.

I38-1

In addition to the economic and commuter benefits to Atwater by providing open access, this service will support the Winton Community, McSwain Community, Castle AADC, and connection to the Atwater Merced Expressway. This station would also provide beneficial results to the Central Valley by reducing vehicle emissions, improving overall air quality in the Valley, and establishing a reliable connection to the Atwater Merced Expressway for our UC Merced students and faculty.

I38-2

Thank you for your consideration,

A handwritten signature in blue ink, appearing to read 'Mike Nelson', with a long horizontal line extending to the right.

Mike Nelson

103 Laurel Ave., Atwater, CA
Office 209-769-7460 Fax 775-254-3748
mike@nelsonenviro.com
www.nelsonenviro.com

June 24, 2021

San Joaquin Regional Rail Commission
Attn: Dan Leavitt, Manager of Regional Initiatives
949 East Channel Street
Stockton, CA 95202
dan@acerail.com

To the San Joaquin Regional Rail Commission:

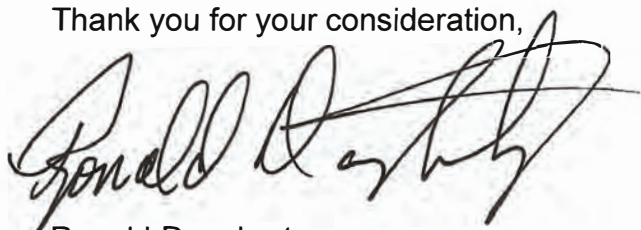
I am in receipt of the proposal letter dated June 24, 2021, from the City of Atwater staff to potentially build and construct its own train station in the City of Atwater. As a Planning Commission member, I strongly support the intent of the City of Atwater to help in goals of the Altamont Corridor Express (ACE) Ceres-Merced Extension Project. By the City proposing to build their own train station stop in Atwater, I believe that this is the best regional approach to the project.

I39-1

In addition to the economic and commuter benefits to Atwater by providing open access, this service will support the Winton Community, McSwain Community, Castle AADC, and connect to the Atwater Merced Expressway. The proposal of this station would also provide beneficial results to the Central Valley by reducing vehicle emissions, improving overall air quality in the Valley, and establishing a reliable connection to the Atwater Merced Expressway for our UC Merced students and faculty.

I39-2

Thank you for your consideration,

A handwritten signature in black ink, appearing to read "Ronald Daugherty", written over a light blue rectangular background.

Ronald Daugherty

From: Kelley Gillum <kgillum@scholle.com>
Sent: Monday, July 19, 2021 11:26 AM
To: Merced Station Mail
Subject: FW: ACE Ceres-Merced Extension Project

I am in the need to build another warehouse, however, I am seeing that that the maintenance facility maybe going in part of the land that I am looking at to build the warehouse. I am needing to see the over view or the land that is going to be used for the maintenance facility please. I am getting quotes now to do this, however if the maintenance facility will be taking some of Scholle IPN land, I will need to look at a different location for this.

Thank you
Kelley Gillum

I40-1

Chapter 3

Responses to Comments

This chapter includes responses for each of the numbered comments identified in the comment letters within Chapter 2, *Comments Received on the Draft EIR*. Each response begins with a summary of the comment (comment summary is noted in italics), responds to the comment, and identifies if the Draft EIR was revised. Revisions to the Draft EIR, pursuant to individual responses and pursuant to SJRRC staff-initiated changes are included in Chapter 4, *Text Revisions to the Draft EIR*.

In responding to comments, the lead agency is not required by CEQA to conduct every test or perform all possible research, study, or experimentation recommended or demanded by a commenter. Rather, the lead agency need only respond to significant environmental issues and does not need to provide all information requested by reviewers, as long as a good faith effort at full disclosure is made in the EIR (CEQA Guidelines Sections 15088, 15204).

It is also important to note that, under CEQA, responses are limited to comments concerning the adequacy of the environmental analysis in the EIR. Comments advocating support or opposition to the ACE Ceres-Merced Extension Project (Project) are noted and will be considered by the SJRRC but are not responded to in this CEQA document. An EIR is not the document by which to consider the merits of the Project, because CEQA is focused on describing the environmental impacts of a project, possible mitigation, and the evaluated alternatives.

Some of the comments received raised similar issues about the Project. The SJRRC has prepared a master response to address the most frequently raised topic. When an individual comment raises an issue discussed in a master response, the response to that individual comment will cross-reference to the appropriate master response (e.g., “see Master Response 1”).

The Master Response addresses the following topic:

- Master Response 1: Support of the Livingston Station or the Atwater Station Alternative

3.1 Master Response

3.1.1 Master Response 1: Support of the Livingston Station or the Atwater Station Alternative

Several commenters expressed their support for the proposed Livingston Station and identified different benefits associated with the Livingston Station. Other commenters expressed their support for the Atwater Station Alternative. The SJRRC notes and appreciates all those who expressed support of the Project in their comments.

The ACE Ceres-Merced Extension Project was developed assuming that only one station would be built at either Livingston or Atwater. As such, the track infrastructure along the Ceres to Merced Extension Alignment that was identified for this Project was developed assuming only one station at either Livingston or Atwater. Therefore, the environmental impacts documented in the Draft EIR, only covers one station at either Livingston or Atwater, not both. However, as explained in Section 3.5.2, *Response to Comment Letter L2, City of Atwater – City Manager*, the SJRRC is open to a proposal

1 by the City of Atwater to have a station in Atwater (in addition to the station at Livingston). As
2 explained in further detail in response to comment L2-4, this proposal still needs to be further
3 developed to identify any additional track infrastructure that may be required and to complete the
4 necessary CEQA documentation in the future. In summary, although the EIR is based on the selection
5 of one station at either Livingston or Atwater, this will not preclude the possibility of a scenario
6 where two stations are developed (one at Livingston and one at Atwater). Regarding the Livingston
7 Station, the benefits identified in the comments include benefitting businesses in Livingston;
8 providing service to individuals that commute to Livingston, including those that work for Foster
9 Farms, AV Thomas Produce, Joseph Gallo Farms, and Gallo Winery Facility; better distancing from
10 the Livingston Station to the Merced Station, compared to the Atwater Station Alternative; serving
11 Livingston residents that travel north for employment and providing opportunities for families and
12 students to travel for job opportunities and education; planning from the City of Livingston with an
13 ACE station in mind, including improvements to Downtown Livingston, Mural District
14 Program/Planning, planning for transit-oriented-development, and pledging \$1.6 million for
15 creating a bus/train transit center where the Livingston Station would be located; availability of
16 existing parking and the space for future parking; providing ACE service to other nearby
17 populations, including Los Banos, Delhi, Winton, Atwater, Hilmar, and other rural areas; accessibility
18 to SR-99; providing residents of Livingston with a way to obtain safe legal access to Cannabis; and
19 greater safety compared to the Atwater Station Alternative because travelers would not need to
20 cross a main street. The comments received concerning the commenters' opinions and judgements
21 about the virtues of the Livingston Station are noted. These comments concern the judgement and
22 preferences of the commenter but does not raise any concern regarding the adequacy of the EIR
23 analysis. No revisions to the Draft EIR are necessary pursuant to these comments.

24 Regarding the Atwater Station Alternative, the City of Atwater submitted comments describing their
25 opinion as to the advantages of the Atwater Station Alternative over the Livingston Station. Among
26 other issues, the City of Atwater stated that the Atwater Station Alternative would result in more
27 service and transit connections due to proximity to the UC Merced campus and the Caste Commerce
28 Center and the existing transit station; would have higher ridership potential due to Atwater having
29 a lower median annual household income and faster growth; would have a greater potential for
30 transit-oriented-development due to existing nearby conveniences, more accessible to an existing
31 urban fabric and better land use context; would have more reductions to vehicle miles traveled
32 (VMT), greenhouse gas (GHG) emissions, and air quality; would have easier parcel acquisition due to
33 City ownership of parcels; and would have greater long-term benefits to businesses. Another
34 commenter stated that Atwater has a larger population, there are Google employees at the Castle
35 Aviation Center that would likely use the service, questioned whether the GHG emissions
36 differences, and noted potential tourism ridership related to the Castle air museum. Several
37 comments were received after the comment period on the Draft EIR closed, which expressed similar
38 opinions about the benefits of the Atwater Station Alternative. The benefits identified in these
39 comments included economic benefits, including benefits to agricultural businesses, such as
40 agrotourism; commuter benefits; service for the Winton community, McSwain Community, and the
41 Castle Airport and Aviation Development Center; connections to the Atwater Merced Expressway,
42 including for UC Merced students and faculty; reductions to vehicle emissions; and improvements to
43 air quality. The comments received concerning the commenters' opinions and judgements about the
44 virtues of the Atwater Station Alternative are noted. Apart from the comments about environmental
45 impacts, these comments concern the judgement and preferences of the commenters but do not
46 raise any concern regarding the adequacy of the EIR analysis. No revisions to the Draft EIR are
47 necessary pursuant to these comments that are not related to environmental impacts. Regarding the

comments about the relative environmental benefits of the Atwater Station Alternative versus the Livingston Station, please see responses to comment letter L2 and I7 below.

3.2 Native American Tribes

3.2.1 Response to Comment Letter N1, Wilton Rancheria

N1-1

The comment indicates that the Wilton Rancheria would like to request consultation on this Project.

RESPONSE N1-1: The SJRRC has contacted the Wilton Rancheria in response to this request to solicit the Rancheria's input on the Project. The SJRRC has yet to receive any additional communication from the Wilton Rancheria. As discussed in Section 3.5, *Cultural Resources and Tribal Cultural Resources*, per the requirements of Assembly Bill (AB) 52, the SJRRC contacted the Native American Heritage Commissions (NAHC) in June 2020 to obtain a list of Native American contacts. The SJRRC then sent formal notification to the NAHC provided contacts to see if the contacts would desire to enter into consultation. None of the tribal groups on the NAHC list has requested consultation to date. The Wilton Rancheria was not one of the tribal groups identified by the NAHC. Therefore, any consultation with the Wilton Rancheria would be considered informal and not pursuant to the requirements of AB 52. The comment does not indicate any inadequacy with the analysis in the EIR and no revisions to the Draft EIR are necessary pursuant to this comment.

3.3 State Agencies

3.3.1 Response to Comment Letter S1, California Department of Fish and Wildlife

S1-1

The comment identifies the California Department of Fish and Wildlife (CDFW) as a Trustee Agency for fish and wildlife resources and is charged to provide, as available, biological expertise during public agency environmental review efforts, focusing specifically on projects and related activities that have the potential to adversely affect fish and wildlife resources. The comment also identifies CDFW as a Responsible Agency under CEQA and that it expects it may need to exercise regulatory authority as provided by the Fish and Game Code.

RESPONSE S1-1: The Draft EIR acknowledges that approval would be required from the CDFW for the placement of structures affecting waterways under Section 1602 and incidental take permits for effects on listed state wildlife and plant species under the California Endangered Species Act Section 2081. Table 2-16 in Chapter 2, *Project Description*, identifies the approvals required for the Project and Section 3.4, *Biological Resources*, identifies the regulations related to biological resources and wetlands that are applicable to the Project. Approval from the CDFW is included in Table 2-16 and is described in the regulatory setting for the Project related to biological resources (Section 3.4.2). No revisions to the Draft EIR are necessary pursuant to this comment.

S1-2

The comment identifies CDFW's jurisdiction, including that identified in Fish and Game Code Sections 3503, 3503.3, 3513.

RESPONSE S1-2: The SJRRC acknowledges CDFW's jurisdiction, which is also detailed in the regulatory setting of Section 3.4, *Biological Resources* (Section 3.4.2). SJRRC would obtain all necessary permits from CDFW prior to any construction. No revisions to the Draft EIR are necessary pursuant to this comment.

S1-3

The comment provides an overview of the Project.

RESPONSE S1-2: Comment noted. No revisions to the Draft EIR are necessary pursuant to this comment.

S1-4

The comment identifies that CDFW maintains the recommendations they made on February 27, 2018, in response to the Notice of Preparation for the ACE Extension Lathrop to Ceres/Merced Project. These recommendations include specific recommendations for the Swainson's hawk, including survey methods and mitigation measures, and avoiding potential impacts to various waterways along the Project from exposure to contaminants, such as concrete during bridge improvements/installations.

RESPONSE S1-4: The SJRRC acknowledges CDFW's recommendations for Swainson's hawk (i.e., survey methodology, avoidance buffer, and compensatory mitigation for nest trees). Mitigation Measure BIO-2.8 in the Draft EIR includes surveys for Swainson's hawk following the 2000 Swainson's Hawk Technical Advisory Committee's *Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in California's Central Valley* and includes the recommended no-disturbance buffer. To be responsive to this comment, Mitigation Measure BIO-2.8 has been revised to make these recommendations clearer. In addition, to be responsive to this comment, Mitigation Measure BIO-2.9 has been revised to include the recommended compensatory mitigation for loss of nesting habitat features at a ratio of 3:1. The revisions are shown in Chapter 4, *Text Revisions to the Draft EIR* of the Final EIR (see Section 3.4 in Chapter 4).

The SJRRC acknowledges that aquatic habitat within the Project needs to be protected from construction activities that have the potential to negatively impact water quality (e.g., activities that change dissolved oxygen levels, pH, turbidity etc.). SJRRC will avoid water quality impacts from construction adjacent to, within, and crossing over surface waters through the implementation of Mitigation Measure HYD-1.2 and SJRRC would obtain all necessary permits from CDFW, including Section 1602 Lake and Streambed Alteration Agreement, prior to any construction adjacent to, withing, and/or crossing surface waters. To be responsive to this comment, Mitigation Measure HYD-1.2 has been revised to include the recommended measures related to protecting aquatic species from contaminants associated with concrete. The revisions are shown in Chapter 4, *Text Revisions to the Draft EIR* of the Final EIR (see Section 3.10 in Chapter 4).

S1-5

The comment recommends compensatory mitigation for loss of known Swainson's hawk nest trees to reduce impacts to Swainson's hawk from the loss of nesting habitat features.

RESPONSE S1-5: To address this comment, Mitigation Measure BIO-2.9 has been revised to include compensatory mitigation for loss of nesting habitat features at a ratio of 3:1. The revisions are shown in Chapter 4, *Text Revisions to the Draft EIR* of the Final EIR (see Section 3.4 in Chapter 4).

S1-6

The comment includes concluding remarks and provides the SJRRC with a contact at CDFW for any future questions.

RESPONSE S1-6: The SJRRC appreciates your participation in the CEQA process for the Project. The SJRRC looks forward to continued collaboration and communication regarding the Project. No revisions to the Draft EIR are necessary pursuant to this comment.

3.4 Regional Agencies

3.4.1 Response to Comment Letter R1, San Joaquin Valley Air Pollution Control District

R1-1

The comment includes a summary of the Project and provides an overview of the San Joaquin Valley Air Pollution Control District's rules and regulations.

RESPONSE R1-1: The SJRRC appreciates your participation in the CEQA process for the Project. Specific responses to the comments in the comment letter are addressed in subsequent responses to comments, below. No revisions to the Draft EIR are necessary pursuant to this comment.

R1-2

The comment states that stationary sources may be subject to District Rules 2010 and 2201, requiring submission of an application for an Authority to Construct (ATC)

RESPONSE R1-2: Page 3.3-25 of the Draft EIR notes that the Merced Layover & Maintenance Facility will include an emergency generator, which will likely be subject to District Rules 2010 and 2201. Table 2-16 on page 2-44 notes that a permit for the generator will be required from SJVAPCD. The SJRRC and its contractor(s) will apply for an ATC prior to construction related to the emergency generator at the Merced Layover & Maintenance Facility and will also do so for any other stationary source equipment that might be subject to these district rules. No revisions to the Draft EIR are necessary pursuant to this comment.

R1-3

The comment states that the Project is subject to District Rule 9510 and that an AIA application will need to be submitted to the District in accordance with the rule.

RESPONSE R1-3: On page 3.3-43, the Draft EIR states that the Project is subject to District Rule 9510, which is consistent with the comment. Rule 9510 requires an AIA application to be submitted prior to applying for project-level discretionary approval from a public agency. The SJRRC is the sponsor for the Project, so it is not applying to itself for project-level approval. However, the SJRRC will be

applying in the future for land use permits for new stations outside the operational right of way from local jurisdictions as well as permits from state and federal agencies. The SJRRC and its contractor(s) will submit an AIA application prior to submittal of the first application for project-level discretionary approval from these agencies. This requirement has been clarified in Table 2-16 in Chapter 2, *Project Description*. The revisions are shown in Chapter 4, *Text Revisions to the Draft EIR* of the Final EIR (see the Chapter 2, *Project Description* section in Chapter 4).

R1-4

The comment states that the Project may also be subject to other District rules concerning fugitive PM10 prohibitions, nuisance, architectural coatings, cutback, slow cure, and emulsified asphalt, paving and maintenance operations, and regarding renovations, demolition or removal of buildings.

RESPONSE R1-4: The SJRRC and its contractor(s) will comply with all applicable District rules. No revisions to the Draft EIR are necessary pursuant to this comment.

R1-5

The comment states that the Project may be subject to District Rule 9410 if any proposed facility would result in the employment of 100 or more “eligible” employees.

RESPONSE R1-5: The SJRRC and its contractor(s) will submit an Employer Trip Reduction Implementation Plan (eTrip) as required by District Rule 9410 if the Project is determined to require employment of 100 or more “eligible” employees. As noted on page 3.3-7 of the Draft EIR, it is not anticipated that the Merced Layover & Maintenance Facility would include more than 100 employees; however, the SJRRC and/or its contractor would comply with Rule 9410 if the number of employees does exceed 100. No revisions to the Draft EIR are necessary pursuant to this comment.

R1-6

The comment identifies closing remarks, including contact information.

RESPONSE R1-6: The SJRRC appreciates your participation in the CEQA process for the Project. The SJRRC looks forward to continued collaboration and communication regarding the Project. No revisions to the Draft EIR are necessary pursuant to this comment.

3.5 Local Agencies

3.5.1 Response to Comment Letter L1, City of Atwater – City Attorney

L1-1

The comment states that it is the City’s understanding that the Draft EIR concluded that there was “no substantial difference in the environmental impacts” between the Livingston Station and the Atwater Station Alternative. The comment further asserts that the Atwater Station Alternative is the environmentally superior alternative and is “also the superior alternative when looking at Project goals and long-term economic benefits.”

RESPONSE L1-1: The Draft EIR Section 5.4.2.1 notes that there are “slight but insubstantial differences in environmental impacts” between the proposed Livingston Station and the Atwater Station Alternative. The Draft EIR fully discloses these differences.

Regarding consideration of the “environmentally superior alternative” Draft EIR Section 5.5 notes that the Proposed Project cannot be designated the “environmentally superior *alternative*.” This is because, in light of CEQA Guidelines Section 15126.6(e)(2), the Proposed Project is not an alternative. In addition, Section 5.5 also describes the requirements from the CEQA Guidelines, which identifies that if the environmentally superior alternative is the No Project Alternative, then the EIR must also identify an environmentally superior alternative among the other alternatives. Notwithstanding, Draft EIR Section 5.5 goes on to explore distinctions between the Proposed Project and an alternative to the Proposed Project intended to be environmentally superior (the “environmentally superior alternative”).

The “environmentally superior alternative” incorporates the Atwater Station Alternative, as well as other alternative features (the Merced Station Alternative and the Merced Layover Facility Alternative), in accordance with CEQA Guidelines Section 15126.6(e)(2). Nonetheless, the Draft EIR notes that the Proposed Project has fewer environmental impacts and greater environmental benefits than the Merced Station Alternative and the Merced Layover Facility Alternative and has similar environmental impact and benefits as the Atwater Station Alternative.

Regarding the assertion that the short-term logistical benefits to construction the station in Livingston being “overstated”, this comment does not provide any substantiation to support this assertion and thus no further response is provided on this issue.

Regarding the assertion that the Atwater Station Alternative better meets the Project goals and provides greater long-term benefits, those comments are noted, but they do not concern the environmental analysis in the EIR and thus do not require further response.

No revisions to the Draft EIR are necessary pursuant to this comment.

L1-2

The comment asserts that the Atwater Station Alternative has environmental advantages over the Livingston Station in terms of transportation, greenhouse gas emissions, air quality, and energy.

RESPONSE L1-2: The comment reiterates details from the Draft EIR concerning vehicle miles traveled (VMT) and greenhouse gas (GHG) emissions and inferences drawn from these levels concerning air quality and energy use. The comment is correct insofar as the estimated levels of VMT and GHG reductions associated with the Atwater Station Alternative are slightly greater than those of the Livingston Station. Moreover, Section 3.17.4.1 of the Draft EIR expressly acknowledges that the Atwater Station Alternative would have slightly higher ridership and associated VMT reductions than the proposed Livingston Station. Similarly Impact AQ-2b reflects that “compared to the proposed Livingston Station, the Atwater Station Alternative would result in a slightly greater reduction of [air] pollutants.” The Draft EIR further notes that differences between the two stations are within the margin of error. Accordingly, Draft EIR Table 5-5 shows that stations would have essentially similar reductions/benefits in these areas.

The differences in ridership, VMT, air quality emissions, GHG emissions, and energy use in 2040 between operation of the Project with the Livingston Station versus the Atwater Station Alternative are summarized in Table 3-1 below. As shown in Table 3-1, the difference in ridership, VMT, air

quality emissions, GHG emissions, and energy use between the Livingston Station and the Atwater Station Alternative are small. The calculations for VMT, air quality emissions, GHG emissions, and energy use are all based on the ridership modelling. There are uncertainties in any ridership model, including the demographic forecasts of future growth and economic conditions, model granularity, and assumptions about travel behavior many years in the future. No ridership model, including the model used for the EIR analysis, can precisely estimate the exact amount of ridership that would occur with future transit service. As such, the 0.06 percent difference in ridership between the Proposed Project (with the Livingston Station), versus the Project with the Atwater Station Alternative is considered to be within the model's margin of error and thus it cannot be concluded that one or the other of the station options would definitively result in higher ridership. The analysis of VMT is derived from the ridership estimates and assumptions regarding on-road trips and trip lengths, so in addition to the uncertainty from the ridership model, there are some additional uncertainties in the estimate of VMT reductions. The ridership model is calibrated to a 5.5 percent margin of error (based on 2015 actual ridership), indicating that forecasts are considered correct within +/- 5.5 percent. As such, the 0.19 percent difference in VMT between the Proposed Project (with the Livingston Station), versus the Project with the Atwater Station Alternative is considered to be within the ridership model's margin of error and thus it cannot be concluded that one or the other of the station options would definitively result in greater VMT reductions. The modelling of the effect of VMT reductions for air quality, GHG emissions, and energy use are subject to the same margin of error in the ridership modelling, and thus it cannot be concluded that either the Livingston Station or the Atwater Station Alternative would result in greater or lower air quality emissions, GHG emissions or energy use. Due to the modelling limitations, as stated in the Draft EIR, there are no meaningful environmental difference between the expected outcomes for VMT, air quality, GHG emissions, or energy use with either one of the stations.

No revisions to the Draft EIR are necessary pursuant to this comment.

1 **Table 3-1. Comparison of Livingston Station and Atwater Station Alternative**

Ridership, VMT, and Emissions in 2040	Units	Project with Livingston Station	Projects with Atwater Station Alternative	Difference	Difference (%)	Impact Level
Ridership	Riders per year	5,364,100	5,367,500	3,400	0.06%	Less than significant (beneficial)
VMT reduction	Miles per year	240,315,300	240,767,100	451,800	0.19%	Less than significant (beneficial)
NOx	Pounds per day in SJVAPCD	21.2	21.1	0.1	0.47%	Less than significant
PM10	Pounds per day in SJVAPCD	-54.5	-55.3	-0.8	1.45%	Less than significant (beneficial)
GHG	Metric tons CO2e per year	-4,082	-4,169	-87	2.09%	Less than significant (beneficial)
Energy	Billion Btu per year	-70.1	-71.4	-1.3	1.82%	Less than significant (beneficial)

2 CO2e = carbon dioxide equivalent.

L1-3

The comment summarizes the three objectives for the Project.

RESPONSE L1-3: The comment accurately states that the Draft EIR had three objectives for the Project (refer to Draft EIR Section 1.4). The comment does not raise any other issue or concern regarding the Draft EIR's conclusions. No revisions to the Draft EIR are necessary pursuant to this comment.

L1-4

The comment asserts that the Atwater Station Alternative would better meet the Project objectives of enhancing commuter rail, intercity service, and transit connections in the San Joaquin Valley.

RESPONSE L1-4: The comment cites several factors in support of its overall claim of the advantages of the Atwater Station Alternative. These include proximity to UC Merced, the Atwater Merced Expressway and planned Mid-California International Trade District (MCITD), as well as demographic and growth factors, and the existence of the Atwater Transit Station at the potential Atwater Station Alternative location. These factors are noted and will be considered by decision-makers in Project approval.

The ridership model takes into account existing and projected land use and growth in the service area as well as in the Bay Area and does account for travel demand that may be met by transit service from the vicinity of potential station locations in Livingston or Atwater into the Bay Area. The proposed service plan is for service from the San Joaquin Valley into the Bay Area in the morning and back from the Bay Area in the evening and thus weekday ridership is expected to be heavily influenced from San Joaquin residents accessing employment in the Bay Area.

Regarding the comment about commuters from the Bay Area to the Atwater area (due to commuters to the MITCD), please note that ACE does not currently provide this service and the Project would not add this service. With the Project, commuters would be able to travel from the San Joaquin Valley to the Bay Area in the morning, and from the Bay Area to the San Joaquin Valley in the evening. ACE does not currently and would not (with the Project) provide service from the Bay area in the morning. The ridership model does consider existing and projected land use and growth in the service area and thus, in general would take into account employees who reside in the Atwater or Livingston area whose travel demand to the Bay Area may be met by transit service from the vicinity of these potential station locations into the Bay Area.

Regarding the existing transit station in Atwater and the City of Atwater's commitment to ensure a bus station in the future, this is noted and would facilitate transit connections. It should also be noted that the City of Livingston has also identified plans for a bus/transit center at the Livingston Station (see comment letter L2).

The comment does not introduce any significant new information in terms of any of the conclusions of the Draft EIR regarding environmental impacts. No revisions to the Draft EIR are necessary pursuant to this comment.

L1-5

The comment states that the City of Atwater would result in more efficient use of land and greater transit-oriented-development than the Livingston Station due to various factors.

RESPONSE L1-5: The comment cites several factors in support of its overall claim of the advantages of the Atwater Station Alternative regarding land use and transit-oriented-development. These include proximity to hotels/motels, shopping centers, library, park, and a museum; features in Atwater that make it suitable for transit-oriented-development; and the City's pledge to ensure a bus station is located at or near an Atwater ACE Station. These factors are noted and will be considered by decision-makers in Project approval.

As noted above, the ridership model considers existing and projected land use and growth in the service area, including in proximity to potential stations as well as in the Bay Area, and does account for travel demand that may be met by transit service from the vicinity of potential station locations in Livingston or Atwater into the Bay Area.

Regarding the existing transit station in Atwater and the City of Atwater's commitment to ensure a bus station in the future, this is noted and would facilitate transit connections. It should also be noted that the City of Livingston has also identified plans for a bus/transit center at the Livingston Station (see comment letter L2).

The comment does not introduce any significant new information in terms of any of the conclusions of the Draft EIR. No revisions to the Draft EIR are necessary pursuant to this comment.

L1-6

The comment responds to points made by ACE in a May 18, 2021, virtual open house meeting. The comment acknowledges possible short term logistical benefits to the Livingston Station but asserts that these would be outweighed by purported advantages of the Atwater Station Alternative (which are detailed in subsequent comments (L1-7 through L1-12)).

RESPONSE L1-6: The comment is noted. Please refer to the responses to comments L1-7 through L1-12 below. The comment does not introduce any significant new information with regard to any of the conclusions of the Draft EIR. No revisions to the Draft EIR are necessary pursuant to this comment.

L1-7

The comment reiterates previous assertions regarding environmental benefits of the Atwater Station Alternative, stating that the Atwater Station Alternative should be considered the "superior environmental alternative."

RESPONSE L1-7: Please refer to the responses to comments L1-1 and L1-2.

L1-8

The comment asserts that with "minor design changes to the Atwater Station Alternative Site plan" the anticipated parking need could be accommodated in the western portion of the parking lot, reducing the need for off-site property acquisition.

RESPONSE L1-8: The comment that a double loaded 90 degree parking layout could increase the amount of parking adjacent to the station platform was reviewed by the Project engineer. Due to the required location of the center platform and track, the remaining space for the parking area does not have sufficient space for the double loaded 90 degree parking layout. The comment does not introduce any significant new information with regard to any of the conclusions of the Draft EIR.

No revisions to the Draft EIR are necessary pursuant to this comment.

L1-9

The comment states that of the properties that would need to be acquired for the Atwater Station Alternative, three are owned by the City. The comment further asserts that City-owned properties would be easier for SJRRC to acquire and that the administrative benefit associated with a reduced number of parcels to acquire (associated with the Livingston Station) does not offset environmental benefits of the Atwater Station Alternative.

RESPONSE L1-9: The detail regarding ownership of three of the ten properties needed for the Atwater Station Alternative is noted. However, even if one excludes the three city parcels, there would remain seven other private parcels requiring acquisition, which is still greater than the two parcels needed for the Livingston Station (one private parcel and one Caltrans-owned excess right of way parcel). The assertion regarding tradeoffs associated with short-term and longer-term issues and benefits is noted but as noted in prior responses, the environmental benefits of the Atwater Station Alternative versus the Livingston Station are considered to be similar. This comment does not introduce any significant new information to any of the conclusions of the Draft EIR regarding environmental impacts.

No revisions to the Draft EIR are necessary pursuant to this comment.

L1-10

The comment states that despite the short-term impacts associated with Atwater Station Alternative, including an increased degree of demolition, the Atwater Station Alternative would have greater long-term benefits to businesses in Atwater relative to those in Livingston. The comment asserts the Atwater Station Alternative is in “a prime location for transit-oriented development.”

RESPONSE L1-10: The comment regarding tradeoffs between short term environmental effects and long-term benefits is noted, including comments related to transit-oriented-development. There is potential for transit-oriented-development around both the Livingston Station and the Atwater Station Alternative. The City of Livingston has identified planning for transit-oriented-development in proximity to the potential station location (see comment letter L2). The comment does not introduce any significant new information with regard to any of the conclusions of the Draft EIR regarding environmental impacts.

No revisions to the Draft EIR are necessary pursuant to this comment.

L1-11

The comment states that the relatively short distance between the prospective Atwater and Merced Stations is not without precedent in the ACE System and that the spacing between station “shouldn’t outweigh” earlier stated advantages of the Atwater Station Alternative.

RESPONSE L1-11: The comment's assertions regarding station spacing are noted. The Virtual Open House presentation noted that station proximity is a factor in overall railroad traffic management, further noting that stations more closely grouped together would have somewhat greater potential to result in delays to freight traffic. Passenger stations along the freight main line, as is proposed with this Project, can result in delays to freight traffic due to the time it takes for trains to slow down on approach to a station, the time it takes to stop at the station for unloading and loading, and the time it takes for trains to accelerate coming out of a station. Stations that are closer together can result in greater congestion that impacts freight rail traffic relative to trains that are further apart. This is because there is less potential for the congestion at one station to combine with the congestion at another station.

Although the commenter is correct that the existing ACE system does include some stations located closer than the Atwater and Merced Stations, station spacing is still a factor that contributes to freight rail traffic congestion. The SJRRC is not concluding that the station spacing for the Atwater Station Alternative makes the station infeasible. In fact, the Draft EIR analyzes the Atwater Station Alternative station as a feasible alternative. Rather, the SJRRC is identifying station spacing and its subsequent impacts on freight traffic congestion as one of the factors it considers when making a decision and that the Livingston Station allows for better management of freight traffic congestion than the Atwater Station Alternative. For the purposes of clarification, additional information has been added to Chapter 2, *Project Description* to clarify how station spacing affects freight traffic. The revisions are shown in Chapter 4, *Text Revisions to the Draft EIR* of the Final EIR (see the Chapter 2, *Project Description* section in Chapter 4). Nonetheless, the comment does not introduce any significant new information regarding any of the conclusions of the Draft EIR.

L1-12

The comment acknowledges the higher cost of the Atwater Station Alternative, but states that the long-term benefits would offset this difference. The comment further notes that the City is willing to donate City-owned land to station construction.

RESPONSE L1-12: The comment is noted and appreciated. Cost is an important factor to decision-makers. The SJRRC appreciates the identification of the City of Atwater's resources, and this is noted. The City of Livingston has also identified their available resources to contribute to a station in Livingston (see comment letter L2).

CEQA is focused on the potential environmental impacts of a proposed project and alternatives, but does not require financial cost-benefit analysis and thus the financial aspects of the Project or alternatives is a matter for the SJRRC to consider outside of the environmental analysis in the EIR.

The comment does not introduce any significant new information regarding any of the conclusions of the Draft EIR. No revisions to the Draft EIR are necessary pursuant to this comment.

L1-13

The comment asserts that because of the greater relative population and number of jobs near the Atwater Station Alternative site, there is a greater need for an Atwater Station Alternative.

RESPONSE L1-13: The comment is correct in its assessment of relative ridership. Section 3.17.4.1 of the Draft EIR expressly acknowledges that the Atwater Station Alternative would have slightly higher ridership and associated VMT reductions than the proposed Livingston Station. As noted

1 above, the ridership model takes into account existing and projected land use and growth in the
2 service area, including in proximity to potential stations, as well as in the Bay Area and does account
3 for travel demand that may be met by transit service from the vicinity of potential station locations
4 in Livingston or Atwater into the Bay Area. As described in response to comment L1-2, the
5 difference in modeled ridership is within the margin of error and therefore it cannot be definitively
6 concluded that either the Atwater Station Alternative or the Livingston Station would result in
7 higher or lower ridership. The comment does not introduce any concern regarding the adequacy or
8 accuracy of the EIR analysis. No revisions to the Draft EIR are necessary pursuant to this comment.

9 **L1-14**

10 *The comment asserts that the Draft EIR does not adequately disclose the growth-inducing effects of the*
11 *Livingston Station and that other effects related to this growth inducement have not been analyzed.*

12 RESPONSE L1-14: SJRRC respectfully disagrees with both key assertions regarding the adequacy of
13 the EIR analysis concerning growth-related effects. The Draft EIR specifically assesses and addresses
14 growth-inducing effects of the Proposed Project at Sections 3.13 and 4.5, and more generally
15 assesses impacts of the Livingston Station during Project operations throughout other impact
16 discussions. Section 3.13 notes that the proposed Livingston Station would be in an area that City
17 planning documents have designated for higher-density development. Impact POP-1 notes the
18 potential for the Proposed Project to introduce growth to this area, but concludes that such growth
19 would be consistent with City intentions for this area and would thus not be considered substantial
20 or unplanned. Section 4.5 summarizes the growth-inducement analysis of Section 3.13, noting that
21 where new stations are proposed, local growth and development policies generally support the
22 establishment of these stations; as such, the population growth that may result in the station vicinity
23 is already planned for in various planning document policies. Environmental effects associated with
24 such growth have further been accounted for within CEQA documents associated with City plans.
25 Moreover, the Draft EIR includes analysis of the potential for impacts of the Proposed Project to
26 combine with the impacts of other past, present, and reasonably foreseeable future projects and
27 result in and/or contribute considerably to significant cumulative impacts. Based on the foregoing,
28 no revisions to the Draft EIR are necessary pursuant to this comment.

29 **L1-15**

30 *The comment asserts that locating a station in a lower populated area (i.e., Livingston) would be*
31 *contrary to the Project objectives and that the Atwater Station Alternative better achieves all of the*
32 *Project's objectives. The comment also asserts that because the Proposed Project would result in*
33 *significant and unavoidable environmental effects, "every opportunity to reduce those effects must be*
34 *seized." The comment further asserts that the Atwater Station Alternative better achieves all of the*
35 *Project's objectives and would reduce environmental effects, and that "choosing the Livingston Station*
36 *would be arbitrary, capricious, and a violation of law."*

37 RESPONSE L1-15: The comment presents two arguments in favor of the Atwater Station Alternative.
38 The first argument is that the Atwater Station Alternative better meets the objectives SJRRC
39 established for the Project. The comments in favor of the Atwater Station Alternative, including its
40 relatively larger population than Livingston, are noted and will be provided to decision-makers.
41 SJRRC's staff-recommended preferred alternative will be reflected in the Findings of Fact that will be
42 included as part of the Board Hearing Packet. However, the comments about the Project objectives

are not comments about the adequacy of the environmental impacts of the Project or the environmental analysis in the EIR and thus no further response is required.

The second argument is that the Atwater Station Alternative would reduce significant and unavoidable environmental impacts of the Proposed Project. Part of the argument notes that the Proposed Project would result in significant and unavoidable environmental impacts and emphasizes that “it is necessary that every opportunity to reduce those effect be seized.” However, the particular significant and unavoidable impacts identified for the Proposed Project would not be reduced by the Atwater Station Alternative.

As shown in Draft EIR Sections 3.2 and 3.12, the Proposed Project’s two significant and unavoidable impacts concern the conversion of agricultural land and construction-period noise. Regarding agricultural land conversion, neither the Livingston Station nor the Atwater Station Alternative would result in the conversion of any agricultural land and thus selection of the Atwater Station Alternative would not reduce the agricultural impact of the Project.

Regarding construction noise, Draft EIR Section 3.12 notes that both the Livingston Station and the Atwater Station Alternative would be constructed within 270 feet of sensitive receptors. Even with the application of all feasible mitigation, both the Livingston Station and the Atwater Station Alternative would result in a CEQA conclusion of significant and unavoidable environmental impacts. Additionally, within Draft EIR Section 3.12, the discussion of Impact NOI-1 documents that the *degree* of this impact would actually be worse for the Atwater Station Alternative. This is due to the increased number of sensitive receptors within proximity to the Atwater Station Alternative’s work zone.

Regarding comparative environmental impacts generally, however, please refer to Draft EIR Section 5.5, which provides a comparative evaluation of Proposed Project and key alternative components, including the Atwater Station Alternative.

No revisions to the Draft EIR are necessary pursuant to this comment.

L1-16

The comment reiterates previous assertions that the “Atwater Station [Alternative] is the superior alternative in every way,” that it is “environmentally superior,” better meets Project objectives, and “will result in higher ridership and more economic development and financial benefits.”

RESPONSE L1-16: Please refer to the responses to comments L1-1 through L1-15 above. While the comment is accurate that the Draft EIR indicates that the Atwater Station Alternative would result in higher level of projected ridership than the Livingston Station, the difference in ridership projections between the Livingston Station and the Atwater Station Alternative is within the modelling margin of error and thus it cannot be concluded that the Atwater Station definitively would have greater ridership. At full buildout (2040), the Atwater Station Alternative is projected to generate 570,400 annual riders relative to 567,000 for the Livingston Station. This annual difference of approximately 3,400 riders would translate to a very slight advantage on a daily basis. Accordingly, Draft EIR Section 5.4.1 concluded that the difference in ridership between the two stations “are within the margin of error” and would not be “considered substantive” (see response to comment L1-2). No revisions to the Draft EIR are necessary pursuant to this comment.

3.5.2 Response to Comment Letter L2, City of Atwater – City Manager

The SJRRC received a comment letter from the City of Atwater on June 24, 2021. The comment period for the Draft EIR closed on June 7, 2021. As such, the comment letter from the City of Atwater dated June 24, 2021, was received after the official comment period for the Draft EIR. Although a formal response is not be required per CEQA, the SJRRC has provided a response to the comments in this letter.

L2-1

The comment commends the Project team, including the engineering team. The comment also states the City of Atwater reviewed the Draft EIR and appendices, provided comments of concern, and express trust that the SJRRC has begun to review those comments.

RESPONSE L2-1: The SJRRC appreciates the City of Atwater commending the Project team, including the engineering team. Please refer to Section 3.5.1, *Response to Comment Letter L1, City of Atwater – City Attorney* for responses to the comments of concern on the Draft EIR and appendices.

L2-2

The comment identifies that “deleting an Atwater Station from the Project greatly self-defeats its core goals and objectives—leveraging a central, accessible, and strategic location for the Project.” The comment also identifies concern over the “thin environmental impact analysis” for VMT, transportation, greenhouse gas emissions, air quality impacts, as well as energy need reductions as a result of omitting the Atwater Station.

RESPONSE L2-2: The SJRRC has not deleted or omitted the Atwater Station Alternative from the Draft EIR. The Draft EIR specifically includes an analysis of the Atwater Station Alternative at an equal level of detail as the Livingston Station. In addition, as described in further detail in response to comment L2-4, the SJRRC is open to the City of Atwater’s proposal for building a station at Atwater (in addition the station in Livingston). However, if the SJRRC were to choose the Livingston Station instead of the Atwater Station Alternative, the SJRRC would fulfill the Project’s objectives of enhancing commuter rail and intercity service and transit connections in the San Joaquin Valley; reducing traffic congestion, improving regional air quality, and reducing greenhouse gas emissions; and promoting local and regional land use and transportation sustainability goals. In another comment letter dated June 7, 2021, the City of Atwater identified the ability of the Atwater Station Alternative to better meet (in the opinion of the City of Atwater), the Project objectives. Please refer to response to comments L1-4 and L1-5.

The SJRRC respectfully disagrees that the Draft EIR has “thin environmental impact analysis.” Please refer to Section 3.3, *Air Quality*; Section 3.6, *Energy*; Section 3.8, *Greenhouse Gas Emissions*; and Section 3.17, *Transportation* of the Draft EIR, which provide the results of quantitative modeling to fully assess environmental impacts related to air quality, energy, greenhouse gas emissions, VMT, and transportation. Although this comment makes the statement about “thin environmental impact analysis,” no evidence is provided to substantiate this claim. It should be noted that these sections consider the impacts from the Atwater Station Alternative at an equal level of detail as the Livingston Station. Furthermore, it should be noted that if the SJRRC were to choose the Livingston

1 Station instead of the Atwater Station Alternative, then the impacts to air quality, energy,
2 greenhouse gas emissions, VMT, and transportation would be less than significant and beneficial.

3 The comment does not introduce any significant new information in terms of any of the conclusions
4 of the Draft EIR. No revisions to the Draft EIR are necessary pursuant to this comment.

5 **L2-3**

6 *The comment states that long-term benefits and ridership must play a key factor in the SJRRC's decision*
7 *to select the Livingston Station or Atwater Station Alternative. The comment also identifies the*
8 *precarious position of the SJRRC selecting one station over the other and states that the City of Atwater*
9 *would like the opportunity to discuss an option to have a station at both Livingston and Atwater, and to*
10 *place no additional financial burden on the Project.*

11 RESPONSE L2-3: Ridership estimates (with the Livingston Station and with the Atwater Station
12 Alternative) are within the margin of error for the ridership model. Please refer to response to
13 comment L1-2, which provides a full discussion of the margin of error for the ridership model. As
14 such, it cannot be concluded that one or the other of the station options would definitively result in
15 greater ridership. As described in further detail in response to comment L2-4, the SJRRC is open to
16 the City of Atwater's proposal for building a station at Atwater (in addition the station in
17 Livingston).

18 No revisions to the Draft EIR are necessary pursuant to this comment.

19 **L2-4**

20 *The comment identifies a proposal from the City of Atwater, which would include an abbreviated*
21 *smaller station that would be funded and constructed by the City of Atwater, if SJRRC selects the*
22 *Livingston Station. The comment identifies that the City of Atwater would secure funding, acquire*
23 *property, oversee construction, and secure a consultant to open a dialogue with UPRR. The comment*
24 *states that if the SJRRC were to agree to this proposal, the SJRRC can meet most of the Project*
25 *objectives at no cost to the SJRRC.*

26 RESPONSE L2-4: The SJRRC has reviewed the City of Atwater's proposal to include a station at
27 Atwater, in addition to a station in Livingston. The SJRRC is open to having the City of Atwater
28 pursue its proposal, including securing funding, acquiring property, overseeing construction. The
29 SJRRC acknowledges that this proposal could provide additional benefits, including environmental
30 benefits.

31 The ACE Ceres-Merced Extension Project was developed assuming that only one station would be
32 built at either Livingston or Atwater. As such, the track infrastructure along the Ceres to Merced
33 Extension Alignment that was identified for this Project was developed assuming only one station at
34 either Livingston or Atwater. The Draft EIR, therefore, sufficiently covers all potential environmental
35 impacts for a Project with only one station at either Livingston or Atwater. If two stations (one at
36 Livingston and one at Atwater) are constructed, as proposed by the City of Atwater, this may require
37 additional infrastructure along the Ceres to Merced Extension Alignment. If the City of Atwater's
38 proposal is advanced, then additional environmental review would be required to assess the
39 potential environmental impacts from any additional infrastructure, as well as any changes to the
40 Atwater Station (compared to what was included in the Draft EIR) in a separate CEQA document.
41 The kind of environmental document to be prepared would be determined when the additional

1 infrastructure and any changes to the Atwater Station have been identified. This EIR can be used to
2 tier from, as necessary. To be responsive to this comment, the *Executive Summary* and Chapter 2,
3 *Project Description* has been revised to clarify that the City of Atwater's proposal can be advanced in
4 the future. The revisions are shown in Chapter 4, *Text Revisions to the Draft EIR* of the Final EIR (see
5 the *Executive Summary* section and Chapter 2, *Project Description* section in Chapter 4).

6 Furthermore, please note that although the City of Atwater's proposal identifies a smaller station,
7 SJRRC expects changes in station size would be limited to changes to the parking lots. SJRRC expects
8 that the center platforms identified in the Draft EIR would be necessary and that the size of the
9 platforms cannot be reduced.

10 In response to the comment that identifies that the additional time to make a stop in Atwater, in the
11 scenario where there are two stations (one at Livingston and one in Atwater), would be 10 minutes;
12 based on SJRRC's review of the schedule, the SJRRC anticipates that the additional time to make a
13 stop in Atwater would actually be less than 5 minutes.

14 The SJRRC appreciates the proposal made by the City of Atwater and looks forward to continued
15 coordination with the City of Atwater.

16 **L2-5**

17 *The comment identifies that the City of Atwater's experience with welcoming new developers and*
18 *businesses to the City of Atwater and their ability to complete projects. The comment also asks that "a*
19 *short-term view...not hinder the long-term goals of the Project" and that "an Atwater Station would*
20 *serve those goals."*

21 RESPONSE L2-5: The SJRRC acknowledges the City of Atwater's ability to manage large projects and
22 agrees that a station in Atwater (in addition to a station in Livingston) would provide environmental
23 benefits. Please refer to response to comment L2-4 for a full response regarding the City of Atwater's
24 proposal.

25 No revisions to the Draft EIR are necessary pursuant to this comment.

26 **L2-6**

27 *The comment requests a dialogue with the SJRRC regarding the City of Atwater's proposal of*
28 *implementing a smaller Atwater Station, in addition to the Livingston Station. The comment also*
29 *identifies maps for their proposal.*

30 RESPONSE L2-6: The SJRRC appreciates the preliminary maps for the City of Atwater's proposal.
31 Please refer to response to comment L2-4 for a full response regarding the City of Atwater's
32 proposal. The SJRRC looks forward to continued coordination with the City of Atwater.

33 No revisions to the Draft EIR are necessary pursuant to this comment.

3.5.3 Response to Comment Letter L3, City of Livingston – City Manager

L3-1

The comment expresses support of the Livingston Station and identifies the benefits of better distancing from the Livingston Station to the Merced Station, compared to the Atwater Station Alternative; providing service to employees that commute to Livingston, including those that work for Foster Farms, AV Thomas Produce, Joseph Gallo Farms, and Gallo Winery Facility; planning from the City of Livingston with an ACE station in mind, including improvements to Downtown Livingston, Mural District Program/Planning, planning for transit-oriented-development, and pledging \$1.6 million for creating a bus/train transit center where the Livingston Station would be located; availability for future parking; and providing ACE service to underserved populations, including Los Banos and Delhi;

RESPONSE L3-1: The SJRRC appreciates your participation in the CEQA process for the ACE Ceres-Merced Extension Project. The SJRRC notes and appreciates your support of the Project. Please see Master Response 1.

3.5.4 Response to Comment Letter L4, City of Livingston – Mayor

L4-1

The comment expresses support for the Livingston Station and identifies the benefit of station spacing related to travel speeds and access to more populations, the benefit of the platform and parking all located on one side, and the benefit of sufficient parking.

RESPONSE L4-1: The SJRRC appreciates your participation in the CEQA process for the ACE Ceres-Merced Extension Project, as well as your support of the Project. Please see Master Response 1.

3.5.5 Response to Comment Letter L5, City of Livingston – Recreation Department

L5-1

The comment expresses support for the Livingston Station.

RESPONSE L5-1: The SJRRC appreciates your participation in the CEQA process for the ACE Ceres-Merced Extension Project, as well as your support of the Project. Please see Master Response 1.

3.5.6 Response to Comment Letter L6, Merced City School District

L6-1

The commenter identifies the Project components, states that the new Merced Station would be located on property and facilities owned by the Merced City School District (School Nutrition Services,

Warehouse, Print-Shop, and Materials Distribution Center), identifies their support of the Project, and states that they participated in a Virtual Open House.

RESPONSE L6-1: The SJRRC appreciates your participation in the CEQA process for the ACE Ceres-Merced Extension Project, as well as your support for the Project. The SJRRC looks forward to continued collaboration with the Merced City School District on this Project. No revisions to the Draft EIR are necessary pursuant to this comment.

L6-2

The commenter identifies that the facilities affected by the Merced Station provide daily critical services for 18 school sites and District support facilities. The commenter also expresses their desire to engage in preliminary negotiations and identifies engaging in the "Uniform Relocation Assistance and Real Property Acquisition Policies Act."

RESPONSE L6-2: As a matter of clarification, the Uniform Relocation Assistance and Real Property Acquisition Policies Act would only apply if the Project receives federal funding. At present, the Project is funded through state funds only. Nonetheless, the California Relocation Act would apply and the SJRRC would comply with this law, including providing relocation assistance and benefits. The SJRRC acknowledges and appreciates your request to engage in conversation related to the acquisition of the Merced City School District's property. The SJRRC is looking forward to engaging with the Merced City School District. No revisions to the Draft EIR are necessary pursuant to this comment.

3.5.7 Response to Comment Letter L7, Merced County Board of Supervisors – Board of Supervisors Chairman

The SJRRC received a comment letter from Daron McDaniel, Chairman of the Merced County Board of Supervisors on June 24, 2021. The comment period for the Draft EIR closed on June 7, 2021. As such, the comment letter from the Chairman of the Merced County Board of Supervisors dated June 24, 2021, was received after the official comment period for the Draft EIR. Although a formal response is not be required per CEQA, the SJRRC has provided a response to the comments in this letter.

L7-1

The comment expresses support for the City of Atwater's proposal to build and construct its own station in Atwater and states that "this is the best regional approach."

RESPONSE L7-1: The SJRRC acknowledges Daron McDaniel's (Chairman of the Merced County Board of Supervisors) support for the City of Atwater proposal to build its own station in Atwater. Please refer to response to comment L2-4, which provides a response to the City of Atwater's proposal.

L7-2

The comment identifies the benefits of a station in Atwater, including economic and commuter benefits; support for the Beachwood/Franklin community, Winton community, McSwain community; connection to the Castle Airport and Aviation Center; connection to the Atwater Merced Expressway, including a reliable connection for UC Merced students and faculty; reduction of vehicle emissions; and improvements to air quality in the Central Valley.

RESPONSE L7-2: The SJRRC acknowledges that there would be benefits associated with the Atwater Station Alternative. Please refer to Master Response 1.

This comment concerns the judgement and preferences of the commenter but does not raise any concern regarding the adequacy of the EIR analysis and thus no revisions to the EIR and no further response is required. No revisions to the Draft EIR are necessary pursuant to this comment.

3.5.8 Response to Comment Letter L8, Stanislaus County Environmental Review Committee

L8-1

The commenter expressed no comments on the Project.

RESPONSE L8-1: The SJRRC appreciates the Stanislaus County Environmental Review Committee reviewing the Draft EIR and notes that no comments were made on the Draft EIR by the Stanislaus County Environmental Review Committee. No revisions to the Draft EIR are necessary pursuant to this comment.

3.5.9 Response to Comment Letter L9, Stanislaus County Public Works

L9-1

The commenter expressed no comments on the Project.

RESPONSE L9-1: The SJRRC appreciates the Stanislaus County Public Works Department reviewing the Draft EIR and notes that no comments were made on the Draft EIR by Stanislaus County. No revisions to the Draft EIR are necessary pursuant to this comment.

3.6 Organizations

3.6.1 Response to Comment Letter O1, Old Town Atwater

The SJRRC received a comment letter from Old Town Atwater on July 1, 2021. The comment period for the Draft EIR closed on June 7, 2021. As such, the comment letter from Old Town Atwater dated July 1, 2021, was received after the official comment period for the Draft EIR. Although a formal response is not be required per CEQA, the SJRRC has provided a response to the comments in this letter.

O1-1

The comment expresses support for the City of Atwater's proposal to build and construct its own station in Atwater.

RESPONSE O1-1: The SJRRC acknowledges Old Town Atwater's support for the City of Atwater proposal to build its own station in Atwater. Please refer to response to comment L2-4, which provides a response to the City of Atwater's proposal.

01-2

The comment identifies that Old Town Atwater is focused on positive efforts to revitalize downtown Atwater; states that an ACE train stop would have a positive impact on Downtown businesses; and states that “this is the best regional approach.”

RESPONSE 01-2: The SJRRC agrees with Old Town Atwater that an ACE train stop would have a positive economic impact on Downtown Atwater. Please refer to response to comment L2-4, which provides a response to the City of Atwater’s proposal.

01-3

The comment identifies the benefits of a station in Atwater, including economic and commuter benefits; support for the Winton community, McSwain community, and the Castle Airport and Aviation Center; connection to the Atwater Merced Expressway, including a reliable connection for UC Merced students; reduction of vehicle emissions; and improvements to air quality in the Central Valley.

RESPONSE 01-3: The SJRRC acknowledges that there would be benefits associated with the Atwater Station Alternative. Please refer to Master Response 1.

This comment concerns the judgement and preferences of the commenter but does not raise any concern regarding the adequacy of the EIR analysis and thus no revisions to the EIR and no further response is required. No revisions to the Draft EIR are necessary pursuant to this comment.

3.6.2 Response to Comment Letter O2, Train Riders Association of California (TRAC)

02-1

The comment provides an overview of TRAC, asserts that TRAC’s previous ideas regarding SJRRC have been “met by institutional resistance,” asserts the need for a connection at the Sacramento Valley Station, and further asserts SJRRC’s “unwillingness to seriously consider” a TRAC-proposed rail operations alternative (“West Side Line Alternative.”)

RESPONSE 02-1: This comment is a preface and introduction to the comments provided in more detail below. Those comments are responded to below. As detailed below and as noted in responses to subsequent comments, SJRRC has continued to consider TRAC’s proposals (via scoping comments and EIR comments) in the same manner as comments received by other individuals, agencies, and organizations.

Regarding the consideration of alternatives for the Ceres to Merced Extension, Section 5.6 describes how alternatives were considered to determine whether they met the Project’s objectives, were feasible, or lowered environmental impacts of the Proposed Project. The mere suggestion of an alternative in a scoping letter or a formal comment on a Draft EIR does not mean that a public agency must complete a detailed analysis of an alternative if the alternative does not meet most of the Project’s objectives, is infeasible, or does not lower environmental impacts of the Proposed Project. Further considerations are noted below in the review of TRAC’s specific comments on various alternatives.

Regarding the statements concerning SJRRC's West Side Line Alternative, please refer to response O2-5 in the 2018 Final EIR for the ACE Extension Lathrop to Ceres/Merced EIR. In that previous document, incorporated here by reference, SJRRC carefully considered a number of factors related to this alternative and presented substantial evidence documenting the infeasibility of this alternative.

Regarding the "need for a connection at the Sacramento Valley Station", the need for any connections in Sacramento are beyond the scope of the Project being considered in this EIR. The Project in the EIR is an extension from the previously approved extension to Ceres to Merced. The Project does not include any improvements in Sacramento or Sacramento County.

No revisions to the Draft EIR are necessary pursuant to this comment.

O2-2

The comment asserts the EIR provided an inadequate response to TRAC's scoping comment regarding redirection of Amtrak San Joaquin service onto the ACE Tracks between Merced and North Lathrop. The EIR comment restates the scoping comment that the "EIR should evaluate the feasibility of acquiring enough slots to make it possible for the San Joaquin to travel on ACE tracks from Merced to North Lathrop." The EIR comment states that the Draft EIR "offered a series of assumptions and statements that were entirely irrelevant" to the scoping comment.

RESPONSE O2-2: Section 5.6.1.5 of the Draft EIR specifically and extensively assessed TRAC's scoping comment suggesting the evaluation of an alternative to the Proposed Project.

Amtrak's San Joaquins provide passenger service from Bakersfield to Stockton, Sacramento, and Oakland. Within the Project area, the San Joaquins operate on the BNSF line, east of the UPRR Fresno Subdivision. The Draft EIR noted that in order for the San Joaquins to operate on the UPRR Fresno Subdivision, a track connection between BNSF and UPRR lines would be needed near Merced.¹

The comment does not specifically state which of these or other related assumptions in the Draft EIR are irrelevant to the consideration of this alternative nor does it provide any evidence in support of the assertion of the irrelevance of these and other assumptions. Instead, the comment asserts that the Draft EIR should have reported on the feasibility of slot acquisition and how many slots have been acquired from UPRR in relation to the Proposed Project.

As documented in Section 5.6.1.5 of the Draft EIR, SJRRC made a good faith effort to contemplate the proposition as an alternative to the Proposed Project. In doing so, SJRRC identified other related steps needed to implement the alternative, including construction of additional tracks that would be necessary to implement this alternative. Without such other steps, the operational suggestion set forth in the scoping comment could not be achieved. Accordingly, SJRRC respectfully disagrees with the assertion that these assumptions were "entirely irrelevant;" without such assumptions, the possibility of San Joaquins sharing tracks with ACE would be precluded.

¹ In addition, it should be noted that for continued service from North Lathrop to the Bay Area, more improvements would be required. If trains were to proceed to the Bay Area, this alternative would require improvements along the rail line from North Lathrop to Stockton, as well as a connection in Stockton between the BNSF Line and the Fresno Subdivision.

1 Ultimately, Section 5.6.1.5 in the Draft EIR concluded that an alternative involving San Joaquins
2 using ACE tracks from Merced to North Lathrop is outside and beyond the objectives of the
3 Proposed Project, would require additional construction compared to the Proposed Project, and
4 thus would not avoid or substantially reduce any significant impacts of the Proposed Project. A key
5 tenet of the alternatives process in CEQA is that project alternatives must be focused on avoiding or
6 reducing the significant impacts of a project. Moreover, the San Joaquins alternative is beyond what
7 is needed to meet the objectives of the Proposed Project and would increase cost and environmental
8 impacts due to construction. Accordingly, the alternative was dismissed from further consideration.
9 Notably, the Proposed Project would not preclude the completion of this alternative should it be
10 advanced at some point in the future.

11 Regarding the comment about the UPRR slots associated with the Proposed Project, UPRR has
12 identified that capacity improvements are necessary to accommodate the addition of ACE passenger
13 service. SJRRC has been coordinating with UPRR on the proposed amount of service (reflected by
14 the service plan in the EIR) and the proposed capacity improvements necessary to support that
15 amount of passenger service. The EIR includes the proposed capacity improvements identified.
16 Regarding the specific details of any agreement with UPRR, the agreement has not yet been
17 completed, and thus it would be premature to discuss commercial matters at this time. The
18 commenter does not identify why the cost to SJRRC of obtaining slots is relevant to the
19 environmental analysis of the Proposed Project or the alternatives and thus no further response is
20 provided on this issue.

21 No revisions to the Draft EIR are necessary pursuant to this comment.

22 **02-3**

23 *The comment restates a scoping comment that the EIR should have evaluated the cumulative impacts*
24 *of sharing the ACE tracks from Merced to North Lathrop with the Amtrak San Joaquin. The comment*
25 *also restates the scoping comment as “an effort to find out what level of capacity would be available in*
26 *the new right-of-way.”*

27 RESPONSE 02-3: This comment requests that the EIR should have considered the San Joaquins
28 sharing the ACE tracks from Merced to North Lathrop. While TRAC has advocated for such a project
29 to occur, no rail operating agency has made or funded any such proposal. As noted above in the
30 response to comment 02-2, such an alternative is beyond the objectives of the extension to Merced,
31 would result in higher construction impacts than the Proposed Project, and would not lower a
32 significant impact of the Proposed Project; therefore, CEQA does not require its analysis.

33 With regard to the portion of the comment providing further context for the initial scoping comment
34 – “an effort to find out what level of capacity would be available in the new right-of-way” – the
35 further context is appreciated. However, it is not the purpose of CEQA to answer rail planning
36 questions. The purpose of CEQA is to disclose significant environmental effects of a proposed
37 project, and to provide mitigation to avoid, reduce, or compensate for any such significant impacts
38 identified. The alternatives process in CEQA is to identify feasible alternatives to a proposed project
39 that would avoid or lessen significant effects of the proposed project. As set forth in the response to
40 comment 02-2, the additional San Joaquins service between Ceres and Merced (and beyond) would
41 require additional track infrastructure, additional construction and thus would increase
42 environmental impacts relative to the Proposed Project. A further extension of track sharing to

1 North Lathrop would not foreseeably reduce or avoid overall environmental impacts of the
2 proposed extension to Merced.

3 Under CEQA, cumulative analysis is intended to examine the effects of a project, when combined
4 with the effects of other *reasonably foreseeable* actions or changes on a common environmental
5 resource. As stated in the response to O2-2, numerous additional actions would be required – along
6 with substantial additional funding that has not been programmed by any involved agency. The
7 comment does not provide any evidence in support of the proposition that this is a reasonably
8 foreseeable action. Accordingly, it was not included in the cumulative analysis.

9 No revisions to the Draft EIR are necessary pursuant to this comment.

10 **O2-4**

11 *The comment asserts that the Draft EIR misstated and/or misrepresented a TRAC scoping comment*
12 *concerning the Altamont Corridor Vision. The scoping comment stated that SJRRC should consider the*
13 *Altamont Corridor Vision (as expressed in a 2019 presentation) to be “reasonably foreseeable.”*

14 RESPONSE O2-4: The comment appears to object primarily to the Draft EIR’s characterization of the
15 scoping comment as “TRAC suggested that ACE should implement the Altamont Corridor Vision.” To
16 address this comment, Chapter 5, *Alternatives* has been revised. The revisions are shown in Chapter
17 4, *Text Revisions to the Draft EIR* of the Final EIR (see the Chapter 5, *Alternatives* section in Chapter
18 4).

19 The Draft EIR investigated implementation of the Altamont Corridor Vision as an alternative to the
20 Proposed Project (Alternative TRAC-2), but dismissed it from further consideration for a number of
21 reasons. The comment appears to suggest that instead of considering the Altamont Corridor Vision
22 as an alternative to the Proposed Project, the intent of the scoping comment was to consider the
23 Altamont Corridor Vision as a reasonably foreseeable project, in which case it should be included in
24 the cumulative analysis. Without commenting on the merits of the Altamont Corridor Vision, SJRRC
25 respectfully disagrees with the assertion that the Altamont Corridor Vision can at this time be
26 considered reasonably foreseeable (and thus should be included in cumulative analysis). As stated
27 in the referenced 2019 presentation, estimated costs to construct the segment of the Altamont
28 Corridor Vision between Stockton and San Jose are \$9.7 billion. The segment between Newark and
29 North Lathrop alone is estimated to require an additional \$6.6 billion.

30 While individual components of the Altamont Corridor Vision can move forward as funding is
31 available, at this time, there is no certainty on a potential funding source for the program as a whole.
32 Without a confirmed funding source, the Altamont Corridor Vision cannot be considered
33 “reasonably foreseeable” for the purposes of CEQA. Accordingly, the Draft EIR did not include the
34 Altamont Corridor Vision in the cumulative analysis. However, nothing regarding the Proposed
35 Project would preclude future implementation of the Altamont Corridor Vision.

36 **O2-5**

37 *The comment states that per earlier comments, the alternative evaluation of “TRAC-2” should be*
38 *deleted and that a recirculated Draft EIR should be prepared that includes the Altamont Corridor*
39 *Vision within the cumulative analysis. The comment also repeats a request to identify the*
40 *improvements needed to accommodate and certain costs associated with San Joaquin service sharing*
41 *the proposed ACE tracks from Merced to North Lathrop.*

RESPONSE 02-5: As stated in the response to comment 02-4, the Altamont Corridor Vision does not meet the CEQA standard of being “reasonably foreseeable” due to substantial uncertainty on how it would be funded. In addition, there are several components for the Altamont Corridor Vision that have yet to begin the process of environmental clearance (i.e., CEQA or NEPA). Accordingly, there is no need to revise the cumulative analysis in the Draft EIR to include the Altamont Corridor Vision. Moreover, there is no need to delete the evaluation of “TRAC-2” from the Draft EIR, but the commenter’s distinction regarding the intent of the scoping comment is noted. As noted in response to Comment 02-5, the EIR has been revised to clarify that TRAC did not suggest the Altamont Vision as an alternative to the Proposed Project.

Regarding the request to identify various improvements and costs associated with sharing of ACE tracks from Merced to North Lathrop with the San Joaquins, please refer to the response to comment 02-3, which explains why this request is beyond the requirements of CEQA.

02-6

The comment states that Alternative TRAC-3 was not in response to a Scoping Comment for the Draft EIR and so should not have been included. The comment requests the deletion of TRAC-3.

RESPONSE 02-6: As acknowledged in the Draft EIR, the commenter is correct that Alternative TRAC-3 was carried forward from a previous comment on the 2018 ACE Extension Lathrop to Ceres/Merced EIR (Prior EIR). However, TRAC-3 was included in the Draft EIR as it was associated with the Prior EIR. The SJRRC, as the lead agency, has the discretion of what to include in the Draft EIR and the SJRRC included this as an alternative considered since TRAC had suggested it in comments on the prior programmatic EIR. Thus, SJRRC included it again for the sake of completeness. The inclusion of TRAC-3 did not impact any CEQA conclusion within the Draft EIR concerning the analysis of issues raised by TRAC in its scoping comments on this EIR. Accordingly, there is no need to delete TRAC-3.

No revisions to the Draft EIR are necessary pursuant to this comment.

02-7

The comment states that it is “inconceivable that the ACE Merced Station would not be co-located with High Speed Rail (HSR).” The comment also asserts that the list of cumulative projects should include the Amtrak San Joaquins sharing the ACE tracks.

RESPONSE 02-7: The comment expresses an opinion about the merits of the Project and indicates a preference for locating the Merced Station adjacent to the Merced Station for California HSR. As noted in page 2-25 of the Draft EIR, the City of Merced has identified a preference for both the ACE and HSR stations to be located in proximity to the Merced Transit Station, which is on 16th Street between N Street and O Street. The proposed ACE Merced Station is at the location preferred by the City of Merced, and the City and the San Joaquin Regional Rail Commission are in discussion with the California High Speed Rail Authority (CHSRA) to relocate its adopted station. The currently proposed Merced Station for California HSR is parallel to the UPRR alignment, approximately 0.5 mile south of the proposed ACE Merced Station. Please note that the Draft EIR does include the analysis of the Merced Station Alternative, which would be located adjacent to the currently proposed location of the future HSR station in Merced. TRAC’s comment is noted concerning their opinion and judgment about co-locating the ACE Merced Station with the HSR Merced Station. This comment concerns the judgement and preferences of the commenter but does not raise any concern

1 regarding the adequacy of the EIR analysis and thus no revisions to the EIR and no further response
2 is required.

3 Regarding the assertion that Table 4-3 needs to be updated to reflect a connection to the Amtrak San
4 Joaquins, please refer to the responses to comments 02-2 and 02-3 above. No changes are required
5 to Table 4-3.

6 No revisions to the Draft EIR are necessary pursuant to this comment.

7 **02-8**

8 *The comment requests the development of drawings showing how ACE, High Speed Rail (HSR), and the*
9 *Amtrak San Joaquins would align in Merced. The comment asserts that connections between HSR and*
10 *the Amtrak San Joaquins are reasonably foreseeable and, in association with earlier assertions that the*
11 *San Joaquins sharing ACE tracks is also reasonably foreseeably, that such a project needs to be*
12 *analyzed for cumulative impacts within this EIR.*

13 RESPONSE 02-8: Please refer to responses to comments 02-2 and 02-3, which rebut the assertion
14 that the Amtrak San Joaquins sharing tracks with ACE is “reasonably foreseeable” and thus need to
15 be included in the cumulative analysis of this EIR.

16 Relatedly, neither SJRRC nor any other entity has prepared drawings for a scenario where San
17 Joaquins share tracks with ACE, as envisioned by the commenter. Any drawings of cross-platform
18 rail connections for rail services in Merced will be provided when publicly available. As previously
19 stated, nothing about the Proposed Project would conflict with the future consideration of such a
20 scenario.

21 No revisions to the Draft EIR are necessary pursuant to this comment.

22 **02-9**

23 *The comment states that the Draft EIR should describe the accessibility features of its stations.*

24 RESPONSE 02-9: Please refer to the descriptions of stations within Draft EIR Section 2.3.1.1. This
25 section describes that the Turlock Station would include a pedestrian bridge, including associated
26 elevators. This section further describes that both the Livingston Station and the Atwater Station
27 Alternative would include pedestrian tunnels featuring ramps to ensure accessibility. The section
28 also describes that the Merced Station would include new walkways for pedestrian access. All
29 stations will be designed to fully conform with all pertinent federal and state requirements
30 concerning accessibility.

31 No revisions to the Draft EIR are necessary pursuant to this comment.

32 **02-10**

33 *The commenter states that Caltrain's EIR for its electrification project provided projections of the*
34 *percent of future seated and standee capacity” and that “ACE must do no less.” The comment asserts*
35 *that the intervention of local politicians constrained ACE’s capacity to expand; that the EIR should*
36 *evaluate the number of cars needed to transport the projected ridership and determine that these*
37 *trains can operate at current station platform; states that it is possible that ridership generated by the*

1 *Proposed Project could overwhelm the existing capacity of ACE; and that the Draft EIR should be*
2 *revised and recirculated.*

3 RESPONSE 02-10: The comment states that without expanding ACE's capacity in the existing system
4 that the ridership generated by the extension to Merced could overwhelm the existing capacity of
5 ACE trains.

6 In response to this comment, the SJRRC analyzed the capacity of the existing ACE system to absorb
7 the new riders with the extension of ACE service to Merced, including an analysis of seating capacity
8 that constrains the number of trains operating west of Lathrop to the existing four round trips/day,
9 per the trackage rights agreement with UPRR. This additional analysis has been added to Appendix
10 D, *ACE Ceres–Merced Extension Ridership, Revenue, and Benefits Report* of the EIR and is shown at the
11 end of Chapter 4, *Text Revisions to the Draft EIR* of the Final EIR. Separate from this Project, ACE has
12 been expanding platforms along its existing system and procuring additional train cars, in order to
13 accommodate growing demand over time. These separate plans will allow for existing ACE stations
14 to provide for and accommodate 10-car ACE trainsets at existing stations. Taking into account the
15 longer trains made possible by these separate actions, ACE trains would have sufficient seated
16 capacity to accommodate the additional ridership resulting from extending ACE service to Merced in
17 both 2030 and 2040. Please review the revised Appendix D shown at the end of Chapter 4, *Text*
18 *Revisions to the Draft EIR* (see the Appendix D section in Chapter 4) for information about how many
19 train cars would be needed in 2030 and 2040 due to the Project.

20 **02-11**

21 *The comment asserts that the EIR does not take into account “infrastructure improvements to ACE”*
22 *that would be required by the cumulative impact of passengers transferring to ACE from California*
23 *High Speed Rail (HSR).*

24 RESPONSE 02-11: Table 4-3 of the Draft EIR includes the initial operating segment (IOS) of the
25 California High Speed Rail System as a reasonably foreseeable future project. Draft EIR page 4-9
26 explains how the Draft EIR used the best available information concerning the IOS to identify
27 potential cumulative impacts. Page 4-9 also discloses that IOS operations have the potential to
28 increase ACE ridership, but that the specific nature and timing of those effects is speculative in light
29 of uncertainty regarding the timing and extent of HSR service to Merced. Page 4-9 further
30 acknowledges that at some date in the future, there is a possibility that HSR to ACE transfers could
31 trigger the need for infrastructure improvements to ACE, and that if such impacts are identified, they
32 would be subject to all pertinent requirements of CEQA.

33 Regarding the assertion that Impact C-TR-1 is invalid because the Draft EIR does not demonstrate
34 that ACE can support all potential future HSR ridership, that is not an impact under CEQA. There is
35 no requirement that a project must accommodate all the travel demands of another future project.
36 The key evaluation for considering the Project's potential contribution to cumulative effects is to
37 compare conditions with the ACE Ceres-Merced Extension to conditions without the ACE Ceres-
38 Merced Extension. With the ACE Ceres-Merced Extension, there would be opportunities for ACE
39 riders to connect with future HSR service (even if the HSR station is located 0.5 miles away) and vice
40 versa. Riders would connect to future HSR service when HSR service commences (which is unclear
41 at this time). Without the ACE Ceres-Merced Extension, there will be no connecting passenger rail
42 service in downtown Merced. Clearly, the conditions with the ACE Ceres-Merced Extension are
43 beneficial from a transportation perspective, so no adverse cumulative effect has been identified.

No revisions to the Draft EIR are necessary pursuant to this comment.

02-12

The comment asserts that because the Draft EIR has stated that need for the Project is related to roadway congestion, it follows that the Draft EIR must "establish by substantial evidence the number of riders" that will "take that journey" and requests provision of mode splits for the San Joaquin to Bay Area corridor. The comment also asserts that further evidence is needed to support statements within the Executive Summary concerning traffic congestion and ACE providing an alternative to costly highway capacity expansion.

RESPONSE 02-12: Please refer to Draft EIR Table 3.17-2, which presents estimated train ridership associated with the Proposed Project, as well as anticipated reductions in regional VMT associated with the Proposed Project. Draft EIR Impact TR-2 acknowledges that the Proposed Project could increase localized VMT around passenger stations, but that the Proposed Project would substantially reduce regional VMT. Impact TR-2 and Table 3.17-2 provide ample evidence that the Proposed Project would lower regional VMT between the San Joaquin Valley and the Bay Area, including congested highways, such as I-580 over the Altamont Pass. The statement in the Executive Summary concerning traffic congestion is simply referring to the fact that removing on-road vehicle trips from congested roadways helps to manage that congestion. The statement in the Executive Summary that ACE provides an alternative to highway expansion is referring to the fact that reducing on-road vehicle trips helps to reduce the demand for future highway expansion. Nonetheless, to be responsive to this comment, the text in the Executive Summary has been revised for clarity. The revisions are shown in Chapter 4, *Text Revisions to the Draft EIR* of the Final EIR (see the *Executive Summary* section in Chapter 4). This comment does not concern the adequacy of the environmental analysis in the Draft EIR; therefore, no further response is necessary.

Regarding mode splits along the San Joaquin to Bay Area corridor, the Proposed Project is not an I-580 corridor study looking at the entirety of travel demand in a corridor such as I-580 over the Altamont Pass and how it is presently met by personal vehicles, bus transit, or rail transit. One of the objectives of this Project is to help with reducing on-road traffic on congested highway corridors in the region, but it is not one of the objectives of this Project to meet all travel demands or divert all future roadway growth to rail. The Project is one step in the direction of diverting on-road travel, but by no means the only one and not the final one. Consequently, the Project did not evaluate mode splits for the entire San Joaquin to Bay Area corridor, nor is it necessary to conduct such a study in order to identify the potential environmental impacts of the Proposed Project. The commenter does not identify why identifying such mode splits for all corridor travel is necessary in order to identify project environmental impacts; as such no further response is necessary.

02-13

The comment asserts that claims of regional traffic reduction associated with the Proposed Project would be undercut "if the primary access to ACE will be via park-and-ride rather than walking from within transit-oriented development." Accordingly, the comment requests that the EIR "document the mode split of access to the Project."

RESPONSE 02-13: As stated in the response to comment 02-12, Impact TR-2 acknowledges that localized VMT around station areas could well increase as a result of the Proposed Project, but that the overall regional VMT reduction associated with mode shifting (auto to rail travel) would have

significant beneficial reductions in regional VMT. This is further supported by the ridership and VMT modelling that shows that the Project would support the displacement of long-distance trips from the vicinity of Turlock to Merced to the Tri-Valley and points beyond in San Francisco Bay Area. The localized trips to use park and ride facilities between Turlock and Merced are far shorter than the displaced long-distance trips to the San Francisco Bay Area. Consistent with the requirements of CEQA, the EIR provides substantial evidence (Table 3.17-2 and associated discussions within Impact TR-2) of the VMT reductions associated with the Proposed Project.

Regarding mode splits for access to different stations, the SJRRC expects that approximately 74 percent of riders would arrive to stations by automobile.² This mode split is based on data obtained from ACE in their 2014 ACE Customer Satisfaction Survey. This mode split was used to forecast the parking demand at Project stations.

As stated in Draft EIR Section 1.4, a Project objective is to “promote local and regional land use and transportation sustainability goals.” As further elaborated upon in Draft EIR Section 1.4, SJRRC anticipates that new stations could catalyze more compact urban development (“smart growth”).

No revisions to the Draft EIR are necessary pursuant to this comment.

02-14

The comment requests calculation of the percentage of 2040 San Joaquin Valley GHG emissions that would be reduced by the Project.

RESPONSE 02-14: Please refer to Draft EIR Table 3.8-6. This table summarizes anticipated GHG reductions within the jurisdictional area of the San Joaquin Valley Air Pollution Control District associated with the Proposed Project as well as the Atwater Station Alternative for the years 2030 and 2040. As shown in the table, with this jurisdictional area, in the year 2040, the Proposed Project would result in a net annual decrease of approximately 2,300 metric tons of carbon dioxide equivalent (Co2e) relative to existing conditions/No Project Conditions. For comparative purposes, refer to Draft EIR Table 3.8-3, which summarizes available GHG emissions inventories, from the global to the local levels. SJRRC is unaware of an estimation of total San Joaquin Valley GHG emissions for existing or future 2040 conditions and it is beyond the scope of CEQA for this EIR to develop such information. The comment does not explain why comparing the Project’s reduction in emissions to the San Joaquin Valley’s total GHG emissions is relevant or necessary to disclose the environmental impacts of the Proposed Project. Accordingly, the calculation requested in the comment is not needed to make CEQA impact conclusions and is thus not included in this EIR. The Project will reduce GHG emissions compared to existing and No Project Conditions, which is a beneficial effect regardless of the percentage of overall GHG emissions reductions.

No revisions to the Draft EIR are necessary pursuant to this comment.

² Note: Of the 74 percent of riders that would arrive to stations by automobile, 2 of the 74 percent would be passengers and not drivers.

02-15

The comment asks for ACE policies (current or future) related to smart growth at stations. The comment also includes a statement concerning the merits of the Project, suggesting that the station not be built in a community that does not have a minimum density for the proposed station area.

RESPONSE 02-15: CEQA requires that an EIR include an analysis of a Project's consistency with applicable policies. Draft EIR Table 3.11-2 includes a land use policy consistency analysis, indicating that the Proposed Project is consistent with regional and local policies encouraging compact development within established urban areas. Further, as noted in Section 1.4, *Project Objectives*, one of the three objectives SJRRC established for the Project is to "Promote local and regional land use and transportation sustainability goals." As a Project objective, the ability of the Proposed Project (relative to Project alternatives) to meet this objective is considered in the Draft EIR and will be considered by decision-makers in selecting a preferred alternative.

Similarly, the suggestion that a station should not be built in a community lacking a minimum (land use) density policy for the proposed station area is noted and will be considered by decision-makers. The comment asserts that this minimum density policy is needed as "mitigation for sprawl inducement", but the comment does not substantiate that the Project will induce "sprawl" and does not define what is meant by the term "sprawl." The EIR's analysis of growth inducement, in Section 3.13 and Section 4.5 concludes that where new stations are proposed, local growth and development policies support the establishment of these stations and that as such, the population growth that may result in the station vicinity is already planned for in various planning document policies. Consequently, the Project would support planned growth but would not induce unplanned growth. As such, no mitigation is warranted to address the Project's effect on growth.

SJRRC has not adopted specific policies or mandates for smart growth at ACE stations. The SJRRC's FY 2018–FY 2027 Short Range Transit Plan identifies the following as key Planning and Programming objective for the SJRRC: *Pursue joint development efforts around stations* (San Joaquin Regional Rail Commission 2018). SJRRC has acknowledged and highlighted that ACE service and expansion promotes more sustainable transit-oriented development/smart growth. SJRRC has funded a transit-oriented development study in the Cabral Station area and has applied for and secured funding for Channel Street improvements, which will support smart growth in the Cabral Station area. SJRRC has successfully partnered with developers to secure Affordable Housing and Sustainable Communities Program grants from the Strategic Growth Council to implement affordable housing projects in Stockton and Modesto near existing/future ACE stations. SJRRC will continue to seek partnerships with local, regional agencies, and developers to implement transit-oriented development/smart growth near existing and future ACE stations.

No revisions to the Draft EIR are necessary pursuant to this comment.

02-16

The comment asserts that the dismissal of Alternative MS-2 as infeasible should be revisited, further asserting that SJRRC "has not shown a willingness to negotiate with UPRR." The comment includes a "demand" that the Draft EIR be revised to include the price UPRR would require for dedicating a portion of its track to both part and full-time passenger service.

RESPONSE 02-16: Alternative MS-2 was envisioned to include a dedicated passenger track within the existing UPRR ROW. Such a track could be utilized by passenger trains during peak hour

passenger service times and by freight trains outside of passenger train peak hours. As stated in the Draft EIR, Alternative MS-2 was dismissed for two reasons: infeasibility and its inability to avoid or substantially reduce significant environmental impacts of the Proposed Project.

At present, ACE operates within UPRR's ROW from Stockton to Santa Clara and within Caltrain's ROW from Santa Clara to San Jose. Nowhere within the UPRR ROW does ACE currently operate on a track dedicated for passenger trains only. Given that UPRR is the host railroad, they retain all routing and dispatch prerogatives concerning its exclusive freight operations within its ROW. As such, it is speculative to assert the viability of UPRR dedicating tracks for passenger rail partially or completely within the Fresno Subdivision between Ceres and Merced or in other areas. The Fresno Subdivision is the primary north-south freight line between Stockton and Fresno for UPRR and as a consequence is a vital freight line for UPRR operations between southern California and northern California as well as throughout the San Joaquin Valley. Beyond the broad assertion, the comment does not provide evidence in support of the potential feasibility of a dedicated track alternative. On the contrary, the Proposed Project reflects SJRRC's negotiations with UPRR to provide upgrades to existing track, portions of new track, and seven bridges along the UPRR Fresno Subdivision that UPRR identified as essential to the expansion of ACE passenger service within the Ceres to Merced portion of UPRR's Fresno Subdivision.

In addition to the conclusion of Alternative MS-2's infeasibility, the Draft EIR concluded that Alternative MS-2 would not have avoided the significant environmental impacts of the Proposed Project – a key tenet of the CEQA alternatives review process. The construction of an entirely new dedicated passenger track would entail substantially more construction than the Proposed Project because it would not allow for use of any segments of existing track (including areas within two tracks presently) and would thus result in increased environmental impacts due to construction, relative to the Proposed Project. Even if a dedicated track were feasible, because this alternative would result in more adverse construction effects and would not avoid any adverse environmental effects of the Proposed Project, there is no CEQA requirement to analyze it. Please refer to the response to comment 02-17 below regarding further assertions of potential operational benefits of Alternative MS-2.

Regarding the demand to document the price UPRR would require, to allow Alternative MS-2 to move forward, the request is noted. While CEQA requires a lead agency to consider alternatives that would avoid or lessen significant environmental effects of a Proposed Project, CEQA does not require analysis of alternatives that do not avoid or substantially reduce significant impacts of the Proposed Project. Thus, there is no requirement for a lead agency investigate such an alternative further or provide information concerning potential costs/price.

No revisions to the Draft EIR are necessary pursuant to this comment.

02-17

With regard to Alternative MS-2, the comment asserts that "Failing to secure the capacity on the ROW for a significantly higher number of trains in the future, when that opportunity exists now" would constitute an environmental impact in the form of ongoing roadway traffic congestion and air pollutant emissions into the future.

RESPONSE 02-17: As stated in the response to comment 02-16, Alternative MS-2 was deemed infeasible and found to result in substantially increased construction emissions relative to the

Proposed Project. For these reasons, Alternative MS-2 was not carried forward for alternatives analysis within the Draft EIR.

The comment further asserts that a failure to undertake a larger project (such as envisioned in Alternative MS-2) “when the opportunity exists now” would result in environmental impacts. SJRRC respectfully disagrees with the assertion an “opportunity exists now.” SJRRC has proposed a project (and alternatives) that it has concluded are feasible. As stated in the response to comment O2-16, Alternative MS-2 is not feasible at present. It is entirely possible that a larger project such as set forth in Alternative MS-2 could have more environmental benefits than the Proposed Project; however, Alternative MS-2 would not avoid significant adverse impacts of the Proposed Project. Foregone additional environmental benefits are not adverse “environmental impacts” over baseline conditions (either existing conditions or future No Project Conditions). CEQA does not require a lead agency to examine, analyze, or approve infeasible alternatives and does not require a lead agency to analyze an alternative that may provide certain additional environmental benefits but that does not avoid or reduce significant adverse impacts of the Proposed Project. The impacts that the comment is referring to are “roadway congestion and emissions” and these impacts are not impacts of the Proposed Project, they are impacts of existing and/or future land use and personal on-road vehicle travel that are not due to the Proposed Project.

No revisions to the Draft EIR are necessary pursuant to this comment.

O2-18

The comment appears to assert that the alternative contemplating train splitting (OPS-1) should not have been dismissed as infeasible. The comment further asserts that ACE should have committed to working with rolling stock manufacturers to see if any have “interest in using ACE as a test bed for the development of train splitting technology for North America.”

RESPONSE O2-18: The comment appears to reiterate points raised by the commenter on the Prior EIR. Accordingly, language from the Prior EIR’s related response is incorporated below. With regard to the comment’s assertion that “the Draft EIR could at least commit to seeing if any rolling stock manufacturers have an interest in using ACE as a test bed for the development of train splitting technology for North America,” this is not consistent with the CEQA Statute or Guidelines. CEQA requires lead agencies to determine if proposed projects would result in significant effects on the environment, and imposes a duty on lead agencies to mitigate any such effects. CEQA does not compel a lead agency to commit to undertaking experimental technologies as they are considered speculative and per CEQA Guidelines Section 15187, lead agencies should not engage in speculation.

Regarding train splitting and Alternative OPS-1, SJRRC is not denying that there might be potential one-seat convenience and ridership benefits asserted by TRAC under the right conditions. However, at present, there are multiple operational concerns including the time necessary for coupling and splitting, the risk of mechanical failure, safety, and the lack of precedent to do train splitting in North America using existing/proposed Bombardier equipment.

- Train coupling or train splitting requires two separate actions: 1) physical coupling or splitting – 5 to 10 minutes; and 2) re-establishing the Positive Train Control (PTC) system for each new consist – 15 minutes. If the PTC can be brought up at the same time as the actual coupling/splitting, then the duration would be 15 minutes. If it cannot, then the delay could be a total of 20 to 25 minutes. As shown in the prototypical schedules in the Prior EIR, the delay time with the proposed time transfers in Lathrop is between 5 and 10 minutes, with most transfers

1 taking less than 10 minutes. As such, a train splitting scenario will add between 5 and 15
2 minutes to each commute and up to 10 to 30 minutes for a daily commute compared to the
3 Project.

- 4 • When doing mechanical work, such as when joining or splitting a train, there is a risk of
5 additional mechanical failure. The train also has to be re-inspected after joining, the air brake
6 test has to be completed, and the PTC system has to be reengaged. Mechanical failure introduces
7 the risk of additional service delay as well as concerns about safety, which is discussed in the
8 next bullet.
- 9 • The crew would be doing the joining/splitting at the station on the railroad mainline; thus, there
10 is a reduced amount of safety, given the frequent passage of freight trains. Furthermore, this will
11 tie up the mainline in single track territory, which will be a concern for UPRR and may not be
12 permitted by UPRR.
- 13 • SJRRC has not identified any train splitting for revenue service conducted in North American
14 using the Bombardier equipment intended to be used for the Project. This lack of precedent
15 means that this is untested on U.S. railroads operating under FRA regulations, which raises the
16 potential for additional delay, mechanical, and safety issues than those described above.
17 European regulations are different and not applicable to U.S. operations.
- 18 • Reference to intercity travel in Europe observing train splitting does not add any relevant
19 information except to describe that train splitting is feasible and done in Europe. As noted
20 above, to SJRRC's knowledge, train splitting has not been done for revenue service using
21 Bombardier equipment in the United States under FRA regulations. Information about European
22 operations does not address the delay of ACE commuter rail operations and ACE ridership or
23 potential issues of mechanical problems or safety.
- 24 • Even if train splitting resulted in higher ridership, this would not mean that Alternative OPS-1
25 would avoid or substantially lower a significant impact of the Proposed Project. Instead, in this
26 hypothetical case in which ridership was lower without train splitting, the Project would result
27 in lower operational VMT, air pollution, and GHG reductions. These are benefits of the Project,
28 not adverse impacts of the Project. CEQA only mandates consideration of alternatives that lower
29 significant adverse impacts of a project; it does not mandate the consideration of alternatives
30 that have potential higher benefits than a project.
- 31 • SJRRC has evidence (in the form of additional coupling/splitting time) that train splitting would
32 result in longer travel times for the Stockton to San Jose service and has evidence (in the form of
33 the comparison of coupling/splitting time to Lathrop transfer times in the typical service
34 schedule) that shows that there would be an adverse effect on both services, resulting in an
35 adverse effect on ridership. In addition, there are mechanical and safety concerns about the
36 unprecedented use of train splitting on a mainline railroad that have not been addressed.

37 Nothing in the Proposed Project precludes SJRRC from considering train splitting in the future. In
38 the future, SJRRC may purchase equipment that may make splitting more practicable and that
39 addresses the delay, potential for mechanical failure, safety, and may then be able to address UPRR
40 concerns about train splitting/coupling on a freight mainline. But with the present equipment and
41 the current challenges, this is not an option today.

42 No revisions to the Draft EIR are necessary pursuant to this comment.

02-19

The comment asserts that Californians need to shift their modal preferences to rail and that bold, strategic thinking is needed towards this goal. The comment asserts that the Proposed Project does not reflect such bold, strategic thinking and as such, the Project should be revised and the Draft EIR duly recirculated in response to the commenter's assertions.

RESPONSE 02-19: The comment includes rhetorical assertions about statewide transportation patterns. The Proposed Project is intended to provide a cost-effective, viable rail option that meets the objectives that SJRRC has set forth in Chapter 1, *Introduction* of the Draft EIR. The comment suggests that the commenter would prefer a different project than what is proposed, and that expression of preference will be taken into consideration by decision-makers.

Regarding suggested revision of the Draft EIR, as explained above, certain revisions have been made to the Draft EIR, but other suggested revisions have been determined not to be necessary. Regarding requested recirculation, comments on the Draft EIR and revisions to the Draft EIR have not identified any new significant impacts nor any substantially more severe impacts than disclosed in the Draft EIR and thus recirculation is not required.

No revisions to the Draft EIR are necessary pursuant to this comment.

3.6.3 Response to Comment Letter O3, Atwater Chamber of Commerce

The SJRRC received a comment letter from the Atwater Chamber of Commerce on July 1, 2021. The comment period for the Draft EIR closed on June 7, 2021. As such, the comment letter from the Atwater Chamber of Commerce dated July 1, 2021, was received after the official comment period for the Draft EIR. Although a formal response is not be required per CEQA, the SJRRC has provided a response to the comments in this letter.

03-1

The comment expresses support for the City of Atwater's proposal to build and construct its own station in Atwater and states that "this is the best regional approach."

RESPONSE 03-1: The SJRRC acknowledges the Atwater Chamber of Commerce's support for the City of Atwater proposal to build its own station in Atwater. Please refer to response to comment L2-4, which provides a response to the City of Atwater's proposal.

03-2

The comment identifies the benefits of a station in Atwater, including economic and commuter benefits; support for the Winton community, McSwain community; connection to the Castle Airport and Aviation Center; connection to the Atwater Merced Expressway, including a reliable connection for UC Merced students and faculty; reduction of vehicle emissions; and improvements to air quality in the Central Valley.

RESPONSE 03-2: The SJRRC acknowledges that there would be benefits associated with the Atwater Station Alternative. Please refer to Master Response 1.

This comment concerns the judgement and preferences of the commenter but does not raise any concern regarding the adequacy of the EIR analysis and thus no revisions to the EIR and no further response is required. No revisions to the Draft EIR are necessary pursuant to this comment.

3.7 Private Companies

3.7.1 Response to Comment Letter P1, Castle Assets, LLC

P1-1

The comment expresses support for the implementation of the Livingston Station.

RESPONSE P1-1: Please see Master Response 1.

3.7.2 Response to Comment Letter P2, D&R Investments, LLC

P2-1

The comment expresses support of the Livingston Station and that the addition of the Livingston Station would provide a benefit to their rental properties.

RESPONSE P2-1: Please see Master Response 1.

3.7.3 Response to Comment Letter P3, Foster Farms

P3-1

The comment expresses support of the Livingston Station and identifies that the addition of the Livingston Station would add to the mobility of Foster Farms employees.

RESPONSE P3-1: Please see Master Response 1.

3.7.4 Response to Comment Letter P4, Stoel Rives LLP On Behalf of Morning Star Merced, LLC

P4-1

The comment identifies the commenter as Stoel Rives LLP, legal counsel for Morning Star Merced, LLC (Morning Star); identifies Morning Star as the owner of the industrial facility located at 1785 Ashby Road, Merced, California; states that the Draft EIR is fundamentally flawed; and states that the Draft EIR must be revised and recirculated.

RESPONSE P4-1: Please refer to response to comments P4-2 to P4-11, which provides responses to specific comments regarding the commenter's perceived flaws of the Draft EIR. In places, the Draft EIR has been revised to provide clarifications to be responsive to the comments that were received (see Chapter 4 of the Final EIR). However, none of the revisions in Final EIR or the comments received have identified new significant information that would require recirculation, per Section 15088.5(a) of the CEQA Guidelines.

P4-2

The comment identifies the monetary value of the Morning Star Site (\$15 million); states that it is actively being used for warehousing, labeling, casing, and use of the rail spur; states that Morning Star has plans for further development of the site in 2022, which will bring more than 100 new jobs to Merced; and states that the Draft EIR mischaracterizes the Morning Star Site, implies that the demolition of the Morning Star Site would have no measurable impact on the owner or on the City of Merced, and ignores the existing business and its economic contributions.

RESPONSE P4-2: The SJRRC appreciates the information provided about the Morning Star Site. To address this comment, Chapter 2, *Project Description* has been updated to include additional discussion about the demolition of facilities that would be required for the Merced Layover & Maintenance Facility. The revisions are shown in Chapter 4, *Text Revisions to the Draft EIR* of the Final EIR (see the Chapter 2, *Project Description* section in Chapter 4).

Per CEQA requirements, the Draft EIR for the Project focuses on the potential physical impacts on the environment. The Draft EIR complies with CEQA and does consider the potential physical impacts on the environment due to demolition of facilities at the Morning Star Site. The environmental footprint (see Appendix B of the Draft EIR) for the Project included the area where the Morning Star Site is located. As such, the Draft EIR assessed the potential impacts of any physical impacts related to that location. In addition, air quality modeling was completed for the Draft EIR to assess the potential air quality impacts. The air quality modeling conducted for the Draft EIR included estimates for potential emissions associated with demolition for the Project as a whole, including demolition of facilities at the Morning Star Site. The calculations of emissions associated with demolition for the Project are shown in the Draft EIR, Appendix J, *Air Quality, Greenhouse Gas, and Health Risk Assessment Supporting Documentation*. Furthermore, Impact AQ-3h in Section 3.3, *Air Quality* of the Draft EIR considers the potential air quality impacts related to asbestos-containing materials (ACM) due to demolition for the Project, including demolition of facilities at the Morning Star Site. Furthermore, the Draft EIR considered the potential impacts on historical resources due to the demolition of facilities at the Morning Star Site. The Draft EIR Appendix L-1, *Historical Resource Inventory and Evaluation Report (1 of 2)* includes the Department of Parks and Recreation (DPR) Form, which concludes that the building is not a historical resource (see page 411/434 of the PDF in Appendix L-1). Overall, the Draft EIR fully considered the potential physical impacts on the environment due to the demolition of facilities at the Morning Star Site and due to placing the Merced Layover & Maintenance Facility on that site.

An impact on businesses or an impact on economic contributions to a community are not considered physical impacts on the environment, in and of itself, and are therefore not considered impacts under CEQA. Per CEQA, the Draft EIR is focused on the physical impacts on the environment and for that reason, impacts on businesses and economic impacts are not considered in the Draft EIR. The SJRRC does acknowledge, however, that coordination would be required with the owners of the Morning Star Site. The SJRRC would comply with the California Relocation Act, which would require the SJRRC to provide relocation assistance and benefits to persons or businesses displaced as a result of the Project. In addition, if federal funding is obtained (at present the Project is funded through state funds only), the SJRRC would comply with the Uniform Relocation Assistance and Real Property Acquisition Policies Act, which requires that persons or businesses displaced as a result of the Project be treated fairly, consistently, and equitably; that displaced persons or businesses receive fair and just compensation for any acquisition of property for the Project; and that SJRRC provide relocation assistance and benefits to displaced persons or businesses. To be responsive to

1 this comment, the requirements for the California Relocation Act and the Uniform Relocation
2 Assistance and Real Property Acquisition Policies Act have been added to the Final EIR. The
3 revisions are shown in Chapter 4, *Text Revisions to the Draft EIR* of the Final EIR (see Section 3.11 in
4 Chapter 4).

5 **P4-3**

6 *The comment identifies that the Merced Layover & Maintenance Facility would be constructed over the*
7 *Morning Star Site and that the use of the Morning Star Site is a shift from the plans previously proposed*
8 *in the 2018 ACE Extension Lathrop to Ceres/Merced EIR.*

9 RESPONSE P4-3: The comment correctly identifies that the Merced Layover & Maintenance Facility
10 would be located where the Morning Star Site is currently located. The comment also correctly
11 identifies that the SJRRC shifted the proposed location of the Merced Layover & Maintenance
12 Facility, from what was proposed previously in 2018 in the ACE Extension Lathrop to Ceres/Merced
13 EIR. It should be noted that the Morning Star Site was considered as an alternative location for the
14 layover & maintenance facility in the 2018 ACE Extension Lathrop to Ceres/Merced EIR. This
15 comment does not raise any concern regarding the adequacy of the EIR analysis. No revisions to the
16 Draft EIR are necessary pursuant to this comment.

17 No revisions to the Draft EIR are necessary pursuant to this comment.

18 **P4-4**

19 *The comment identifies that the Draft EIR mischaracterizes the properties that would be demolished*
20 *for the Merced Layover & Maintenance Facility. The comment also states that this mischaracterization*
21 *undermines the conclusion in the Draft EIR that the proposed Merced Layover & Maintenance Facility*
22 *is more consistent with land use planning and has lower impacts than the Merced Layover Facility*
23 *Alternative.*

24 RESPONSE P4-4: In response to this comment, Chapter 2, *Project Description* has been updated to
25 include additional discussion about the demolition of facilities that would be required for the
26 Merced Layover & Maintenance Facility. The revisions are shown in Chapter 4, *Text Revisions to the*
27 *Draft EIR* of the Final EIR (see the Chapter 2, *Project Description* section in Chapter 4).

28 Although additional text has been added in Chapter 2, *Project Description* to make it clear that the
29 facilities at the Morning Star Site would be demolished, the potential physical impacts on the
30 environment associated with this demolition have already been fully considered in the Draft EIR.
31 Please refer to response to comment P4-2, which provides a full discussion of how the Draft EIR
32 already addresses the potential physical impacts on the environment due to demolition of the
33 facilities at the Morning Star Site. Response to comment P4-2 also describes that impacts to
34 businesses and economics are not considered physical impacts on the environment and are,
35 therefore, not assessed under CEQA. The revisions to the Project's description and the additional
36 discussion about the demolition of the Morning Star Site facilities would not change the CEQA
37 conclusions or comparisons in the Draft EIR for the proposed Merced Layover & Maintenance
38 Facility or the Merced Layover Facility Alternative. In addition, please refer to response to comment
39 P4-10, which provides a response to the comment that the land use planning impacts in the Draft
40 EIR are undermined by the mischaracterization of the Morning Star Site.

P4-5

The comment identifies that the Draft EIR fails to mention the demolition of existing facilities at the Morning Star Site and that the Project Description is inadequate to inform the public and the decisionmakers about the characteristics and potential impacts of the Merced Layover & Maintenance Facility. The comment also states that this is at odds with the primary objective of CEQA.

RESPONSE P4-5: To address this comment, Chapter 2, *Project Description* has been updated to include additional discussion about the demolition of facilities that would be required for the Merced Layover & Maintenance Facility. The revisions are shown in Chapter 4, *Text Revisions to the Draft EIR* of the Final EIR (see the Chapter 2, *Project Description* section in Chapter 4). These revisions do not change the conclusion in the Draft EIR or introduce new significant information.

The SJRRC respectfully disagrees that the Draft EIR is inadequate to inform the public and the decisionmakers about the characteristics and potential impacts of the Merced Layover & Maintenance Facility. Please refer to response to comment P4-2, which identifies that the Draft EIR does disclose the potential physical impacts on the environment related to the demolition of all existing structures, including the facilities at the Morning Star Site. As described in response to comment P4-2, the Draft EIR includes the Morning Star Site as a part of the environmental footprint (Appendix B of Draft EIR), identified the air quality impacts from demolition (Appendix J and Section 3.3 of the Draft EIR), and identified the potential impacts on historic resources (Appendix L-1). The Draft EIR has fully complied with CEQA's requirements to assess physical impacts on the environment due to the Project.

P4-6

The comment identifies that page 5-13 of the Draft EIR inaccurately identifies the Morning Star Site as "an existing unutilized industrial property." The comment states that the implication of placing the Merced Layover & Maintenance Facility in an existing industrial area that would put unutilized facilities to beneficial use is disingenuous and misleading, given the current active uses and expansion planned for the Morning Star Site.

RESPONSE P4-6: To address this comment, Chapter 5, *Alternatives* has been updated to clarify that the site where the Merced Layover & Maintenance Facility would be located is actively being used and to remove the terms "unutilized" and "compatible" from the text. The revisions are shown in Chapter 4, *Text Revisions to the Draft EIR* of the Final EIR (see the Chapter 5, *Alternatives* section in Chapter 4).

The text identified in the comment compares the potential impacts on aesthetics between the proposed Merced Layover & Maintenance Facility and the Merced Layover Facility Alternative. The revisions made in the Final EIR would not result in any changes to the conclusion. The impact on aesthetics due to the proposed Merced Layover & Maintenance Facility would still be greater than the Merced Layover Facility Alternative. This is because the proposed Merced Layover & Maintenance Facility would place a railyard in an area with existing industrial uses while the Merced Layover Facility Alternative would place a railyard in farmland.

P4-7

The comment identifies that statements that the proposed Merced Layover & Maintenance Facility would have "lower impacts" than the Merced Layover Facility Alternative are misleading and that the

proposed Merced Layover & Maintenance Facility would have greater impacts on air quality, energy, greenhouse gas emissions, emergency access, and noise and vibration. The comment also states that the SJRRC has prioritized certain environmental resources over other resources, that it appears that the SJRRC has capitulated to public concerns over impacts to farmland, and that the SJRRC should give equal consideration to businesses that will be demolished as it does to farmland.

RESPONSE P4-7: When comparing the environmental impacts between the proposed Merced Layover & Maintenance Facility and the Merced Layover Facility Alternative, there are environmental benefits and environmental drawbacks for either the proposed Merced Layover & Maintenance Facility or the Merced Layover Facility Alternative. This comparison is fully described in Section 5.3.2.2. Overall, the Merced Layover Facility Alternative would have greater permanent impacts on agricultural resources, biological resources, and visual aesthetics and the proposed Merced Layover & Maintenance Facility would have greater temporary impacts during construction, related to air quality, energy, greenhouse gas emissions, and noise.

When comparing the environmental impacts between the proposed Merced Layover & Maintenance Facility and the Merced Layover Facility Alternative, the SJRRC considered the temporary nature of certain impacts (e.g., construction impacts) as well as the permanent long-term nature of certain impacts (e.g., permanent loss of farmlands and biological resources). In addition, for impacts to air quality, energy, and greenhouse gas emissions during construction, SJRRC considered the magnitude of construction impacts from the proposed Merced Layover & Maintenance Facility and the Merced Layover Facility Alternative, relative to the Project as whole, which would overall reduce air quality emissions, energy, and greenhouse gas emissions with operation of the Project. Nonetheless, to address this comment, Section 5.5, *Environmentally Superior Alternative* in Chapter 5, *Alternatives* has been updated to clarify the differences in environmental impacts between the proposed Merced Layover & Maintenance Facility and the Merced Layover Facility Alternative. The revisions are shown in Chapter 4, *Text Revisions to the Draft EIR* of the Final EIR (see the Chapter 5, *Alternatives* section in Chapter 4).

Please refer to response to comment P4-2, which identifies how the Draft EIR considers impacts to businesses in compliance with CEQA.

P4-8

The comment identifies that the SJRRC has chosen the proposed Merced Layover & Maintenance Facility on the basis of having lower impacts on environmental resources compared with the Merced Layover Facility Alternative. The comment also identifies that there are inconsistencies between Table 5-5 and Section 5.3.2 that skew the conclusions and gives “the impression that the proposed Merced Layover & Maintenance Facility will have much lower impacts overall compared with the Merced Layover Facility Alternative.” The comment also states that Table 5-5 omits certain impacts that were found to be greater for the proposed Merced Layover & Maintenance Facility.

RESPONSE P4-8: As described in Chapter 2, *Project Description*, the SJRRC is proposing the Merced Layover & Maintenance Facility over the Merced Layover Facility Alternative because the Merced Layover & Maintenance Facility “is more consistent with land use planning (located in an industrial park instead of on farmland) and would have lower impacts on prime farmland, biological resources, and visual aesthetics.” Section 5.3.2.2 and Table 5-5 in the Draft EIR describe the comparative impacts on land use planning, agricultural resources, biological resources, and visual

1 aesthetics between the proposed Merced Layover & Maintenance Facility and the Merced Layover
2 Facility Alternative.

3 Regarding the comment related to inconsistencies between Table 5-5 and Section 5.3.2, Table 5-5 is
4 meant to summarize the comparative differences (both qualitative and quantitative) between the
5 Merced Layover & Maintenance Facility and the Merced Layover Facility Alternative. Many of the
6 CEQA impact conclusions (e.g., less than significant, significant and unavoidable, etc.) are the same
7 between the Merced Layover & Maintenance Facility and the Merced Layover Facility Alternative.
8 However, the magnitude of impacts may differ. Table 5-5 provides a comparison of the magnitude of
9 impacts. For example, as described in the Agricultural Resources subsection in Section 5.3.2.2, both
10 the proposed Merced Layover & Maintenance Facility and the Merced Layover Facility Alternative
11 are expected to result in a significant and unavoidable impact due to the permanent conversion of
12 Important Farmland. However, as shown in Table 5-5, the magnitude of that impact differs between
13 the proposed Merced Layover & Maintenance Facility and the Merced Layover Facility Alternative.
14 This is because the Merced Layover Facility Alternative impacts a greater area of farmland and
15 farmland that is of higher quality. The magnitude of impacts shown in Table 5-5 is consistent with
16 the comparisons identified in Section 5.3.2. The comment does not identify any specific
17 inconsistencies and as such, no further response can be given.

18 Regarding the comment that Table 5-5 omits certain impacts, please refer to response to comment
19 P4-9, which provides an explanation for omissions and identifies revisions made to the Final EIR.
20 The revisions do not change the conclusion in the Draft EIR that the proposed Merced Layover &
21 Maintenance Facility is environmentally superior to the Merced Layover Facility Alternative.

22 No revisions to the Draft EIR are necessary pursuant to this comment.

23 **P4-9**

24 *The comment summarizes impacts identified in Section 5.3.2 that were found to be less than impacts of*
25 *the Merced Layover Facility Alternative, including less exposure to diesel particulate matter (DPM)*
26 *during operation of the Project; less energy demand during construction; less air quality and GHG*
27 *emissions during construction; and emergency access during operation of the Project. The comment*
28 *further states that Sections 5.4.2.2 and Table 5-5 of the Draft EIR ignores these impacts.*

29 RESPONSE P4-9: The comment identifies the following text, which is found on page 5-14 of the Draft
30 EIR: “the Merced Layover Facility Alternative would result in less localized exposure to DPM than
31 the proposed Merced Layover & Maintenance Facility, as the access to and from the proposed
32 Merced Layover & Maintenance Facility would be located adjacent to the residential area east of SR-
33 59.” The very next sentence of this text states the following: “Nonetheless, startup and shutdown
34 emissions at the Merced Layover Facility Alternative would occur about 0.25 mile northeast of a
35 residential area and the proposed Merced Layover & Maintenance Facility would have these
36 emissions about 0.25 mile west of residential areas near SR 59; thus, the effect on adjacent receptors
37 is expected to be roughly similar.” As stated in Section 5.4.2 of the Draft EIR, the analysis related to
38 comparing environmental impacts between the proposed Merced Layover & Maintenance Facility
39 and the Merced Layover Facility Alternative focuses on certain environmental resources that have
40 the greatest potential to disclose differences in environmental impacts. As documented on page 5-14
41 of the Draft EIR, there is no substantial difference between the proposed Merced Layover &
42 Maintenance Facility and the Merced Layover Facility Alternative relative to impacts associated with

1 exposure to DPM. Since there is no substantial difference in impacts associated with exposure to
2 DPM, this was not addressed in Section 5.4.2.2 or Table 5-5.

3 The comment identifies the following text, which is found on page 5-17 of the Draft EIR: “operation
4 of the proposed Merced Layover & Maintenance Facility has the potential to effect emergency access
5 in the site vicinity due to potential delays at the at-grade crossing of West 16th Street at SR 59, while
6 the Merced Layover Facility Alternative would not affect emergency access.” Please refer to page 5-
7 18 of the Draft EIR (Emergency Access subsection under the Transportation subsection), which also
8 analyses emergency access and identifies that there would be no difference in impacts. The text on
9 page 5-17 of the Draft EIR did not account for the Merced Layover Facility Alternative’s impacts on
10 emergency access. The text on page 5-17 of the Draft EIR has been revised accordingly to be
11 consistent with the analysis in the Transportation subsection. The revisions are shown in Chapter 4,
12 *Text Revisions to the Draft EIR* of the Final EIR (see the Chapter 5, *Alternatives* section in Chapter 4).
13 Since there is no difference in impacts on emergency access, this was not addressed in Section
14 5.4.2.2 or Table 5-5.

15 The comment identifies that the Merced Layover Facility Alternative would have lower air quality
16 emissions, energy demand, and greenhouse gas emissions during construction than the proposed
17 Merced Layover & Maintenance Facility. This is correct and is documented in Section 5.3.2.2 of the
18 Draft EIR. Nonetheless, this difference in emissions and energy demand is not expected to be
19 substantial. As shown in Section 3.6, *Energy* and Section 3.8, *Greenhouse Gas Emissions*, the impacts
20 associated with the Proposed Project (including the proposed Merced Layover & Maintenance
21 Facility) are less than significant. Because the energy and greenhouse gas impacts from construction
22 of the proposed Merced Layover & Maintenance Facility are found to be less than significant, the
23 reduced greenhouse gas emissions and energy demand from the Merced Layover Facility
24 Alternative is not substantial. As shown in Section 3.3, *Air Quality*, the impacts associated with
25 construction of the Proposed Project (including the proposed Merced Layover & Maintenance
26 Facility) are less than significant after mitigation. Construction of the Merced Layover Facility
27 Alternative is expected to require the same mitigation as the proposed Merced Layover &
28 Maintenance Facility. The 2018 ACE Extension Lathrop to Ceres/Merced EIR considered the impacts
29 from the Merced Layover Facility Alternative, identified that mitigation would be required to
30 minimize the impact to a less than significant level. Because both the proposed Merced Layover &
31 Maintenance Facility and the Merced Layover Facility Alternative would require the same mitigation
32 to reduce impacts, the reduced air quality emissions from the Merced Layover Facility Alternative
33 are not substantial. Nonetheless, to address this comment, Section 5.4.2.2, *Comparison of Merced
34 Layover Facility Alternative and Proposed Merced Layover & Maintenance Facility* (including Table 5-
35 5) has been updated to clarify that the Merced Layover Facility Alternative would have lower air
36 quality emissions, energy demand, and greenhouse gas emissions during construction. The revisions
37 are shown in Chapter 4, *Text Revisions to the Draft EIR* of the Final EIR (see the Chapter 5,
38 *Alternatives* section in Chapter 4). These revisions do not change the conclusion in the Draft EIR that
39 the proposed Merced Layover & Maintenance Facility is environmentally superior to the Merced
40 Layover Facility Alternative.

41 **P4-10**

42 *The comment states that the conclusion that the proposed Merced Layover & Maintenance Facility is*
43 *more consistent with local land use planning objectives is incorrect. The comment also states that the*
44 *analysis must take into account the displacement of existing industrial businesses considering the City*
45 *of Merced’s planning objectives of retaining existing industry. The comment also states that focusing on*

zoning and land use designations is myopic and an incomplete analysis of the consistency of the Project with land use plans and cannot serve as a basis for selecting the proposed Merced Layover & Maintenance Facility over the Merced Layover Facility Alternative.

RESPONSE P4-10: The comment suggesting that the Draft EIR only focused on zoning and land use designations when considering the impacts related to consistency of the Project with land use plans is incorrect. The Draft EIR did not only focus on zoning and land use designations of the Merced Layover & Maintenance Facility when analyzing the Project's consistency with land use plans. Please refer to Impact LU-2, starting on page 3.11-16 of the Draft EIR, which provides a full analysis of the Project's consistency with pertinent land use plans. Table 3.11-2 in the Draft EIR provides a list of applicable policies from pertinent land use plans and identifies the Project's (including the Merced Layover & Maintenance Facility's) consistency with pertinent land use plans.

The comment identifies that page 3-27 of the City of Merced's General Plan articulates the City's primary goals of retaining existing industry. To address this comment, Table 3.11-2 has been revised to include a discussion of the Project's potential inconsistency with this goal. The revisions are shown in Chapter 4, *Text Revisions to the Draft EIR* of the Final EIR (see Section 3.11 in Chapter 4). As documented in footnote 2 on page 3.11-3 of the Draft EIR, an inconsistency with regional or local plans is not necessarily considered a significant impact under CEQA unless it is related to a physical impact on the environment that is significant in its own right. As shown in Chapter 4, *Text Revisions to the Draft EIR* of the Final EIR, the Project's potential inconsistency with the goal identified in this comment is not expected to result in a physical impact on the environment.

Regarding the statement that the Project would be "driving existing industrial facilities out of the City", this assertion is speculative. A review of aerial photography of the adjacent business park shows that there are several adjacent vacant parcels (including one with direct rail spur access) which, in concept, could be used to accommodate a relocated warehousing, labelling and casing business locally and within the City.

Finally, the SJRRC did not base its decision to propose the Merced Layover & Maintenance Facility over the Merced Layover Facility Alternative, solely based on consistency with land use plans. Rather, as described in response to comment P4-7, there are environmental benefits and environmental drawbacks for either the proposed Merced Layover & Maintenance Facility or the Merced Layover Facility Alternative. The SJRRC considered all environmental benefits and drawbacks when considering which facility to include as a part of the Proposed Project.

P4-11

The comment provides concluding remarks, including the commenter's opinion that the description and analysis of the impacts for the proposed Merced Layover & Maintenance Facility and the Merced Layover Facility Alternative is inaccurate, misleading, and internally inconsistent within the Draft EIR; that the SJRRC has ignored the existing business (Morning Star) in considering land use impacts; that the SJRRC provided an unsupported determination that the Merced Layover & Maintenance Facility has lower impacts and is more consistent with local land use planning than the Merced Layover Facility Alternative; and that the Draft EIR must be revised and recirculated to reconsider the Merced Layover Facility Alternative.

RESPONSE P4-11: Please refer to response to comment P4-6, which provides a response to a specific comment about the Draft EIR being inaccurate. Please refer to response to comments P4-6 and P4-7, which provide responses to specific comments about the Draft EIR being misleading. Please refer to

response to comment P4-8, which provides a response to a specific comment about the Draft EIR being internally inconsistent. Please refer to response to comment P4-10, which provides a response to the comment that the SJRRC ignored the existing Morning Star business when considering land use impacts. The determination that the proposed Merced Layover & Maintenance Facility would have less impacts than the Merced Layover Facility is supported by the analysis in the Draft EIR and Final EIR.

None of the comments received have identified new significant information that would require recirculation, per Section 15088.5(a) of the CEQA Guidelines.

No revisions to the Draft EIR are necessary pursuant to this comment.

3.7.5 Response to Comment Letter P5, Villa's Mexican Grill

P5-1

The comment expresses support of the Livingston Station and that the addition of the Livingston Station would be a benefit to their local business.

RESPONSE P5-1: Please see Master Response 1.

3.7.6 Response to Comment Letter P6, Villa's Mexican Grill

P6-1

The comment expresses support of the Livingston Station and that the addition of the Livingston Station would be a benefit to their local business.

RESPONSE P6-1: Please see Master Response 1.

3.7.7 Response to Comment Letter P7, Corbin Cash

The SJRRC received a comment letter from Corbin Cash, a distillery, on August 9, 2021. The comment period for the Draft EIR closed on June 7, 2021. As such, the comment letter from Corbin Cash dated August 9, 2021, was received after the official comment period for the Draft EIR. Although a formal response is not be required per CEQA, the SJRRC has provided a response to the comment in this letter.

P7-1

The comment expresses support for the City of Atwater's proposal to build and construct its own station in Atwater. The comment provides an overview of the importance of agrotourism and states that a station in Atwater would have a positive impact on the agricultural businesses along the Project's track. The comment also states that a station in Atwater would allow for less vehicle emissions, ride share opportunities, employment opportunities, and inexpensive gateways.

RESPONSE P7-1: The SJRRC acknowledges Corbin Cash's support for the City of Atwater proposal to build its own station in Atwater. Please refer to response to comment L2-4, which provides a response to the City of Atwater's proposal.

The SJRRC acknowledges that there would be benefits associated with the Atwater Station Alternative. Please refer to Master Response 1. This comment concerns the judgement and preferences of the commenter but does not raise any concern regarding the adequacy of the EIR analysis and thus no revisions to the EIR and no further response is required. No revisions to the Draft EIR are necessary pursuant to this comment.

3.8 Individuals

3.8.1 Response to Comment Letter I1, Connie Avila

I1-1

The comment expresses support of the Livingston Station and identifies various benefits from implementing the Livingston Station.

RESPONSE I1-1: Please see Master Response 1.

3.8.2 Response to Comment Letter I2, Chop Carmichael

I2-1

The comment states that the commenter would like to see a direct connection from Merced to the ACE Pleasanton connection to BART, as well as an extension from Merced to Fresno in the near future.

RESPONSE I2-1: Once in operation, the Project would include one round trip between Merced and San Jose, with a stop at the ACE Pleasanton Station. An existing shuttle service offers a connection to the Dublin/Pleasanton BART Station. A separate rail project (Valley Link) has been proposed to link ACE to the BART Dublin/Pleasanton Station, has completed environmental review, and is presently seeking funding.

Regarding an extension south from Merced toward Fresno, ACE has no plans to build or operate such an extension, but the comment is noted. The California High Speed Rail Authority, however, is currently constructing a rail alignment that would link to Fresno and points further south. This comment does not raise any concern regarding the adequacy of the EIR analysis. No revisions to the Draft EIR are necessary pursuant to this comment.

3.8.3 Response to Comment Letter I3, Diego Castillo

I3-1

The comment expresses support for the Livingston Station and identifies the benefit of travelers visiting stores and restaurants in Livingston.

RESPONSE I3-1: Please see Master Response 1.

3.8.4 Response to Comment Letter I4, Adriana Cervantes

I4-1

The comment expresses support for the Project.

RESPONSE I4-1: The SJRRC appreciates your participation in the CEQA process for the ACE Ceres-Merced Extension Project. The SJRRC notes and appreciates Adriana Cervantes' support of the Project. No revisions to the Draft EIR are necessary pursuant to this comment.

3.8.5 Response to Comment Letter I5, Devin A Cortinas

I5-1

The comment identifies the pros and cons of the Livingston Station and Atwater Station Alternative, including the following: Atwater has better shopping options not far from the tracks; buses already serve the Applegate Ranch shopping center in Atwater from Livingston and Merced; Livingston is farther from Merced than Atwater and would be better; Foster Farm employees could use the station at Livingston; and taking the train would be better than traveling on congested freeways.

RESPONSE I5-1: Please see Master Response 1.

3.8.6 Response to Comment Letter I6, Diane Dallas

I6-1

The comment expresses support for the Livingston Station and identifies that the Livingston Station would be a productive and financial addition to the City of Livingston.

RESPONSE I6-1: Please see Master Response 1.

3.8.7 Response to Comment Letter I7, Ronald Daugherty

I7-1

The comment recommends that the station be built in Atwater.

RESPONSE I7-1: The comment is noted concerning a preference for the Atwater Station Alternative. Please see Master Response 1. This comment expresses the judgement and preferences of the commenter but does not raise any concern regarding the adequacy of the EIR analysis. No revisions to the Draft EIR are necessary pursuant to this comment.

I7-2

The comment states that Atwater has a significantly larger population and thus a greater ridership to the Bay Area.

RESPONSE I7-2: The relative population of Atwater is noted. Population is one of many factors associated with estimating ridership. Ridership for the Project was modeled for the two stations (Atwater and Livingston). Draft EIR Appendix D, *ACE Ceres-Merced Extension Ridership, Revenue,*

1 *and Benefits Report* identifies the methodology used in developing estimated ridership. The section
2 titled “*Demographic Assumptions*” identifies the demographic assumptions used in the model, one of
3 which is the population where the stations would be located.

4 The ridership modeling indicates slightly higher ridership associated with the Atwater Station
5 Alternative compared to the Livingston Station. It should be noted the estimated ridership for the
6 Atwater Station Alternative and Livingston Station is considered to be within the ridership model’s
7 margin of error and thus it cannot be concluded that one or the other of the station options would
8 definitively result in greater ridership (see response to comment L1-2). Potential ridership is one of
9 many factors that SJRRC will use in selecting a station. The preference for Atwater is noted. Please
10 also see Master Response 1.

11 This comment does not raise any concern regarding the adequacy of the EIR analysis and thus no
12 revisions to the EIR. No revisions to the Draft EIR are necessary pursuant to this comment.

13 **I7-3**

14 *The comment states that the Atwater Station Alternative would have “built ridership” due to Google*
15 *employees from the Bay Area working at the Castle Aviation Center, rather than employees getting off*
16 *at Livingston and commuting to Atwater. The comment also states that Atwater would be more in line*
17 *with the 7-8 minute runs on the schedule.*

18 RESPONSE I7-3: Regarding the assertion concerning Google employees commuting to the Castle
19 Aviation Center, please note that ACE does not currently provide service from the Bay Area in the
20 morning and back to the Bay Area in the evening and the Project would not add this service. It is not
21 clear what schedule the comment is referencing when the commenter states that “Atwater would be
22 more in line with the short 7 to 8 minute runs on the schedule.” Please also see Master Response 1.
23 This comment does not raise any concern regarding the adequacy of the EIR analysis. No revisions
24 to the Draft EIR are necessary pursuant to this comment.

25 **I7-4**

26 *The comment asks whether the differences in greenhouse gas emissions have been considered,*
27 *assuming the same percentage of the populations at Atwater and Livingston use ACE.*

28 RESPONSE I7-4: The Draft EIR did consider the differences in greenhouse gas emissions (due to the
29 reductions in vehicle miles travelled) between an Atwater Station Alternative and a Livingston
30 Station. These differences are identified and disclosed in Section 3.8, *Greenhouse Gas Emissions* of the
31 Draft EIR. The methodology used to calculate reductions in greenhouse gas emissions is identified in
32 Section 3.8.4.1 of the Draft EIR.

33 Regarding how greenhouse gas emissions were calculated, please note that the Draft EIR
34 methodology is not based on an assumption that equal percentages of residents of Atwater and
35 Livingston would use ACE. Rather, the ACE Passenger Rail Forecasting Model was used (refer to
36 Appendix D of the Draft EIR and the response to comment I7-2 above). Based on the modeled
37 ridership, VMT reductions were estimated and based on these VMT reductions, reductions in
38 greenhouse gas emissions were estimated. Refer to Impact GHG-1 for the differences in reductions
39 in greenhouse gas emissions between the Livingston Station and the Atwater Station Alternative. It
40 should also be noted the estimated ridership for the Atwater Station Alternative and Livingston
41 Station is considered to be within the ridership model’s margin of error and thus it cannot be

concluded that one or the other of the station options would definitively result in greater ridership, VMT reductions, and greenhouse gas emissions reductions (see response to comment L1-2).

This comment does not raise any concern regarding the adequacy of the EIR analysis. No revisions to the Draft EIR are necessary pursuant to this comment.

I7-5

The comment states that there would be a benefit of tourism and ridership, associated with riders from the Bay Area using ACE to visit the Castle Air Museum.

RESPONSE I7-5: Please refer to response to comment I7-3. Because current service and service with the Project are limited to four trips from the San Joaquin Valley to the Bay Area and four evening trips from the Bay Area to the San Joaquin Valley, tourists wanting to access the Castle Air Museum would not be able to use ACE to access the museum unless they came in the evening, stayed the night, and visited the museum the following day, stayed another night and then return to the Bay Area the following morning, which is not a scenario likely to result in substantial ridership. This comment does not raise any concern regarding the adequacy of the EIR analysis. No revisions to the Draft EIR are necessary pursuant to this comment.

3.8.8 Response to Comment Letter I8, Alma De Luna

I8-1

The comment expresses support for the Livingston Station and identifies the benefit of providing an opportunity for families and students to travel for job opportunities and education.

RESPONSE I8-1: Please see Master Response 1.

3.8.9 Response to Comment Letter I9, Alondra Dzib

I9-1

The comment requests that the train stop in Livingston, so that the commenter can visit their parents.

RESPONSE I9-1: Please see Master Response 1.

3.8.10 Response to Comment Letter I10, Floripes Dzib

I10-1

The comment requests that the train stop in Livingston

RESPONSE I10-1: Please see Master Response 1.

3.8.11 Response to Comment Letter I11, Christine Fernandez**I11-1**

The comment expresses support for the Livingston Station and identifies that the trains top would benefit residents of Livingston.

RESPONSE I11-1: Please see Master Response 1.

3.8.12 Response to Comment Letter I12, Gilbert Garcia**I12-1**

The comment expresses support for the Livingston Station and states that he, his family, the town, and surrounding areas would use the train.

RESPONSE I12-1: Please see Master Response 1.

3.8.13 Response to Comment Letter I13, Patricia Gibson**I13-1**

The comment expresses support for the Livingston Station and states that Livingston is a growing city and that the station would benefit the surrounding areas.

RESPONSE I13-1: Please see Master Response 1.

3.8.14 Response to Comment Letter I14, Savannah and Gilbert Garcia**I14-1**

The comment expresses support for the Livingston Station and identifies the benefit of its accessibility to the freeway and states that it is the best choice financially and safety wise.

RESPONSE I14-1: Please see Master Response 1.

3.8.15 Response to Comment Letter I15, Allan Stanley Greenberg**I15-1**

The commenter asks for the travel times and number of transfers from Turlock to San Francisco (Ferry Building), San Francisco Airport, and Oakland Airport.

RESPONSE I15-1: The Project does not offer direct service to San Francisco (Ferry Building), San Francisco Airport, or the Oakland Airport. To arrive at these destinations, a passenger could use the following services:

- A passenger could take ACE from Turlock and get off at the ACE Pleasanton station. The approximate travel time from Turlock to Pleasanton via ACE would be approximately 1 hour and 50 minutes (see Table 2-5 in the Draft EIR).
- At the ACE Pleasanton station, a passenger could use a shuttle to connect to the West Dublin/Pleasanton BART station, which would take approximately 10 minutes (Tri-Valley Wheels 2019).
- From the West Dublin/Pleasanton BART station, a passenger could use BART to access the San Francisco (Ferry Building), San Francisco Airport, and the Oakland Airport.
 - The travel time from the West Dublin/Pleasanton BART station to the Embarcadero Station (to access the Ferry Building) is approximately 43 minutes on BART's blue line BART 2021c).
 - To access the San Francisco Airport from the West Dublin/Pleasanton BART station, a passenger could use the BART blue line and get off at Daly City, which has a travel time of approximately 1 hour and 4 minutes (BART 2021c). A passenger could then transfer to the yellow line at Daly City and travel to the San Francisco Airport, which has a travel time of approximately 15 minutes (BART 2021a).
 - To access the Oakland Airport from the West Dublin/Pleasanton BART station, a passenger could use the BART blue line and get off at the Oakland Coliseum BART stop, which would have a travel time of approximately 26 minutes (BART 2021c). A passenger could then use the BART connection to the Oakland Airport, which has a travel time of approximately 9 minutes (BART 2021b).

This comment does not raise any concern regarding the adequacy of the EIR analysis. No revisions to the Draft EIR are necessary pursuant to this comment.

3.8.16 Response to Comment Letter I16, Margarita Guerrero

I16-1

The comment expresses hope that the Project will help improve their lives.

RESPONSE I16-1: As described in Chapter 1 of the Draft EIR, the Project will enhance commuter rail and intercity service and transit connections in the San Joaquin Valley; reduce traffic congestion, improve regional air quality, and reduce greenhouse gas emissions; and promote local and regional land use and transportation sustainability goals. The SJRRC acknowledges your comment and appreciates your participating in the CEQA process. No revisions to the Draft EIR are necessary pursuant to this comment.

3.8.17 Response to Comment Letter I17, Paula Inacio

I17-1

The comment identifies that the train will serve the Foster Farm workers and other businesses.

RESPONSE I17-1: Please see Master Response 1.

3.8.18 Response to Comment Letter I18, Dwight Larks

I18-1

The comment expresses support for the Livingston Station and identifies the benefit of passengers using the train to find safe legal access to cannabis.

RESPONSE I18-1: Please see Master Response 1 regarding comments in support of the Livingston Station. Regarding the comments about access to cannabis, these comments are not related to the environmental impacts of the Proposed Project, or the environmental analysis. No revisions to the Draft EIR are necessary pursuant to this comment.

3.8.19 Response to Comment Letter I19, Pamela Long

I19-1

The commenter asks when jobs will be available, what type of jobs would be available, if there are any entry-level jobs, and if a formally incarcerated person would be able to obtain a job on the Project?

RESPONSE I19-1: This comment does not raise any concern regarding the adequacy of the EIR analysis. No revisions to the Draft EIR are necessary pursuant to this comment.

The inquiry about potential jobs is noted and appreciated. Following the completion of the CEQA process, SJRRC intends to move forward with detailed design and construction. Dates of construction and project operations and any associated construction or operational jobs are yet to be determined and depend on funding availability.

3.8.20 Response to Comment Letter I20, Yvonne Pamela Long Maldonado

I20-1

The comment expresses support for the Livingston Station.

RESPONSE I20-1: Please see Master Response 1.

3.8.21 Response to Comment Letter I21, Jessica Matlock-Jimenez

I21-1

The comment expresses support for the Livingston Station and identifies the benefit of allowing people to commute to areas with higher paying jobs and to schools.

RESPONSE I21-1: Please see Master Response 1.

3.8.22 Response to Comment Letter I22, Valerie Martinez

I22-1

The commenter asks how much noise pollution would be caused by having a stop at Livingston.

RESPONSE I22-1: The potential noise impacts related to having a stop at Livingston are considered in Section 3.12, *Noise and Vibration* of the Draft EIR. Impact NOI-2 (see page 3.12-31 in the Draft EIR) considers the potential permanent noise impacts for the Project, including the Livingston Station. Based on the methodology that was used to assess noise impacts (FTA methodology), the permanent noise impacts from the Project, including having a stop at Livingston would be less than significant. This comment does not raise any concern regarding the adequacy of the EIR analysis. No revisions to the Draft EIR are necessary pursuant to this comment.

3.8.23 Response to Comment Letter I23, Dana Miller

I23-1

The comment expresses support for the Livingston Station and identifies the benefit of its spacing relative to Merced and the benefit of serving employers in Livingston, including Foster Farms, Joseph Gallo Farms, and Gallo Wine's Glass Facility.

RESPONSE I23-1: Please see Master Response 1.

3.8.24 Response to Comment Letter I24, Clint Moore

I24-1

The comment expresses support of the Project.

RESPONSE I24-1: The SJRRC appreciates your participation in the CEQA process for the ACE Ceres-Merced Extension Project as well as your support of the Project.

I24-2

The comment expresses concern over traffic at the intersection of 16th Street and SR-59, identifies that currently traffic backs up for miles a few times a day, states that the additional eight trains per day accessing the Merced Layover & Maintenance Facility would add to the issues, and asks that the SJRRC work with Caltrans and the County of Merced to connect SR-59 directly to SR-99. The comment expresses a preference for use of the industrial park for the Merced Layover & Maintenance Facility and requests that SJRRC consider a fix to the current crossing when land is being acquired for the Merced Layover & Maintenance Facility.

RESPONSE I24-2: The SJRRC acknowledges the comment about the current traffic challenges at the 16th Street and SR-59 intersection. The SJRRC does not have any jurisdictional authority over improvements to these roadways and would, therefore, not be able to implement the improvements suggested in this comment. Nonetheless, this Project would not preclude consideration of the commenter's suggested direct connection from SR-59 to SR-99 or any other roadway improvements, should they be advanced at some point in the future.

The concern about the Project worsening traffic is noted. However, overall, the additional interruptions to traffic due to the trains accessed the Merced Layover & Maintenance Facility are expected to be insubstantial for two reasons. First, trains are expected to pass through the 16th Street and SR-59 primarily when cars are not on the road in great numbers (i.e., early morning and evening/night). In addition, as disclosed in Section 3.17, *Transportation* of the Draft EIR, the Project is overall expected to improve conditions related to transportation by reducing the number of vehicle miles travelled (VMT).

This comment does not raise any concern regarding the adequacy of the EIR analysis. No revisions to the Draft EIR are necessary pursuant to this comment.

I24-3

The comment identifies that the two north-south railroads in the area (presumably the UPRR and BNSF rail lines) are closer than in any other parts in the State. The comment suggest that these two lines could be connected via the Merced Layover & Maintenance Facility and that an Amtrak to ACE connection could greatly expand connection options.

RESPONSE I24-3: The SJRRC appreciates your observation. The connection of the UPRR and BNSF rail lines, identified in this comment is outside and beyond the objectives of the Project. Nonetheless, this Project would not preclude the connection of the UPRR and BNSF lines, should it be advanced at some point in the future. This comment does not raise any concern regarding the adequacy of the EIR analysis. No revisions to the Draft EIR are necessary pursuant to this comment.

3.8.25 Response to Comment Letter I25, Jose A. Moran

I25-1

The comment expresses support for the Livingston Station and identifies the benefit to surrounding communities, the safety to passengers associated with not having to cross main street intersections, the cost-effectiveness of building and maintain the station, and that employers would benefit from the station.

RESPONSE I25-1: Please see Master Response 1.

3.8.26 Response to Comment Letter I26, Ann M. Padilla

I26-1

The comment expresses support for the Livingston Station and identifies the benefit of its location relative to downtown Livingston, the available parking, the concentration of employers in the downtown that will benefit from the service, and the possibility of a shuttle.

RESPONSE I26-1: Please see Master Response 1.

3.8.27 Response to Comment Letter I27, Edith Pina**I27-1**

The comment expresses support for the Livingston Station and states the benefit of being halfway between Merced and Turlock, the benefit of safety for pedestrian compared to Atwater, the benefit of accessibility.

RESPONSE I27-1: Please see Master Response 1.

3.8.28 Response to Comment Letter I28, Abram Perea**I28-1**

The comment expresses support for the Livingston Station.

RESPONSE I28-1: Please see Master Response 1.

3.8.29 Response to Comment Letter I29, Diana Rojas**I29-1**

The comment expresses support of a train stop.

RESPONSE I29-1: The comment does not identify which train stop they support. This comment does not raise any concern regarding the adequacy of the EIR analysis. No revisions to the Draft EIR are necessary pursuant to this comment.

3.8.30 Response to Comment Letter I30, Rosalinda Ruiz**I30-1**

The comment expresses support for the Livingston Station and identifies the benefit of providing train service to the residents of Livingston and bringing businesses to downtown Livingston and the City of Livingston, in general.

RESPONSE I30-1: Please see Master Response 1.

3.8.31 Response to Comment Letter I31, Kristy Saucedo**I31-1**

The comment expresses support for the Livingston Station.

RESPONSE I31-1: Please see Master Response 1.

3.8.32 Response to Comment Letter I32, David Schonbrunn**I32-1**

The comment requested that the Draft EIR be provided in a single file and that the files allow for annotation.

RESPONSE I32-1: To be responsive to this comment, the SJRRC updated the Draft EIR website³ to include a compiled Draft EIR. Due to limitations in the size of files that can be uploaded to the website, the compiled file was split into two parts. The commenter was notified of the availability of the compiled Draft EIR during the public review period. The files on the Draft EIR website can be annotated. No revisions to the Draft EIR are necessary pursuant to this comment.

3.8.33 Response to Comment Letter I33, Balwinder Singh**I33-1**

The comment expresses support for the Project and the Livingston Station. The comment also identifies the benefit of the Livingston Station, including community benefits related to reliable transportation.

RESPONSE I33-1: Please see Master Response 1.

3.8.34 Response to Comment Letter I34, Ravinder Singh**I34-1**

The comment expresses support for the Livingston Station and identifies the benefit of economic development for businesses in downtown Livingston and its proximity to Merced.

RESPONSE I34-1: Please see Master Response 1.

3.8.35 Response to Comment Letter I35, Leticia (No Last Name)**I35-1**

The comment expresses support for the Livingston Station.

RESPONSE I35-1: Please see Master Response 1.

3.8.36 Response to Comment Letter I36, Leticia Vasquez**I36-1**

The comment expresses support for the Project and the Livingston Station. The comment also identifies the benefit of the Livingston Station, including bringing people and business to the City of Livingston, as

³ The website can be accessed using this link: <https://acerail.com/ace-ceres-merced-deir/>

1 *well as providing a method of commute for Livingston and nearby towns, such as Winton, Atwater,*
2 *Hilmar, and Delhi.*

3 RESPONSE I36-1: Please see Master Response 1.

4 **3.8.37 Response to Comment Letter I37, Manuel Eduardo** 5 **Vieira**

6 **I37-1**

7 *The comment expresses support for the Livingston Station and identifies the benefit of the location,*
8 *available parking, and providing service to employees in downtown Livingston.*

9 RESPONSE I37-1: Please see Master Response 1.

10 **3.8.38 Response to Comment Letter I38, Mike Nelson**

11 The SJRRC received a comment letter from Mike Nelson on June 29, 2021. The comment period for
12 the Draft EIR closed on June 7, 2021. As such, the comment letter from the Mike Nelson dated June
13 29, 2021, was received after the official comment period for the Draft EIR. Although a formal
14 response is not be required per CEQA, the SJRRC has provided a response to the comments in this
15 letter.

16 **I38-1**

17 *The comment expresses support for the City of Atwater's proposal to build and construct its own station*
18 *in Atwater and states that "this is the best regional approach."*

19 RESPONSE I38-1: The SJRRC acknowledges Mike Nelson's support for the City of Atwater proposal
20 to build its own station in Atwater. Please refer to response to comment L2-4, which provides a
21 response to the City of Atwater's proposal.

22 **I38-2**

23 *The comment identifies the benefits of a station in Atwater, including economic and commuter benefits;*
24 *support for the Winton community, McSwain community; connection to the Castle Airport and Aviation*
25 *Center; connection to the Atwater Merced Expressway, including a reliable connection for UC Merced*
26 *students and faculty; reduction of vehicle emissions; and improvements to air quality in the Central*
27 *Valley.*

28 RESPONSE I38-2: The SJRRC acknowledges that there would be benefits associated with the Atwater
29 Station Alternative. Please refer to Master Response 1.

30 This comment concerns the judgement and preferences of the commenter but does not raise any
31 concern regarding the adequacy of the EIR analysis and thus no revisions to the EIR and no further
32 response is required. No revisions to the Draft EIR are necessary pursuant to this comment.

3.8.39 Response to Comment Letter I39, Ronald Daugherty

The SJRRC received a comment letter from Ronald Daugherty on June 24, 2021. The comment period for the Draft EIR closed on June 7, 2021. As such, the comment letter from Ronald Daugherty dated June 24, 2021, was received after the official comment period for the Draft EIR. Although a formal response is not be required per CEQA, the SJRRC has provided a response to the comments in this letter.

I39-1

The comment expresses support for the City of Atwater's proposal to build and construct its own station in Atwater and states that "this is the best regional approach."

RESPONSE I39-1: The SJRRC acknowledges Ronald Daugherty's support for the City of Atwater proposal to build its own station in Atwater. Please refer to response to comment L2-4, which provides a response to the City of Atwater's proposal.

I39-2

The comment identifies the benefits of a station in Atwater, including economic and commuter benefits; support for the Winton community, McSwain community; connection to the Castle Airport and Aviation Center; connection to the Atwater Merced Expressway, including a reliable connection for UC Merced students and faculty; reduction of vehicle emissions; and improvements to air quality in the Central Valley.

RESPONSE I39-2: The SJRRC acknowledges that there would be benefits associated with the Atwater Station Alternative. Please refer to Master Response 1.

This comment concerns the judgement and preferences of the commenter but does not raise any concern regarding the adequacy of the EIR analysis and thus no revisions to the EIR and no further response is required. No revisions to the Draft EIR are necessary pursuant to this comment.

3.8.40 Response to Comment Letter I40, Kelley Gillum

The SJRRC received a comment letter from Kelley Gillum on July 19, 2021. The comment period for the Draft EIR closed on June 7, 2021. As such, the comment letter from Kelley Gillum dated July 19, 2021, was received after the official comment period for the Draft EIR. Although a formal response is not be required per CEQA, the SJRRC has provided a response to the comment in this letter.

I40-1

The comment identifies that the Merced Layover & Maintenance Facility would be located in an area where the commenter is planning to build another warehouse. The comment requests an overview of the land that will be used for the Merced Layover & Maintenance Facility. The comment states that if the Merced Layover & Maintenance Facility would take some Scholle IPN land, then the commenter will need to identify a different location for a warehouse.

RESPONSE I40-1: Please refer to Figure 2-6 in Chapter 2, *Project Description* of the Draft EIR, which shows the location of the footprint for the Merced Layover & Maintenance Facility and where specific facilities would be located. Appendix B, *ACE Ceres–Merced Extension Environmental*

1 *Footprint* of the Draft EIR also shows the footprint for the Merced Layover & Maintenance Facility
2 (see page 39/40 of the PDF). In addition, please refer to Table 2-11 in Chapter 2, *Project Description*
3 of the Draft EIR, which identifies the parcels (listed by Assessor Parcel Numbers) that would be
4 acquired for the Merced Layover & Maintenance Facility. The area of the commenter's property that
5 would be acquired for the Project is identified in Table 2-11.

6 An impact on businesses is not considered a physical impact on the environment, in and of itself, and
7 is therefore not considered an impact under CEQA. In accordance with CEQA, the Draft EIR is
8 focused on the physical impacts on the environment and for that reason, impacts on businesses and
9 economic impacts are not considered in the Draft EIR. The SJRRC does acknowledge, however, that
10 coordination would be required with the owners of properties that would be affected by the Project,
11 including the property identified in this comment. The SJRRC will continue coordinating with the
12 property owner and will comply with all pertinent regulations. No revisions to the Draft EIR are
13 necessary pursuant to this comment.

Chapter 4

Text Revisions to the Draft EIR

This chapter includes revisions to the Draft EIR by errata as allowed by CEQA. The revisions are presented in the order as they appear in the Draft EIR, with the relevant page number(s) identified. New or revised text is shown with underline for additions and ~~strikeout~~ for deletions.

All text revisions are provided for clarification or additional detail. After considering all comments received on the Draft EIR, the lead agency has determined that the changes do not result in a need to recirculate the Draft EIR. Per Section 15088.5(a) of the CEQA Guidelines, recirculation is required when new significant information identifies:

- A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented;
- A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance;
- A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the significant environmental impacts of the project, but the project's proponents decline to adopt it;
- The Draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.

Recirculation of the Draft EIR is not required where the new information merely clarifies, amplified, or makes minor modifications to an adequate EIR (CEQA Guidelines Section 15088.5(b)). The information provided below meets those criteria.

Executive Summary

The text on page ES-1, in the *Executive Summary*, is modified as follows:

In addition, the SJRRC has identified the Atwater Station Alternative as an alternative to the Livingston Station. ~~Only one station would be implemented in either Livingston or Atwater.~~ This EIR analyzes both stations at an equal level of detail. The final decision as to whether to adopt the Proposed Project and/or an alternative will be made after completion of the final EIR for this Project.

The ACE Ceres-Merced Extension Project was developed assuming that only one station would be built at either Livingston or Atwater. As such, the track infrastructure along the Ceres to Merced Extension Alignment that was identified for this Project and in this EIR was developed assuming only one station at either Livingston or Atwater. This EIR, therefore, sufficiently covers all potential environmental impacts for a Project with only one station at either Livingston or Atwater. If in the future, two stations (one at Livingston and one at Atwater) are advanced, this may require additional infrastructure along the Ceres to Merced Extension Alignment. If this scenario is advanced, then additional environmental review would be required to assess the potential environmental impacts from any additional infrastructure, as well as any

1 additional changes (compared to what was included in this EIR) in a separate CEQA document.
2 The kind of environmental document to be prepared would be determined when the additional
3 infrastructure and any additional changes have been identified. This EIR can be used to tier
4 from, as necessary. In summary, although this EIR only covers one station at either Livingston or
5 Atwater, this would not preclude the development of a scenario with two stations (one at
6 Livingston and one at Atwater) in the future.

7 The text on page ES-7, in the *Executive Summary*, is modified as follows:

8 Opportunities to improve highway capacity are constrained by a number of factors, including
9 funding availability, the need for extensive and costly right-of-way acquisitions, and potential
10 environmental impacts, such as displacement of residences and businesses, and impacts on
11 natural resources and redesign of local roadways beyond the interchanges. For these reasons,
12 substantial capacity improvements to I-880, I-680, SR 84, I-580, I-205, SR 120, I-5, and SR 99
13 cannot be relied upon to fully address long-term travel demands in the corridor. In this
14 environment, ACE helps to reduce the demand and potentially the need for highway expansion
15 in the future. provides an essential and viable transportation alternative to costly highway
16 capacity expansion. By reducing trip times and increasing transit ridership, the ACE Ceres–
17 Merced Extension Project would help to ease congestion on the Bay Area and San Joaquin Valley
18 freeways.

19 The text on page ES-10, in the *Executive Summary*, is modified as follows:

- 20 • *Spacing between stations.* The Livingston Station would be 14 miles from the Merced Station
21 and 11 miles from the Turlock Station, which allows better freight operations than the
22 Atwater Station Alternative. The Atwater Station Alternative is located only 7 miles from the
23 Merced Station, which could create more freight bottlenecks. Because freight trains and ACE
24 passenger trains would share the tracks that are being proposed as a part of the Project,
25 stations that are closer together pose some challenges related to congestion from passenger
26 trains and freight trains using the same rail line. ACE passenger trains using the tracks that
27 are shared with freight would slow down and stop as they approach stations and take time
28 to accelerate leaving stations. When ACE trains are slowing, stopping, and accelerating, the
29 freight trains that would be using the same railroad line would need to take this into
30 account. Also, more evenly spaced stations allow for more consistent average speeds for
31 train operations over the route which also helps with managing the combined movements of
32 passenger and freight trains. Thus, more space between train stations would have less
33 potential for train congestion than stations closer together.

34 Figures ES-2, ES-3, and ES-6 are modified to update the pedestrian access facilities (pedestrian access
35 between tracks to the platform has been removed per Union Pacific Railroad requirements), as
36 shown in the subsequent pages.

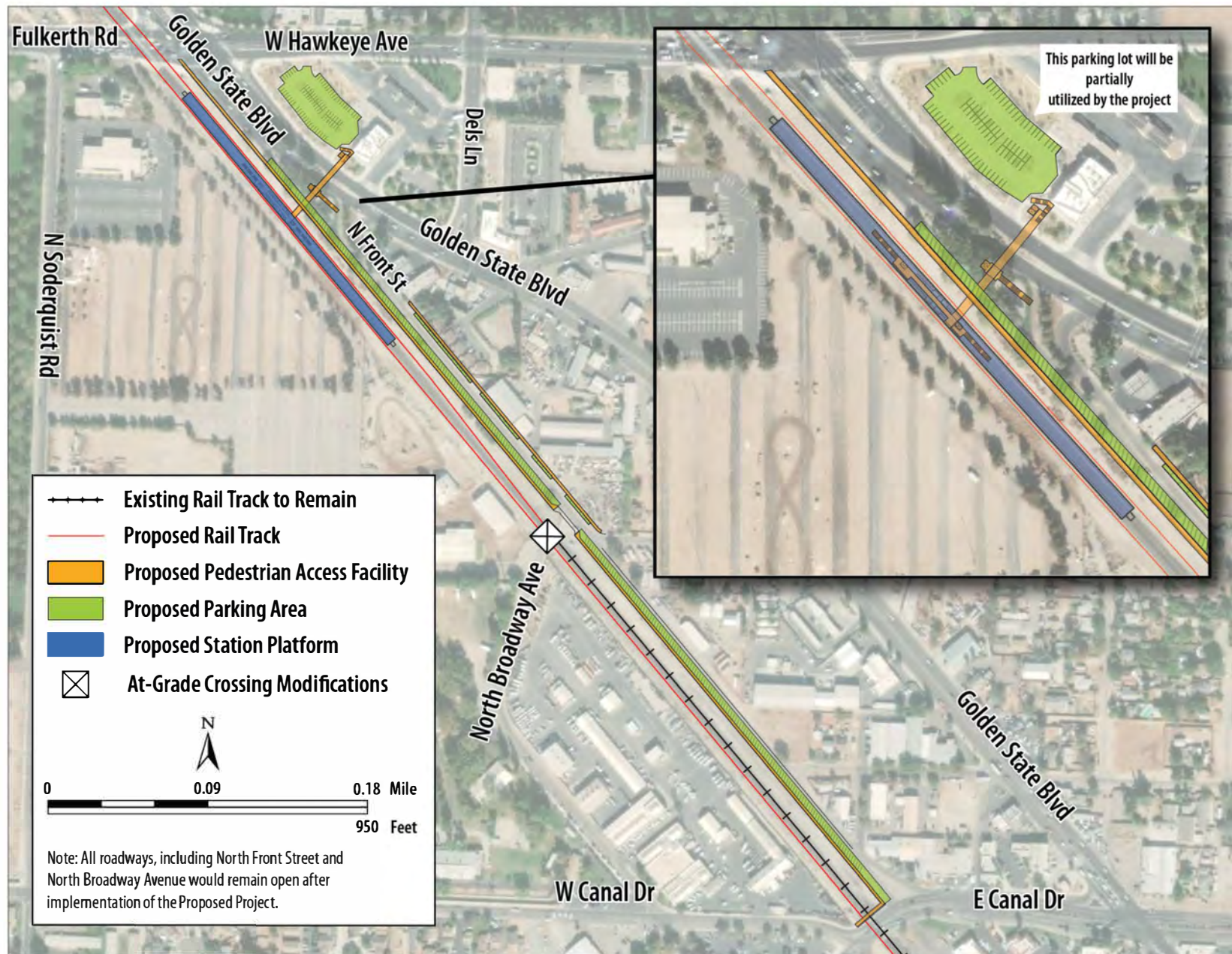






Figure ES-6
Atwater Station Alternative
 ACE Ceres-Merced Extension Project

Chapter 2, Project Description

The text on page 2-1, in Chapter 2, *Project Description*, is modified as follows:

In addition, the San Joaquin Regional Rail Commission (SJRRC) has identified the Atwater Station Alternative as an alternative to the Livingston Station. ~~Only one station would be implemented in either Livingston or Atwater.~~ This EIR analyzes both stations at an equal level of detail. The final decision as to whether to adopt the Proposed Project and/or an alternative will be made after completion of the final environmental impact report (EIR) for this Project.

The ACE Ceres-Merced Extension Project was developed assuming that only one station would be built at either Livingston or Atwater. As such, the track infrastructure along the Ceres to Merced Extension Alignment that was identified for this Project and in this EIR was developed assuming only one station at either Livingston or Atwater. This EIR, therefore, sufficiently covers all potential environmental impacts for a Project with only one station at either Livingston or Atwater. If in the future, two stations (one at Livingston and one at Atwater) are advanced, this may require additional infrastructure along the Ceres to Merced Extension Alignment. If this scenario is advanced, then additional environmental review would be required to assess the potential environmental impacts from any additional infrastructure, as well as any additional changes (compared to what was included in this EIR) in a separate CEQA document. The kind of environmental document to be prepared would be determined when the additional infrastructure and any additional changes have been identified. This EIR can be used to tier from, as necessary. In summary, although this EIR only covers one station at either Livingston or Atwater, this would not preclude the development of a scenario with two stations (one at Livingston and one at Atwater) in the future.

This chapter provides information regarding operations and maintenance activities, construction activities, potential right-of-way (ROW) and easement needs, costs and funding sources, and required permits and approvals.

Figures 2-3, 2-4, and 2-7 on pages 2-8, 2-9, and 2-12 are modified to update the pedestrian access facilities (pedestrian access between tracks to the platform has been removed per Union Pacific Railroad requirements), as shown in the subsequent pages.

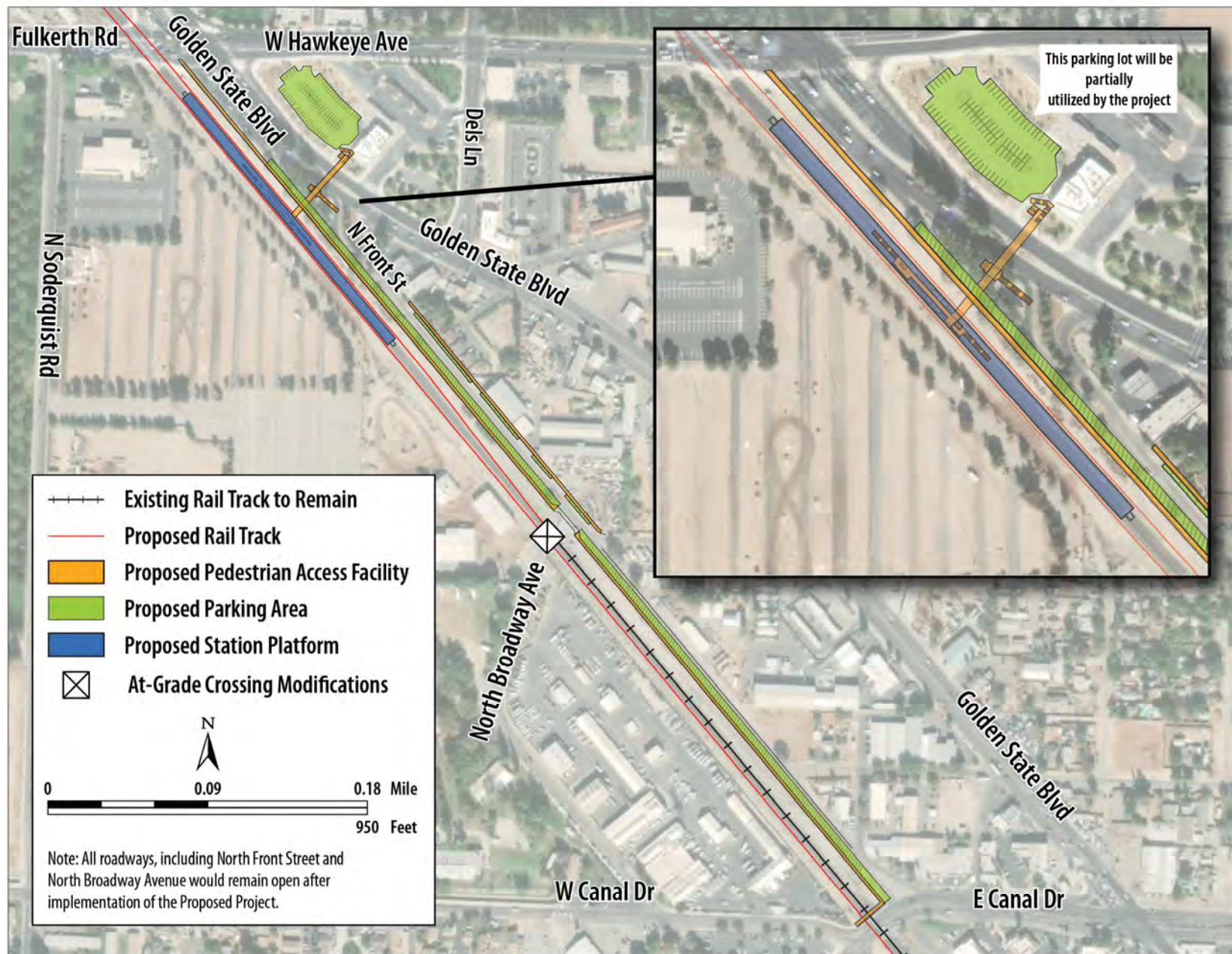
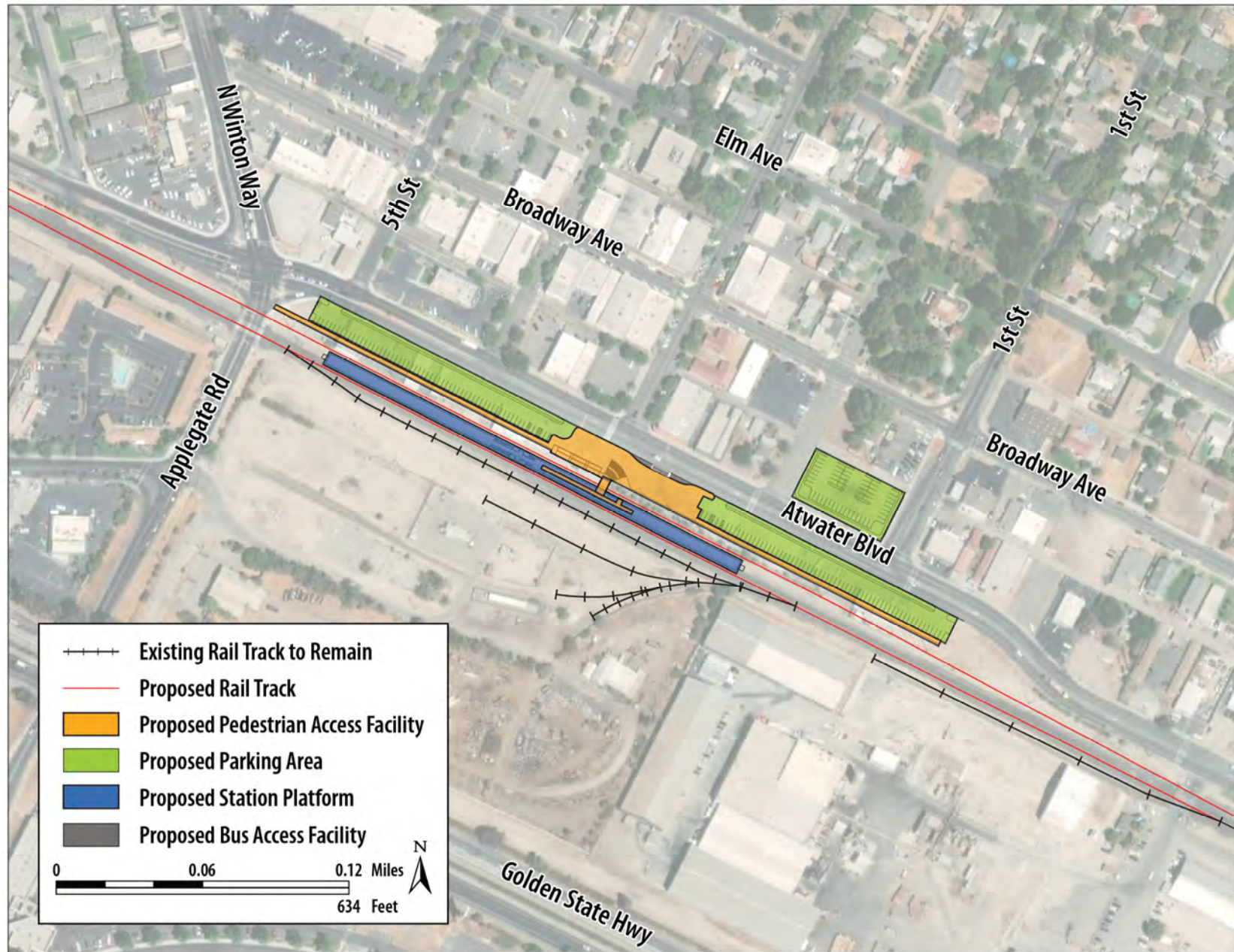




Figure 2-4
Livingston Station
ACE Ceres-Merced Extension Project



Graphics: 00144.20 (2-28-2021) JC

Figure 2-7
Atwater Station Alternative
ACE Ceres-Merced Extension Project

The text on page 2-13, in Chapter 2, *Project Description*, is modified as follows:

Ceres to Merced Extension Alignment

As shown in Figures 2-2a through 2-2d, the extension to Merced would construct a combination of track upgrades and new track, which would result in a second mainline on the UPRR Fresno Subdivision between Ceres and Merced. Improvements on the UPRR Fresno Subdivision that are part of the Ceres to Merced Extension Alignment are as follows.

- Construction of new track and track upgrades between MP 117.38 and MP 150.4 on the UPRR Fresno Subdivision.
- From MP 117.38 to MP 117.6, shift tracks to transition from Ceres Station (already environmentally cleared as a part of the Prior EIR) to conform with existing track geometry.
- Upgrade and shift of sidings¹ to a new second mainline track from MP 117.6 to MP 118.9; ~~MP 119.5 to MP 119.9; MP 126.4 to MP 126.6; MP 126.3 to MP 126.7; MP 128.7 to MP 130.4~~ 130.3; MP 138.9 to MP 140.6 (Arena siding); MP 142.8 to MP 143.7; MP 146.3 to MP 148.0 147.9 (Fergus siding); MP 149.7 to MP 150.1.
- Removal of turnout at MP 118.9; ~~and MP 119.5 MP 126.3; MP 126.7; MP 128.7; MP 130.4; MP 138.9; MP 140.6; MP 146.3; MP 148.0; MP 149.7; and MP 150.1.~~
- Construction of a new second mainline track from MP 118.9 to 126.3; MP 126.7 to MP 128.7; MP 130.4 to MP 138.9; MP 140.6 to MP 146.3; MP 148.0 to MP 149.7; MP 149.5; MP 120.1 to MP 120.8; MP 121.0 to MP 122.3; MP 122.7 to MP 126.4; MP 127.2 to MP 128.3; MP 130.3 to MP 133.7; MP 134.2 to MP 134.8; MP 135.8 to MP 136.0; MP 136.2 to MP 136.4; MP 136.6 to MP 138.9; MP 140.6 to MP 142.1; MP 142.4 to MP 142.6; MP 142.8 to MP 143.0; MP 143.7 to MP 143.8; MP 144.0 to MP 145.2; MP 145.4 to MP 146.3; MP 147.9 to MP 149.1; MP 149.3 to MP 149.7; MP 150.1 to MP 150.4.
- Construction of a new siding track from MP 128.7 to MP 130.4; MP 150.0 to 150.4.
- ~~Shift of tracks to transition to a new second mainline track from MP 119.9 to 120.1; MP 120.8 to MP 121.0; MP 122.3 to MP 122.7; 124.8 to MP 125.3; MP 128.3 to MP 128.7; MP 133.7 to MP 134.2; MP 134.8 to MP 135.8; MP 136.0 to MP 136.2; MP 136.4 to MP 136.6; MP 142.0 to MP 142.4; MP 142.6 to MP 142.8; MP 143.0 to MP 143.3; MP 143.8 to MP 144.0; MP 145.2 to MP 145.4; MP 149.1 to MP 149.3.~~
- Construction of a turnout at MP 150.4 at the end of the Ceres to Merced Extension Alignment.

The text on page 2-14, in Chapter 2, *Project Description*, is modified as follows:

The proposed track upgrades and new track described above for the Ceres to Merced Extension Alignment would be located east or west of the existing mainline track. Existing siding tracks would be upgraded and shifted, including 1.7 miles of the Ceres siding, 1.6 miles of the Alcant siding, 1.7 miles of the Arena siding, and 1.6 miles of the Fergus siding. The Alcant siding is still needed and is, therefore, replaced west of the existing mainline. Approximately ~~28~~ 26 miles of new mainline track will be installed as part of the Project and will be located between existing

¹ A *siding* is a section of track alongside the mainline track where a train can temporarily pull off the mainline track for maintenance, coupling up cars or locomotives, or to let other trains pass along the mainline track.

sidings, which will also be upgraded, resulting in two mainline tracks running the full extent of the corridor between Ceres and Merced.

The text on page 2-23 regarding the Turlock Station, in Chapter 2, *Project Description*, is modified as follows:

To provide ACE service at this new station, a new station platform would be constructed to allow passengers to board and disembark the train. A 30-foot-wide and 955-foot-long center platform located between the re-aligned existing mainline track and new mainline track would be constructed between MP 124.98 and MP 125.17 on the UPRR Fresno Subdivision, south of the Fulkerth Road at-grade crossing. The new platform would accommodate up to 10 ACE rail cars and one locomotive. A pedestrian overcrossing over North Golden State Boulevard to the east would be constructed to provide pedestrian access from the Turlock Transit Center and areas east of North Golden State Boulevard, as well as from the on-street parking area along North Front Street to the station platform. To access the pedestrian overpass structure, one or two elevators would be provided at each access point, including at the Turlock Transit Center, the area in between North Golden State Boulevard and North Front Street, and from the station platform. One stairway would be provided at the Turlock Transit Center and one at the area in between North Golden State Boulevard and North Front Street, while ~~1 or 2~~ stairways would be provided from the platform. ~~Additional platform access would be provided via an at-grade crossing over the tracks along Fulkerth Road, which would connect to a ramp extending from the station platform.~~ Passenger amenities and safety features, such as patron shelters with benches and map boxes, ticket validation machines, streetlamps, guardrails, security equipment, and emergency call box stations would be installed on the station platform area. Two 3,000-foot-long fences would be constructed outside of the two mainline tracks from Fulkerth Road to the south. These fences would be to prevent passengers from accessing the platform across the train tracks. To meet future parking demands generated by ACE service, an on-street parking lot would be constructed along North Front Street between Golden State Boulevard and West Canal Drive.

The text on page 2-23 regarding the Livingston Station, in Chapter 2, *Project Description*, is modified as follows:

To provide ACE service at the Livingston Station, a new station platform would be constructed to allow passengers to board and disembark the train. A 30-foot-wide and 955-foot-long center platform located between the re-aligned existing mainline track and new mainline track would be constructed between MP 136.33 and MP 136.42 on the UPRR Fresno Subdivision, southeast of the Main Street and Court Street intersection. The new platform would accommodate up to 10 ACE rail cars and one locomotive. Construction of a pedestrian tunnel, which would include 2 ramps and 2 stairways, would provide access to the platform on the south end of the platform. ~~Platform access would also be via an at-grade crossing over the northbound and southbound tracks along Main Street and connecting to a ramp extending from the north end of the platform to Main Street.~~ Passenger amenities and safety features, such as patron shelters with benches and map boxes, ticket validation machines, streetlamps, guardrails, security equipment, and emergency call box stations, would be installed on the station platform area. Two 3,000-foot-long fences would be constructed outside of the two mainline tracks from Main Street to the south. These fences would be to prevent passengers from accessing the platform across the train tracks.

The text on page 2-24, in Chapter 2, *Project Description*, is modified as follows:

SJRRC has included the Livingston Station as part of the Proposed Project for the following reasons:

- Spacing between stations. The Livingston Station would be 14 miles from the Merced Station and 11 miles from the Turlock Station, which allows better freight operations than the Atwater Station Alternative. The Atwater Station Alternative is located only 7 miles from the Merced Station, which could create more freight bottlenecks. Because freight trains and ACE passenger trains would share the tracks that are being proposed as a part of the Project, stations that are closer together pose some challenges related to congestion from passenger trains and freight trains using the same rail line. ACE passenger trains using the tracks that are shared with freight would slow down and stop as they approach stations and take time to accelerate leaving stations. When ACE trains are slowing, stopping, and accelerating, the freight trains that would be using the same railroad line would need to take this into account. Also, more evenly spaced stations allow for more consistent average speeds for train operations over the route which also helps with managing the combined movements of passenger and freight trains. Thus, more space between train stations would have less potential for train congestion than stations closer together.

The text on pages 2-25 and 2-26, in Chapter 2, *Project Description*, is modified as follows:

Merced Layover & Maintenance Facility

To support train layovers, storage, maintenance, and operations associated with the extension to Merced, a new layover facility would be constructed north of downtown Merced. As shown in Figure 2-5, improvements that are part of the Merced Layover & Maintenance Facility are as follows.

- Construction of four new storage tracks, ranging from 0.4 to 0.5 mile, in an industrial area north of SR 59.²
- Construction of a train wash facility.
- Construction of a 140,000 square foot maintenance building.
- Construction of a parking lot for employees and visitors.

The Merced Layover & Maintenance Facility would be constructed in an industrial area north of SR 99 and west of SR 59. The industrial area where the Merced Layover & Maintenance Facility would be located includes approximately 207,000 square feet of industrial facilities that would be demolished. The industrial facilities that would be demolished are owned by Morning Star Merced, LLC (Morning Star) and are actively used for warehousing, labeling and casing, and use of the rail spur. The existing lead track would be utilized to provide access to the layover and maintenance facility and would cross an existing bridge over Bear Creek and cross 16th Street at-grade. Four new storage tracks, ranging from 0.4 to 0.5 mile would turn out from the lead track to the layover and maintenance facility. The maintenance building would also be constructed and include support facilities such as administrative offices, crew facilities, light vehicle repair facilities, parts storage, fueling facilities, wayside power, and train cleaning

² A *lead track* is a non-mainline track connecting a railroad yard or facility to the main line or running track.

function areas. The maintenance building would be constructed along the length of the new storage tracks and a fence would be constructed around the perimeter of the layover and maintenance facility. All of the improvements for the Merced Layover & Maintenance Facility would be located outside the UPRR ROW. As explained in Chapter 5, *Alternatives*, this location is proposed instead of the location considered in the Prior EIR because it is more consistent with land use planning (located in an industrial park instead of on farmland) and would have lower impacts on prime farmland, biological resources, and visual aesthetics.

The text on page 2-27 regarding the Atwater Station Alternative, in Chapter 2, *Project Description*, is modified as follows:

To provide ACE service at this new station, a new station platform would be constructed to allow passengers to board and disembark the train. A 30-foot-wide and 955-foot-long center platform located between the re-aligned existing mainline track and new mainline track would be constructed between MP 143.13 and MP 143.32 on the UPRR Fresno Subdivision, between the Applegate Road and Packer Street at-grade crossing. The new platform would accommodate 10 ACE rail cars and one locomotive. Construction of a pedestrian tunnel, which would include 2 ramps and 2 stairways, would provide access to the platform on the south end of the platform. ~~Platform access would also be via an at-grade crossing at the north end of the platform.~~ Passenger amenities and safety features, such as patron shelters with benches and map boxes, ticket validation machines, streetlamps, guardrails, security equipment, and emergency call box stations, would be installed on the station platform area. Two 3,000-foot-long fences would be constructed outside of the two mainline tracks from Fulkerth Road to the south. These fences would be to prevent passengers from accessing the platform across the train tracks.

Table 2-11 on page 2-44, in Chapter 2, *Project Description*, is modified as follows:

Table 2-11. Right-of-Way and Easement Needs for the Proposed Project

Parcel (APN)	Ownership	Area (Acres)	Reason for Acquisition or Easement
<u>Ceres to Merced Extension Alignment</u>			
<u>N/A</u>	<u>City of Turlock</u>	<u>0.41</u>	<u>Access Easement</u>
<u>Livingston Station</u>			
024-083-004	A.V. Thomas Produce	0.81	Fee Take (station parking)
<u>Merced Station</u>			
031-173-013	Merced City School District	0.60	Fee Take (station parking)
031-173-014	Merced City School District	0.25	Fee Take (station parking)
031-173-015	Merced City School District	0.93	Fee Take (station parking)
031-173-017	Private	0.93	Fee Take (station parking)
<u>Merced Layover & Maintenance Facility</u>			
059-051-002	Private	3.00	Fee Take
059-051-010	Private	7.8	Fee Take
059-051-029	Private	40	Fee Take
059-051-028	City of Merced	0.23	Fee Take
059-051-036	Private	0.30	Fee Take
059-051-042	Private	0.14	Fee Take
059-450-046	Private	5.9	Fee Take

Parcel (APN)	Ownership	Area (Acres)	Reason for Acquisition or Easement
059-450-057	Private	2.3	Fee Take

Notes:

APN = Assessor Parcel Number.

The text on page 2-41 and Table 2-13 on page 2-42, in Chapter 2, *Project Description*, is modified as follows:

With the Livingston Station, capital costs associated with the Project could cost approximately ~~\$501~~ ~~\$481~~ million for infrastructure improvements, depending on coordination with the host railroad (UPRR). With the Atwater Station Alternative, capital costs associated with the Project could cost approximately ~~\$508~~ ~~\$488~~ million for infrastructure improvements, depending on coordination with the host railroad (UPRR). The extension of service to Merced does not necessarily require the full build of the Project in order to extend service. Train service could be initially expanded or extended with station, parking and key track/infrastructure improvements, be expanded over time with additional improvements, and then be expanded fully with the full build suite of improvements.

As shown in Table 2-13, capital costs associated with the construction of the Project differ slightly, depending on whether the Livingston Station or Atwater Station Alternative is implemented. Capital costs associated with the Project are presented in more detail in Appendix E, *ACE Ceres–Merced Extension Opinion of Probable Cost Report*.

Table 2-13. Construction Cost Estimates for the Project (2021 dollars)

Proposed or Alternative Facility	Construction Cost
Ceres to Merced Extension Alignment	\$366,639,655 \$346,410,846
Merced Maintenance & Layover Facility	\$73,495,973
Turlock Station	\$26,023,143
Livingston Station	\$21,126,387
Atwater Station Alternative	\$27,558,046
Merced Station	\$14,434,294
Proposed Project (i.e., with Livingston Station)	\$501,179,452 \$481,490,463
Project with Atwater Station Alternative	\$508,151,111 \$487,922,302
Source: Appendix E, <i>ACE Ceres–Merced Extension Opinion of Probable Cost Report</i>	

Table 2-16 on page 2-44, in Chapter 2, *Project Description*, is modified as follows:

Table 2-16. Anticipated Permits, Funding, and Other Approvals

Agency	Funding, Approval, or Permit
San Joaquin Valley Air Pollution Control District (SJVAPCD)	Permits for authority to construct and to operate emergency generators at the Merced Layover & Maintenance Facility. <u>Submission of an Air Impact Assessment (AIA) application prior to applying for local land use or state agency permits.</u>

Section 3.4, Biological Resources

Mitigation Measure BIO-2.8, on page 3.4-103 of the Draft EIR, is revised as follows:

Mitigation Measure BIO-2.8: Avoid Swainson's hawk

To protect Swainson's hawk nesting habitat inside the Ceres General Plan coverage area, SJRRC or its contractor(s) will implement Ceres General Plan Agricultural and Natural Resources Policy 4.D.5, *Swainson's Hawk Protection* (City of Ceres 2018) (see Appendix G of this environmental impact report (EIR), Section G.5.2.1). Policy 4.D.5 is consistent with the survey methodology of the Swainson's Hawk Technical Advisory Committee 2000.

To protect Swainson's hawk nesting habitat outside of the Ceres General Plan coverage area (e.g., Stanislaus County, City of Turlock, City of Atwater etc.), SJRRC or its contractor(s) will conduct focus surveys for Swainson's hawk and Swainson's hawk nests. Survey methods will follow those prescribed in *Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in California's Central Valley* (2000 Swainson's Hawk Survey Protocol) (Swainson's Hawk Technical Advisory Committee 2000), and generally be conducted between February and July, prior to construction activities occurring from March 1 to August 31. Survey methods and results will be reported to CDFW. ~~Surveys will be conducted prior to construction activities occurring from March 1 to August 31. Surveys will be conducted by a qualified biologist within 0.5 mile and inclusive of the construction areas. The survey buffer may be smaller in areas where topography (e.g., hills) obstructs the line of sight from the construction area. Survey buffer areas lacking suitable nest trees or with an obstructed line of sight will not be surveyed. Biologists will focus on suitable nest trees within and immediately adjacent to the construction areas that have the highest likelihood for disturbance. The number of surveys needed to determine the status of nesting will be dependent on the conditions during the surveys and observed Swainson's hawk behavior. Survey methods will follow those prescribed in *Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in California's Central Valley* (2000 Swainson's Hawk Survey Protocol) (Swainson's Hawk Technical Advisory Committee 2000), and generally be conducted between February and July. Survey methods and results will be reported to CDFW.~~

If active nests are found, SJRRC or its contractor(s) will maintain a 0.5-mile buffer between construction activities and the active nest(s) until it has been determined that young have fledged. The buffer may be reduced in consultation with CDFW if the biologist demonstrates via daily observations (minimum of 2 hours before and during construction activity) that adults tending the nest (on eggs or feeding nestlings) are not disturbed by construction noise. If the biologist observes signs of adult agitation or stress from construction (e.g., alarm-calling, flying away from nest when construction starts), construction activities will cease until the qualified biologist, in consultation with CDFW, determines that young have fledged.

Mitigation Measure BIO-2.9, on page 3.4-104 of the Draft EIR, is revised as follows:

Mitigation Measure BIO-2.9: Compensate for Swainson's hawk foraging and nesting habitat loss

Inside the Ceres General Plan coverage area (City of Ceres 2018), SJRRC will provide compensatory mitigation for Swainson's hawk foraging habitat loss within 10 miles of an active

nest tree (i.e., replacement of existing grassland or agricultural field with new structures and ballast) through or in an amount consistent with the Ceres General Plan Agricultural and Natural Resources Policy 4.D.6., *Swainson's Hawk Habitat Mitigation* (City of Ceres 2018) (see Appendix G of this EIR, Section G.5.2.1).

To compensate for impacts on Swainson's hawk foraging habitat outside of the Ceres General Plan coverage area (e.g., Stanislaus County, City of Turlock, City of Atwater), SJRRC or its contractor(s) will preserve offsite habitat management lands as described in California Department of Fish and Game's (now CDFW) *Staff Report Regarding Mitigation for Impacts to Swainson's Hawks in the Central Valley of California* (California Department of Fish and Game 1994) at a 1:1 to 0.25:1 ratio (acreage preserved: acreage affected), depending on the distance between the construction areas and the nearest active nest. The location of the closest nest to where construction will occur will be identified during Swainson's hawk surveys conducted under Mitigation Measure BIO-2.8. If acceptable to CDFW, SJRRC may alternatively or additionally purchase mitigation credits for Swainson's hawk foraging habitat from a CDFW-approved mitigation or conservation bank that offers service coverage for the impact location. If no active nests are found during the surveys, a search of the CNDDDB will be conducted, and CDFW will be contacted to determine the nearest active nest in relation to each construction site.

SJRRC or its contractor(s) will avoid impacts to Swainson's hawk nest trees (i.e., a tree used within the last 5 years as defined by California Department of Fish and Game 1994) at all times of the year, wherever feasible. If avoidance of a Swainson's hawk nest tree is unavoidable or infeasible, for impacts on Swainson's hawk nesting habitat outside of the Ceres General Plan coverage area (e.g., Stanislaus County, Merced County, City of Turlock, City of Atwater, City of Merced), SJRRC or its contractor(s) will compensate for the removal of nest trees. Unless alternative compensatory mitigation strategies are agreed upon by SJRRC and CDFW, compensation for impacts to Swainson's hawk will consist of the following: 1) removal of the nest tree only when the tree is not occupied by a Swainson's hawk (e.g., outside of the Swainson's hawk nesting season, when Swainson's hawks are not nesting in the tree, and/or when Swainson's hawk chicks have fledged the nest tree etc.); 2) replacement of the nest tree with an appropriate native tree species; 3) replacement of the nest tree at a ratio of 3:1; and 4) protection of the tree in perpetuity.

Section 3.10, Hydrology and Water Quality

Mitigation Measure HYD-1.2, on pages 3.10-30 and 3.10-31 of the Draft EIR, is revised as follows:

Mitigation Measure HYD-1.2: Avoid water quality impacts from construction adjacent to, within, and crossing over surface waters

The construction contractor(s) will obtain applicable resource agency permits and approvals and comply with permit requirements to prevent impacts on water quality and demonstrate that water quality standards and/or WDRs are not violated. Prior to the start of construction activities that could disturb potentially contaminated soil or sediment adjacent to or within surface waters, sampling and analysis of the potentially contaminated soil or sediment will be performed as required by Mitigation Measure HAZ-2.2 (see Section 3.9, *Hazardous Materials*), to ensure that the soil or sediment is appropriately handled, reused, or disposed of based on the

sampling and analysis results. The sampling and analysis results will be presented to the State Water Board for review so that appropriate water quality monitoring parameters can be designated in permit requirements. CDFW, USACE, and/or the State Water Board may require the following permit requirements and avoidance measures.

- a) Installation of temporary physical barriers (e.g., coffer dams, silt curtains) in water around construction activities to prevent potential localized impacts on water quality (e.g., increase in turbidity) from spreading within the surface water.
- b) Installation of temporary physical barriers (e.g., elevated platforms, netting, floating platforms) over surface waters and beneath elevated construction activities to prevent construction materials from being released into the surface water below.
- c) The design and installation of temporary physical barriers as part of permit requirements and avoidance measures will ensure that stream flow (including storm flows) would not be impeded to the degree that adverse flooding impacts could occur.
- d) Performing water quality monitoring including sampling and analysis for constituents required by resource agency permits, which may include total suspended solids, pH, temperature, conductivity, pollutants of concern identified in soil or sediment during preconstruction sampling and analysis, and pollutants with TMDLs established for the surface water if construction activities could result in the release of these pollutants.
- e) Poured concrete structures would be isolated from water and allowed to dry/cure for a minimum of 30 days. Concrete poured within the high flow line would be suspended if the 15-day weather forecast indicated any chance of rain greater than 20 percent. During the 30-day period, poured concrete would be kept moist, and runoff from the concrete would be contained to preclude entrance into the streambed or channel.
- f) Commercial sealants or curing accelerant may be applied to the poured concrete surface where difficulty in excluding water flow for a long period may occur. If sealant is used, water would be contained such that it will not come in contact with the concrete until the sealant is dry.

The results of water quality monitoring will be compared to performance standards established by the State Water Board in the CWA Section 401 certification. If water quality monitoring indicates that performance standards are not being achieved, additional avoidance measures (e.g., installation of additional silt curtains) will be implemented until water quality monitoring indicates that performance standards are being achieved.

Section 3.11, Land Use and Planning

Section 3.11.2.1, *Federal* and Section 3.11.2.2, *State* on page 3.11-2 of the Draft EIR, is revised as follows:

3.11.2.1 Federal

~~There are no federal regulations related to land use and planning relevant to this analysis.~~

1 **Uniform Relocation Assistance and Real Property Acquisition Policies Act (42**
2 **U.S.C. § 61)**

3 If the project receives federal funding (at present the project is funded through state funds
4 only), then the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act
5 (Uniform Act) (42 U.S.C. § 61) requires that persons displaced (or their business or farm) as a
6 result of a federal action or undertaking involving federal funds must be treated fairly,
7 consistently, and equitably. The Uniform Act outlines a process to be followed to ensure that
8 displaced persons receive fair and just compensation for any acquisition of property for the
9 project. The Uniform Act also requires relocation assistance and benefits to displaced persons or
10 businesses.

11 **3.11.2.2 State**

12 **California Relocation Act (California Gov. Code §§ 7260 et seq.)**

13 The California Relocation Act requires state and local governments to provide relocation
14 assistance and benefits to persons displaced (or their business or farm) as a result of projects
15 undertaken by state or local governments that do not involve federal funds.

1 Table 3.11-2 on page 3.11-25 of the Draft EIR, is modified as follows:

2 **Table 3.11-2. Proposed Project and Atwater Station Alternative—Consistency with Local Land Use Plans and Policies**

Policy Document	Applicable Policy	Consistency Analysis
Stanislaus County		
<i>Merced Vision 2030 General Plan</i> (City of Merced 2012)	<u>Retaining Existing Industry. It is one of the primary goals of this General Plan to properly utilize the existing industrial areas in Merced and to protect them from encroachment by non-industrially related uses which may affect their continued growth and expansion. Existing industries must be encouraged to expand and grow (adding new jobs) to remain competitive.</u>	Potentially Inconsistent. <u>The Merced Layover & Maintenance Facility would require the demolition of industrial facilities associated with Morning Star Merced, LLC (Morning Star). These industrial facilities are actively used for warehousing, labeling and casing, and use of the rail spur. The demolition of these industrial facilities could be inconsistent with the City of Merced's goal of retaining existing industry if the industry is viable to continue operations and if the industry could not be relocated within the City. At present, it is unknown if the existing business could be relocated within the City, but there are vacant parcels within the neighboring business park, including one parcel with rail spur access, and it may be feasible to relocate the current operations to one or more of the existing vacant parcels. If that were to occur, then the displacement of the existing business would not be inconsistent with the relevant goal. However, if the business were relocated outside the City, then the displacement would result in an inconsistency with this specific City General Plan goal. It should be noted the Merced Layover & Maintenance Facility would also be an industrial use, which would add new jobs to this area, so it would not result in loss of industrial use of the subject property.</u>

Policy Document	Applicable Policy	Consistency Analysis
		<p><u>An inconsistency with one aspect of a regional or local plans is not necessarily considered a significant impact under CEQA unless it is related to a physical impact on the environment that is significant in its own right. The physical impacts on the environment related to the demolition of industrial facilities have already been evaluated and fully disclosed in this EIR.</u></p> <p><u>Based on review of aerial imagery, there is available space (near the industrial area where the Merced Layover & Maintenance Facility would be located) where the Morning Star Merced, LLC facilities could be relocated, including spaces with rail spur access. Thus, there is at least one possible relocation area for the Morning Star Merced, LLC facilities that is physically available; compatible with industrial uses; and where relocation, with standard project conditions and mitigation, would not result in significant secondary physical impacts on the environment. The exact area of relocation is not known, and Morning Star Merced, LLC may decide to relocate facilities at some other location, thus it is speculative to identify a specific location and it is also speculative to assume that there definitely would be significant secondary effects from the potential relocation of these industrial facilities. Construction of new facilities at other locations would be subject to the land use permitting conditions, requirements of the local land use authority, and also subject to the requirements of CEQA, which require the imposition of feasible mitigation to address environmental impacts. While the specific environmental impacts of relocation cannot be identified without speculation at this time (due to the lack of locational information), it would be speculative to presume that relocation would result in significant secondary impacts after application of land use conditions and requirements, and mitigation through the CEQA process.</u></p>

Section 3.12, Noise and Vibration

Table 3.12-10 on pages 3.12-38 to 3.12-43 of the Draft EIR is modified as follows.

Table 3.12-10. Summary of Federal Transit Administration Category 2 (Residential) and Category 3 (Institutional) Noise Impacts

Location	Side of Track	Distance to Near Track (feet)	Max. Train Speed (mph)	Existing Noise Level (dBA)	Noise Levels (dBA)				
					Project Levels	FTA Criteria		Type and # of Impacts	
						Mod.	Sev.	Mod.	Sev.
Residential – Ceres									
E Whitmore Ave to Pine St	NB	403	79	69	51	64	69	0	0
E Whitmore Ave to Pine St	SB	250	79	69	46	63	69	0	0
Pine St to Mitchell Rd	NB	253	79	72	51 53	65	73	0	0
Pine St to Mitchell Rd	SB	50 55	79	80	60	65	75	0	0
Residential – Keyes									
Mitchell Rd to Faith Home Rd	NB	393	79	72	48	65	71	0	0
Mitchell Rd to Faith Home Rd	SB	149	79	78	60	65	75	0	0
Faith Home Rd to Nunes Rd	NB	300	79	74	49	65	72	0	0
Faith Home Rd to Nunes Rd	SB	No noise sensitive receivers.							
Nunes Rd to Barnhart Rd	NB	No noise sensitive receivers.							
Nunes Rd to Barnhart Rd	SB	457	79	67	46	62	67	0	0
Barnhart Rd to Taylor Rd	NB	1031	79	69	48	64	69	0	0
Barnhart Rd to Taylor Rd	SB	No noise sensitive receivers.							
Residential – Turlock									
Christoffersen Pkwy to Monte Vista Ave	NB	357	79	72	55	65	71	0	0
Christoffersen Pkwy to Monte Vista Ave	SB	491	79	69	47	63	69	0	0
Monte Vista Ave to Tuolumne Rd	NB	423	79	70	49	65	70	0	0
Monte Vista Ave to Tuolumne Rd	SB	193	79	74	58	65	73	0	0

Location	Side of Track	Distance to Near Track (feet)	Max. Train Speed (mph)	Existing Noise Level (dBA)	Noise Levels (dBA)				
					Project Levels	FTA Criteria		Type and # of Impacts	
						Mod.	Sev.	Mod.	Sev.
Tuolumne Rd to Fulkerth Rd	NB	432	79	70	50	65	70	0	0
Tuolumne Rd to Fulkerth Rd	SB	186	79	74	58	65	72	0	0
Fulkerth Rd to Canal Dr	NB	107	79	80	64	65	75	0	0
Fulkerth Rd to Canal Dr	SB	722	79	65	49	61	66	0	0
Canal Dr to East Ave	NB	534	79	64	48	60	66	0	0
Canal Dr to East Ave	SB	117	79	78	62	65	75	0	0
East Ave to Linwood Ave	NB	168	79	69	54	63	69	0	0
East Ave to Linwood Ave	SB	98	79	78	64	65	75	0	0
Residential – Unincorporated County near Delhi									
Linwood Ave to Harding Rd	NB	112	79	75	57	65	73	0	0
Linwood Ave to Harding Rd	SB	221	79	73	58	65	72	0	0
Harding Rd to Bradbury Rd	NB	458	79	65	46	61	66	0	0
Harding Rd to Bradbury Rd	SB	300	79	69	49	63	69	0	0
Bradbury Rd to Shanks Rd	NB	No noise sensitive receivers.							
Bradbury Rd to Shanks Rd	SB	432	79	73	47	65	71	0	0
Shanks Rd to South Ave	NB	85	79	76	59	65	74	0	0
Shanks Rd to South Ave	SB	377	79	74	55	65	72	0	0
South Ave to Sycamore St	NB	92	79	76	58	65	74	0	0
South Ave to Sycamore St	SB	416	79	69	50	64	69	0	0
Sycamore St to Merced River	NB	No noise sensitive receivers.							
Sycamore St to Merced River	SB	420	79	71	47	65	70	0	0
Residential – Livingston									
Merced River to N Main St	NB	141	79	74	55	65	73	0	0

Location	Side of Track	Distance to Near Track (feet)	Max. Train Speed (mph)	Existing Noise Level (dBA)	Noise Levels (dBA)				
					Project Levels	FTA Criteria		Type and # of Impacts	
						Mod.	Sev.	Mod.	Sev.
Merced River to N Main St	SB	127	79	78	62	65	75	0	0
N Main St to Dwight Way	NB	564	79	71	52	65	70	0	0
N Main St to Dwight Way	SB	207	79	71	57	65	70	0	0
Dwight Way to Liberty Ave	NB	481	79	69	46	64	69	0	0
Dwight Way to Liberty Ave	SB	420	79	68	47	63	68	0	0
Residential – Unincorporated County near Arena									
Liberty Ave to Westside Blvd	NB	371	79	72	48	65	71	0	0
Liberty Ave to Westside Blvd	SB	<u>51</u> 82	79	76	60	65	74	0	0
Westside Blvd to Bert Crane Rd	NB	369	79	72	48	65	71	0	0
Westside Blvd to Bert Crane Rd	SB	210	79	74	53	65	72	0	0
Residential – Atwater									
Bert Crane Rd to Winton Way	NB	129	79	77	63	65	75	0	0
Bert Crane Rd to Winton Way	SB	<u>69</u> 66	79	81	<u>59</u> 64	65	75	0	0
Winton Way to Shaffer Rd	NB	<u>136</u> 192	79	76	61	65	74	0	0
Winton Way to Shaffer Rd	SB	No noise sensitive receivers.							
Shaffer Rd to Buhach Rd	NB	112	79	74	57	65	73	0	0
Shaffer Rd to Buhach Rd	SB	194	79	74	60	65	73	0	0
Residential – Unincorporated County near Fergus									
Buhach Rd to Gurr Rd	NB	392	79	71	48	65	70	0	0
Buhach Rd to Gurr Rd	SB	No noise sensitive receivers.							
Gurr Rd to Trindade Rd	NB	294	79	73	50	65	72	0	0
Gurr Rd to Trindade Rd	SB	<u>107</u> 157	79	73	<u>56</u> 55	65	72	0	0
Trindade Rd to Franklin Rd	NB	400	79	71	47	65	70	0	0
Trindade Rd to Franklin Rd	SB	<u>90</u> 96	79	76	57	65	74	0	0

Location	Side of Track	Distance to Near Track (feet)	Max. Train Speed (mph)	Existing Noise Level (dBA)	Noise Levels (dBA)				
					Project Levels	FTA Criteria		Type and # of Impacts	
						Mod.	Sev.	Mod.	Sev.
Franklin Rd to Beachwood Dr	NB	341	79	72	49	65	71	0	0
Franklin Rd to Beachwood Dr	SB	No noise sensitive receivers.							
Residential – Merced									
Beachwood Dr to Golden State Highway	NB	276	79	74	50	65	73	0	0
Beachwood Dr to Golden State Highway	SB	No noise sensitive receivers.							
Golden State Highway to V St	NB	1280	79	58	31	56	62	0	0
Golden State Highway to V St	SB	257	79	71	50	65	70	0	0
V St to O St	NB	284	79	73	57	65	72	0	0
V St to O St	SB	465	79	69	60	63	69	0	0
O St to G St	NB	305	79	69	52	64	69	0	0
O St to G St	SB	313	79	70	52	64	69	0	0
G St to Yosemite Pkwy	NB	205	79	71	63	65	70	0	0
G St to Yosemite Pkwy	SB	664	79	67	47	62	67	0	0
Merced Maintenance Facility Lead Track	NB	134	10	69	63	64	69	0	0
Merced Maintenance Facility Lead Track	SB	No noise sensitive receivers.							
Institutional – Ceres									
Iglesia Santuario De Jesucristo	NB	403	79	69	51	69	74	0	0
Mar Gewargis Assyrian Church of the East	NB	295	79	72	53	70	76	0	0
Institutional – Turlock									
Holy Ground Ministry	NB	233	79	72	62	70	76	0	0
Calvary Chapel Turlock	SB	351	79	64	55	65	71	0	0
Good News Tabernacle Pntcstl	SB	282	79	70	62	69	74	0	0
Apostolic Assembly Church	SB	1262	79	53	40	60	66	0	0

Location	Side of Track	Distance to Near Track (feet)	Max. Train Speed (mph)	Existing Noise Level (dBA)	Noise Levels (dBA)				
					Project Levels	FTA Criteria		Type and # of Impacts	
						Mod.	Sev.	Mod.	Sev.
St John Assyrian Presbyterian Church	NB	1205	79	54	41	60	66	0	0
Harvest Church	SB	888	79	55	44	60	66	0	0
First Baptist Church of Turlock	SB	1086	79	54	34	60	66	0	0
Valley Hope Community Church	NB	890	79	56	44	61	67	0	0
Sikh Temple Turlock	SB	1151	79	55	37	60	66	0	0
Institutional – Delhi									
Delhi Community Presbyterian	NB	425	79	64	53	65	71	0	0
Delhi Church of God of Prophecy	SB	430	79	69	50	69	74	0	0
Delhi Adult School	NB	865	79	60	41	63	68	0	0
Iglesia Jesus Es El Senor	SB	974	79	61	37	63	69	0	0
Institutional – Livingston									
Iglesia Cristo Es La Respoesta	SB	196	79	71	57	70	75	0	0
Livingston Apostolic Assembly	SB	290	79	68	54	68	73	0	0
St Jude Thaddeus Roman Catholic Church	NB	947	79	62	48	64	69	0	0
Livingston Hispanic SDA Church	SB	907	79	58	44	62	68	0	0
Our Redeemer Lutheran Church, Livingston	SB	1042	79	58	42	62	67	0	0
Livingston Historical Museum	SB	783	79	59	46	62	68	0	0
Church of Christ	SB	986	79	58	43	62	67	0	0
Institutional – Atwater									
Church of Christ	NB	708	79	58	50	62	67	0	0
Atwater Christian Life Center	NB	795 802	79	57	41	61	67	0	0
Atwater Church of the Nazarene	NB	1151 1164	79	54	37	60	66	0	0
Mt Olive Baptist Church	NB	488 506	79	59	51	62	68	0	0
Bloss Mansion	NB	621 634	79	57	41	61	67	0	0

Location	Side of Track	Distance to Near Track (feet)	Max. Train Speed (mph)	Existing Noise Level (dBA)	Noise Levels (dBA)				
					Project Levels	FTA Criteria		Type and # of Impacts	
						Mod.	Sev.	Mod.	Sev.
Valley Christian Center	NB	800 813	79	54	44	60	66	0	0
Victory Baptist Church	NB	791	79	54	36	60	66	0	0
Institutional – Merced									
Merced Baptist Church	SB	358	79	69	60	68	74	0	0
Sound Life International Ministries	NB	465	79	62	53	64	70	0	0
Harvest 2 Outreach	NB	203	79	71	63	70	75	0	0
Sequoia High School	NB	1137	79	58	41	62	67	0	0
Sacred Heart Church	SB	1129	79	67	41	67	72	0	0
Faith Mission Ministries	NB	1090	79	56	41	61	67	0	0
UC Merced Downtown Campus Center	NB	1117	79	56	41	61	67	0	0
UC Merced Venture Lab	NB	961	79	57	43	61	67	0	0
NB = northbound. SB = southbound. mph = miles per hour. dBA = A-weighted decibels. Mod. = moderate. Sev. = severe. FTA = Federal Transit Administration. SR = State Route.									

Chapter 4, Other CEQA-Required Analysis

Section 4.2.5.11, *Hazardous Materials* on page 4-37 of the Draft EIR, is revised as follows:

Impact C-HAZ-1: Construction and Operations of the Project would not contribute considerably to a significant cumulative impact from hazardous materials.

Level of Cumulative Impact	<u>Construction and Operations</u> Significant (see below in regard to the Project's contribution)
Mitigation Measures	HAZ-2.1: Conduct site investigations HAZ-2.2: Implement construction risk management plan AQ-2.5: Implement fugitive dust controls during construction <u>HAZ-2.1: Implement voluntary oversight agreement</u> <u>HAZ-2.2: Conduct site investigations</u> <u>HAZ-2.3: Implement construction risk management plan</u>
Project's Contribution Considerable?	<u>Construction and Operations</u> No

Chapter 5, Alternatives

The Aesthetics subsection in Section 5.3.2.2, *Environmental Impact Analysis* on page 5-13 of the Draft EIR, is revised as follows:

This alternative would require new sections of rail line be built along the edges of flat agricultural lands that border the existing tracks west of SR 99. The new tracks would not generally alter the existing flat and rural visual landscape or affect existing visual quality because they would be low-profile and comparable to existing rail lines and roadway corridors that are located nearby and are common to the surrounding area. Visual effects associated with this alternative would be a less-than-significant visual expansion of existing conditions and would generally not alter the existing visual landscape or affect existing visual quality. The Prior EIR identified that impacts from construction and nighttime lighting would be less than significant with the same mitigation as the Proposed Project.

Nonetheless, aesthetic impacts associated with the Merced Layover Facility Alternative would be comparatively greater than that of the proposed Merced Layover & Maintenance Facility, as the latter would convert an existing and active ~~unutilized~~ industrial property to a ~~compatible~~ railyard use while this alternative would convert farmland to railyard use.

The Public Services subsection in Section 5.3.2.2, *Environmental Impact Analysis* on page 5-13 of the Draft EIR, is revised as follows:

The construction and operation of the Merced Layover Facility Alternative has the potential to increase fire protection, law enforcement, and emergency response services demand at the site. The Merced Layover Facility Alternative is not expected to result in any different demand for public services than the proposed Merced Layover & Maintenance Facility. However, operation of the proposed Merced Layover & Maintenance Facility has the potential to effect emergency access in the site vicinity due to potential delays at the at-grade crossing of West 16th Street at

SR 59, while the Merced Layover Facility Alternative ~~would not affect emergency access~~ has the potential to effect emergency access in the site vicinity due to potential delays with the addition of an at-grade crossing along South Pacific Avenue. Both the proposed Merced Layover & Maintenance Facility and the Merced Layover Facility Alternative are expected to result in less than significant impacts on emergency access and thus are also expected to result in a less than significant impact on public services (due to any delays related to emergency access).

The text in Section 5.4.2.2, *Comparison of Merced Layover Facility Alternative and Proposed Merced Layover & Maintenance Facility* on pages 5-30 and 5-31 of the Draft EIR, is revised as follows:

This chapter discloses the environmental impacts of the Merced Layover Facility Alternative, compared to the proposed Merced Layover & Maintenance Facility, respectively. The difference in environmental impacts between the Merced Layover Facility Alternative and the proposed Merced Layover & Maintenance Facility are summarized in Table 5-5 and are below.

- The Merced Layover Facility Alternative would have a greater impact on biological resources than the proposed Merced Layover & Maintenance Facility.
- The Merced Layover Facility Alternative would have less of a noise impact during construction than the proposed Merced Layover & Maintenance Facility. Due to the distance from sensitive receptors, the Merced Layover Facility Alternative would have a less-than-significant noise impact compared to the proposed Merced Layover & Maintenance Facility, which would have a significant and unavoidable noise impact.
- The Merced Layover Facility Alternative would require permanent conversion of 15.4 acres of Important Farmland (15.1 acres of prime farmland and 0.3 acre of Farmland of Local Importance) compared to the proposed Merced Layover & Maintenance Facility, which would require the permanent conversion of 11.1 acres of Farmland of Local Importance. The prime farmland converted due to the Merced Layover Facility Alternative is irrigated and of much higher value than the Farmland of Local Importance converted due to the proposed Merced Layover & Maintenance Facility, which is not irrigated and has only been used for hay in recent years. Because of the greater amount of land impacted and because the prime farmland at the Alternative location is much higher quality farmland than the farmland at the proposed facility, the Merced Layover Facility Alternative would have a greater impact on agricultural resources than the proposed Merced Layover & Maintenance Facility.
- The Merced Layover Facility Alternative would be inconsistent with land use designations because it would involve placing a light industrial facility within agriculturally designated land. In contrast, the proposed Merced Layover & Maintenance Facility would be consistent with land use designations because it would be in an industrial area, whereas the Merced Layover Facility Alternative is located in an area primarily used for agricultural purposes.
- Visual aesthetic impacts would be higher for the Merced Layover Facility Alternative because it would be built in a location that is currently and predominantly agricultural (which has an open space visual character), whereas the proposed Merced Layover & Maintenance Facility would be in an industrial park (of lesser visual quality).
- The Merced Layover Facility Alternative would require less construction and demolition than the proposed Merced Layover & Maintenance Facility and as such would result in slightly less air quality emissions, GHG emissions, and energy demand during construction.

Table 5-5. Environmental Impact—Comparison of Proposed Merced Layover & Maintenance Facility and Merced Layover Facility Alternative

Impact Criteria ^a	Impact Measure	Proposed Merced Layover & Maintenance Facility	Merced Layover Facility Alternative
Aesthetics	Scale (see explanation in footnotes below)	3	4
Agriculture	Acres of Important Farmland	0.0 (Prime Farmland) 11.1 (Farmland of Local Importance) Farmland affected of much lower quality than the Alternative	15.1 (Prime Farmland) 0.3 (Farmland of Local Importance) Farmland affected of much higher quality than the proposed facility.
Air Quality/GHG Emissions	Operational emission reductions	Same reductions	Same reductions
<u>Air Quality/GHG Emissions/Energy Demand</u>	<u>Construction Emissions</u>	<u>Slightly more emissions</u>	<u>Slightly less emissions</u>
Biology	Acres of aquatic habitat	0.0	0.10
	Acres of special-status wildlife habitat	0.0	0.10
Cultural	Significant built resources	0	0
Land use and planning	Scale (consistency with land use designations)	3	4
Noise	Construction level of impact	SU ^b	LTS ^b
	Operations impacts	0	0
Recreation	Number of Adjacent parks	0	0
Transportation	VMT reduction	Same reductions	Same reductions

Impact Criteria ^a	Impact Measure	Proposed Merced Layover & Maintenance Facility	Merced Layover Facility Alternative
Source: Quantitative data from analysis in Chapter 3, <i>Environmental Impact Analysis</i> , for the proposed Merced Layover & Maintenance Facility and quantitative data from the Prior EIR (<i>ACE Extension Lathrop to Ceres/Merced EIR</i>) for the Merced Layover Facility Alternative.			
Notes:			
Scale: 1 – High Positive Impact; 2 – Moderate Positive Impact; 3 – Little to No Impact; 4 – Moderate Negative Impact; 5 – High Negative			
Impact Colors: from more significant impact (red) to less significant impacts (dark green): red-yellow-blue-light green-dark green. Grey means no significant difference.			
SU = significant unavoidable impact.			
LTS = less than significant impact.			
^a . The summary analysis in this section focuses on the areas that have the greatest potential to disclose differences in environmental impact for different alternatives. There would be no substantial differences in other environmental topics.			
^b . As discussed in the Noise subsection in Section 5.3.2.2, the Merced Layover Facility Alternative would have less construction noise impacts than the proposed Merced Layover & Maintenance Facility. This is because the Merced Layover Facility Alternative is located further away from residential receptors than the proposed Merced Layover & Maintenance Facility. Nonetheless, the selection of the Merced Layover Facility Alternative would not reduce the construction noise impacts of the overall Project to a less than significant level. There would still be significant unavoidable impacts along the Project track, in areas not associated with the Merced Layover Facility Alternative.			

The text in Section 5.5, *Environmentally Superior Alternative* on pages 5-35 and 5-36 of the Draft EIR, is revised as follows:

The Proposed Project is environmentally superior to the “environmentally superior alternative” for the following reasons:

- The Merced Station would have greater potential for TOD than the Merced Station Alternative and thus would be more consistent with City of Merced’s long-term planning direction than the Merced Station Alternative. The Merced Station Alternative would require more trackwork than the proposed Merced Station and thus would result in more construction air quality and GHG emissions than the proposed Merced Station. The Merced Station Alternative would have slightly higher train criteria pollutant and GHG emissions than the proposed Merced Station because the Merced Station Alternative is located slightly south of the proposed Merced Station and thus trains would have a longer distance to travel. However, the Merced Station Alternative would have less of a noise impact during construction than the proposed Merced Station because it is further away from sensitive receptors.
- The Merced Layover & Maintenance Facility would have lower impacts on agricultural farmland because it would affect much lower quality of farmland and a lesser quantity of farmland than the Merced Layover Facility Alternative. Both the proposed Merced Layover & Maintenance Facility and the Merced Layover Facility Alternative would have potential inconsistencies with the Merced General Plan. Nonetheless, the ~~The~~ Merced Layover & Maintenance Facility would be more consistent with land use planning and have lower aesthetic impacts since it would be located within an existing industrial park compared to the Merced Layover Facility Alternative, which would be in an agricultural area. The Merced Layover & Maintenance Facility would have a lower impact on biological resources than the Merced Layover Facility Alternative. However, the Merced Layover Facility Alternative would have less of a construction noise impact during than the proposed Merced Layover &

1 Maintenance Facility because it would be located further away from sensitive receptors. In
2 addition, the Merced Layover Facility Alternative would have slightly less construction air
3 quality, energy, and greenhouse gas emissions impacts.

4 Taking all these factors into consideration, the Proposed Project would be environmentally
5 superior for all relevant environmental factors that differ between the Proposed Project and the
6 “environmentally superior alternative” with the exception of construction noise, air quality,
7 energy, and greenhouse gas emissions impacts. Since construction noise would be a temporary
8 effect and since the Project would overall reduce air quality emissions, energy, and greenhouse
9 gas emissions, whereas and since the Proposed Project’s environmental benefits would be
10 primarily related to permanent long-term effects such as conservation of prime farmland, land
11 use consistency, potential for TOD, as well as biological resources, the Proposed Project would
12 be environmentally superior to the “environmentally superior alternative.”

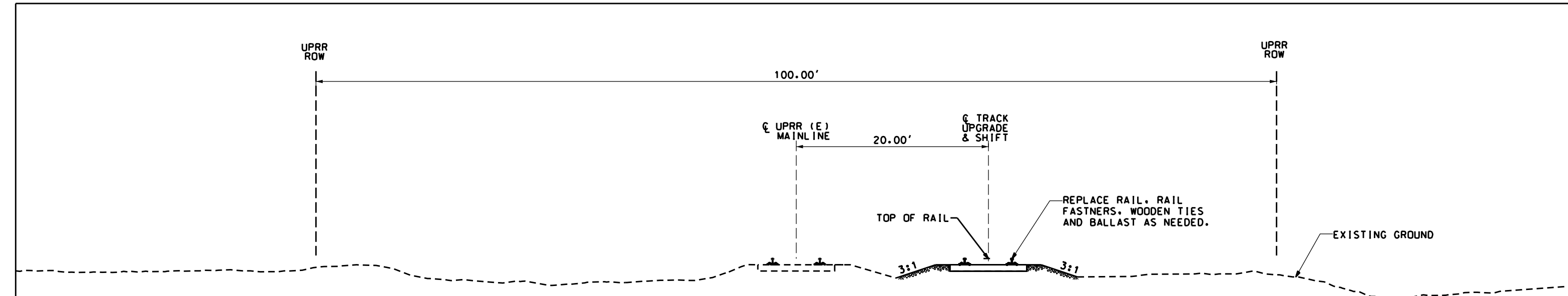
13 The TRAC-2 bullet point in Section 5.6.1.5, TRAC *Northern San Joaquin Valley/Altamont Pass Rail*
14 *Concepts* on page 5-45 of the Draft EIR, is revised as follows:

- 15 • **TRAC-2: Implement the Altamont Corridor Vision.** In its scoping comment on this EIR,
16 TRAC ~~suggested~~ stated that ACE ~~should implement~~ the Altamont Corridor Vision should be
17 considered reasonably foreseeable.

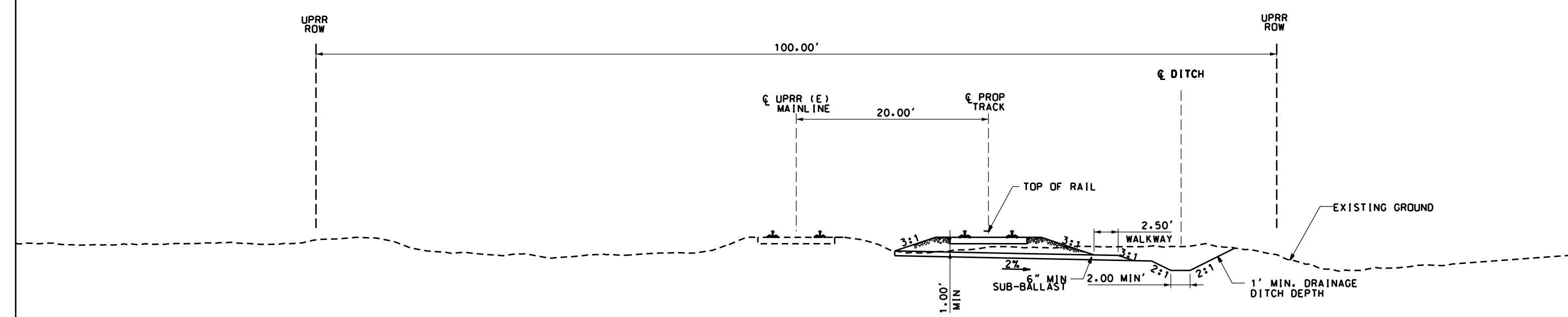
Appendix C

**ACE Ceres–Merced Extension
15% Preliminary Engineering Plans
Updates to the Draft EIR**

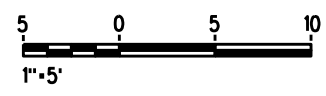
Appendix C, *ACE Ceres-Merced Extension 15% Preliminary Engineering Plans* of the Draft EIR, is modified to update changes in the Ceres to Merced Extension Alignment. Updates would generally consist of the following: updating certain areas of the Ceres to Merced Extension Alignment to be at a minimum 20-feet from the centerline (the Draft EIR identified certain areas between 14-feet and 20-feet from the centerline); update to the universal crossover in Livingston at MP 136.8 such that it is not located under the Hammatt Avenue overcrossing; and updates to the alignment near Keyes, south of Turlock, and Atwater, in order to maintain certain sidings. The updates to the preliminary engineering plans would be limited to the following sheets: 11-12, 19-20, 24, 27, 30-35, 45, 51-55, 66, 68, 72-75, 79-82, 86-89, 101, 113, 115-117, 123, 136-137, 178-180, 185, 188-191, 197-198, 200-202, 204-205, 207-209, 216-218, 223, 226-229, 235-236, 238-240, 242-243, 245-247, 253-255, 260, 263-266, 272-273, 275-277, 279-280, 282-284.



TYPICAL SECTION A
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 STA. 134+75.38 TO STA. 149+79.62 (*)
 STA. 1158+58.03 TO STA. 1237+96.30

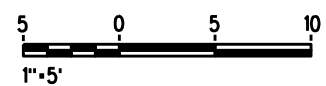
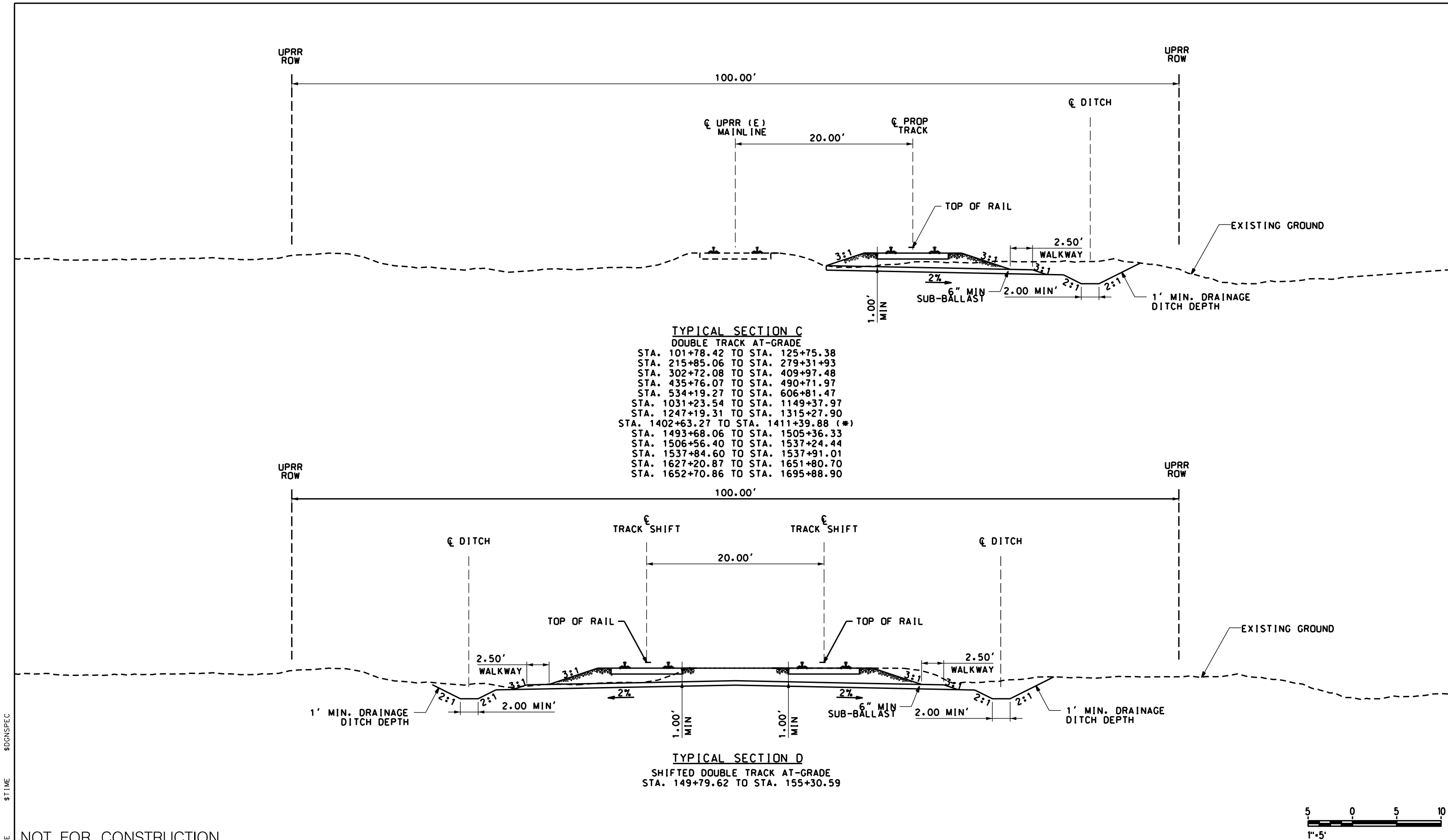


TYPICAL SECTION B
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 STA. 125+75.38 TO STA. 134+75.38 (*)
 STA. 1149+37.97 TO STA. 1158+58.03
 STA. 1237+93.60 TO STA. 1247+19.31



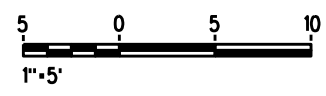
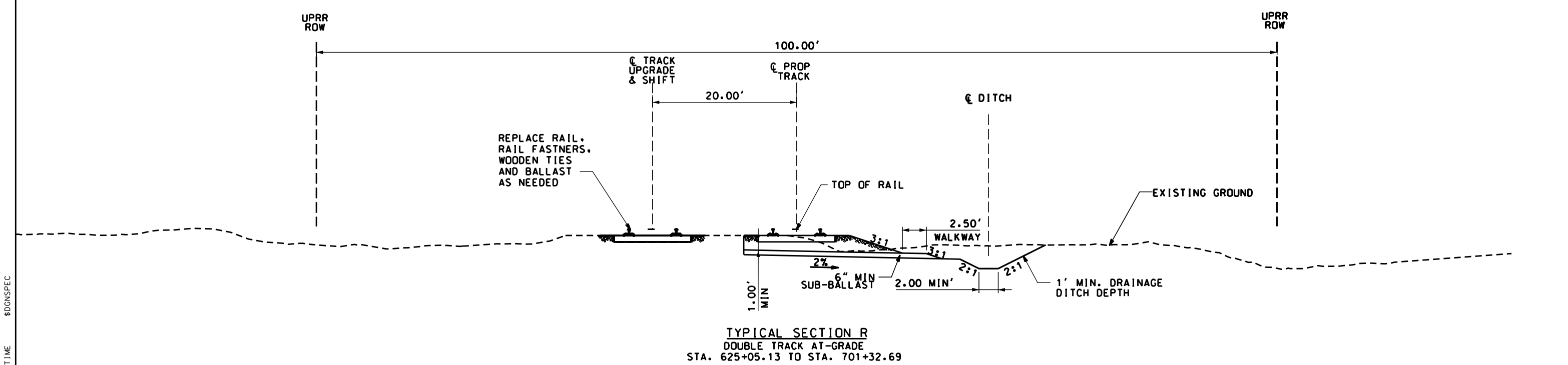
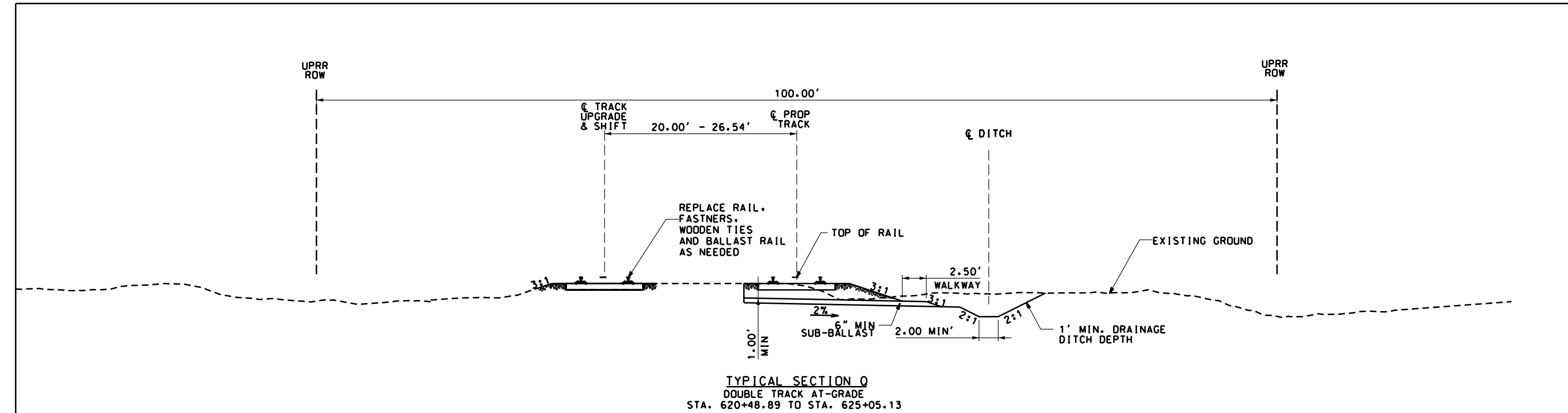
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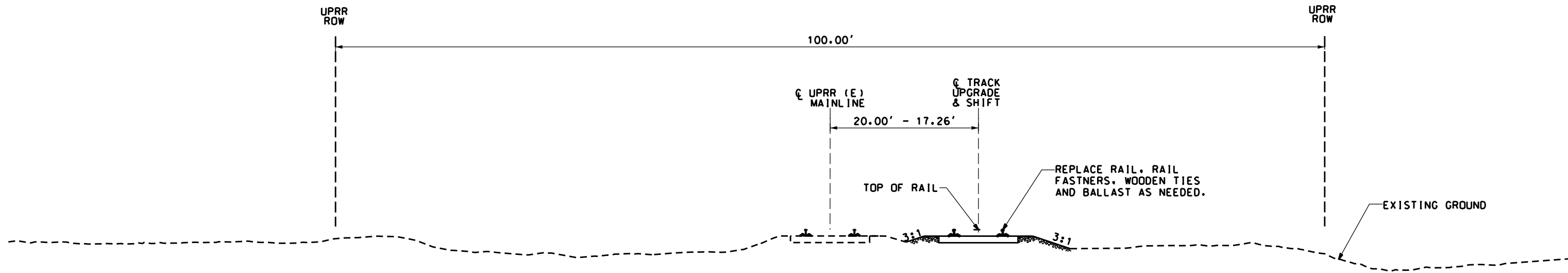
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						DESIGNED BY A. SHIELDS	TRANSPORTATION AECOM USA, Inc. 300 Lakeside Drive, Suite 400 Oakland, CA 94612 T 510.893.3600 www.aecom.com		SAN JOAQUIN REGIONAL RAIL COMMISSION ALTAMONT CORRIDOR EXPRESS VALLEY RAIL - MERCED EXTENSION TRACK ALIGNMENT TYPICAL SECTIONS SHEET 2 OF 19	ENVIRONMENTAL ALTERNATIVE CODE TT-D0002-ME SCALE AS SHOWN SHEET NO. 12 OF 287
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						IN CHARGE D. COWIN				
						DATE 11/03/21				

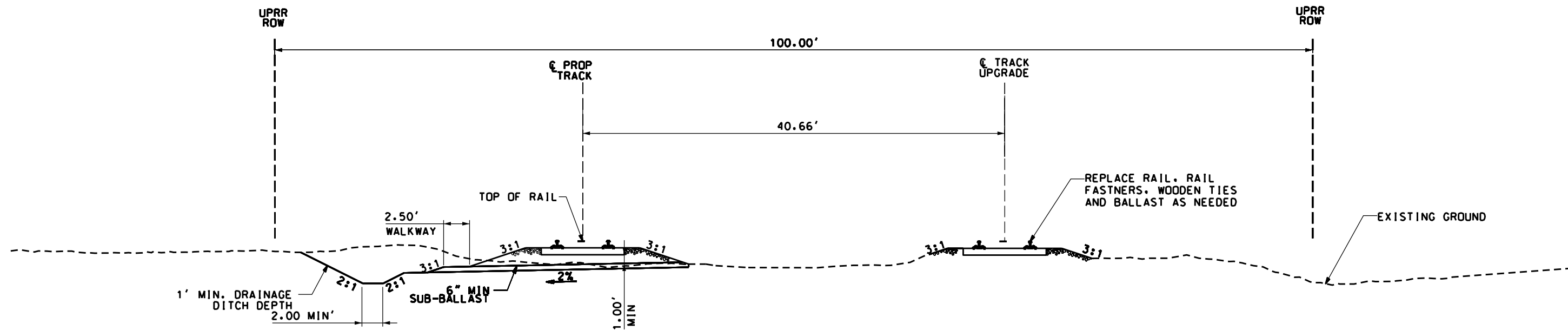


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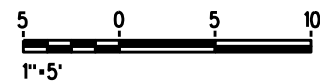
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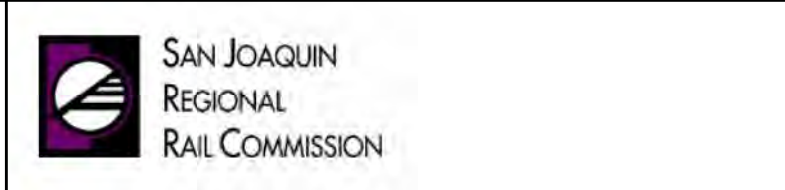
TYPICAL SECTION AA
 STATION APPROACH
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 STA. 1378+83.38 TO STA. 1379+72.86



NOT FOR CONSTRUCTION

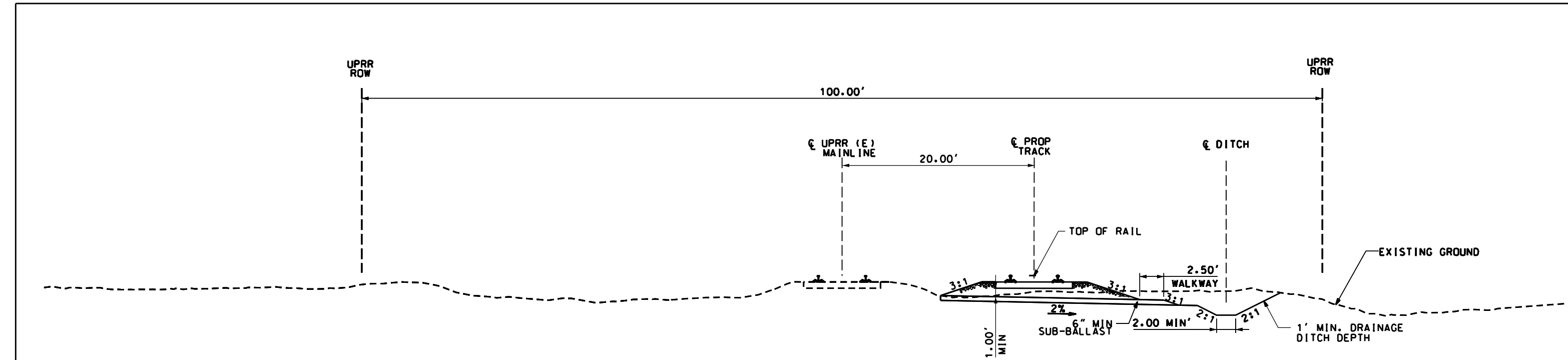
DESIGNED BY
A. SHIELDS
 DRAWN BY
A. SHIELDS
 CHECKED BY
D. HARTMAN
 IN CHARGE
D. COWIN
 DATE
11/03/21

TRANSPORTATION
AECOM
 AECOM USA, Inc.
 300 Lakeside Drive, Suite 400
 Oakland, CA 94612
 T 510.893.3600
 www.aecom.com

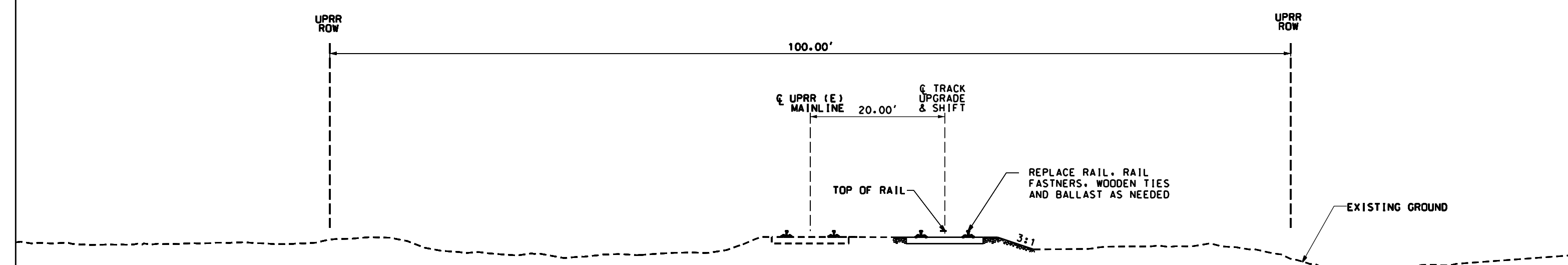


SAN JOAQUIN REGIONAL RAIL COMMISSION
 ALTAMONT CORRIDOR EXPRESS
 VALLEY RAIL - MERCED EXTENSION
 TRACK ALIGNMENT
 TYPICAL SECTIONS
 SHEET 14 OF 19

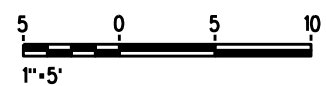
ENVIRONMENTAL ALTERNATIVE
 CODE
 DRAWING NO.
TT-D0014-ME
 SCALE
AS SHOWN
 SHEET NO.
24 OF 287



TYPICAL SECTION FF
DOUBLE TRACK AT-GRADE
STA. 1537+84.60 TO STA. 1546+91.00
STA. 1622+05.94 TO STA. 1629+20.87



TYPICAL SECTION GG
DOUBLE TRACK AT-GRADE
STA. 1546+91.00 TO STA. 1622+05.94



NOT FOR CONSTRUCTION

					DESIGNED BY A. SHIELDS	TRANSPORTATION AECOM USA, Inc. 300 Lakeside Drive, Suite 400 Oakland, CA 94612 T 510.893.3600 www.aecom.com	 SAN JOAQUIN REGIONAL RAIL COMMISSION	SAN JOAQUIN REGIONAL RAIL COMMISSION ALTAMONT CORRIDOR EXPRESS VALLEY RAIL - MERCED EXTENSION TRACK ALIGNMENT TYPICAL SECTIONS SHEET 17 OF 19		ENVIRONMENTAL ALTERNATIVE CODE
					DRAWN BY A. SHIELDS					DRAWING NO. TT-D0017-ME
					CHECKED BY D. HARTMAN					SCALE AS SHOWN
					IN CHARGE D. COWIN					SHEET NO. 27
					DATE 11/03/21					OF 287



\$DATE \$TIME \$DGN\$SPEC \$USER

NOT FOR CONSTRUCTION

DESIGNED BY	A. SHIELDS
DRAWN BY	A. SHIELDS
CHECKED BY	D. HARTMAN
IN CHARGE	D. COWIN
DATE	11/03/2021

TRANSPORTATION



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RAIL COMMISSION

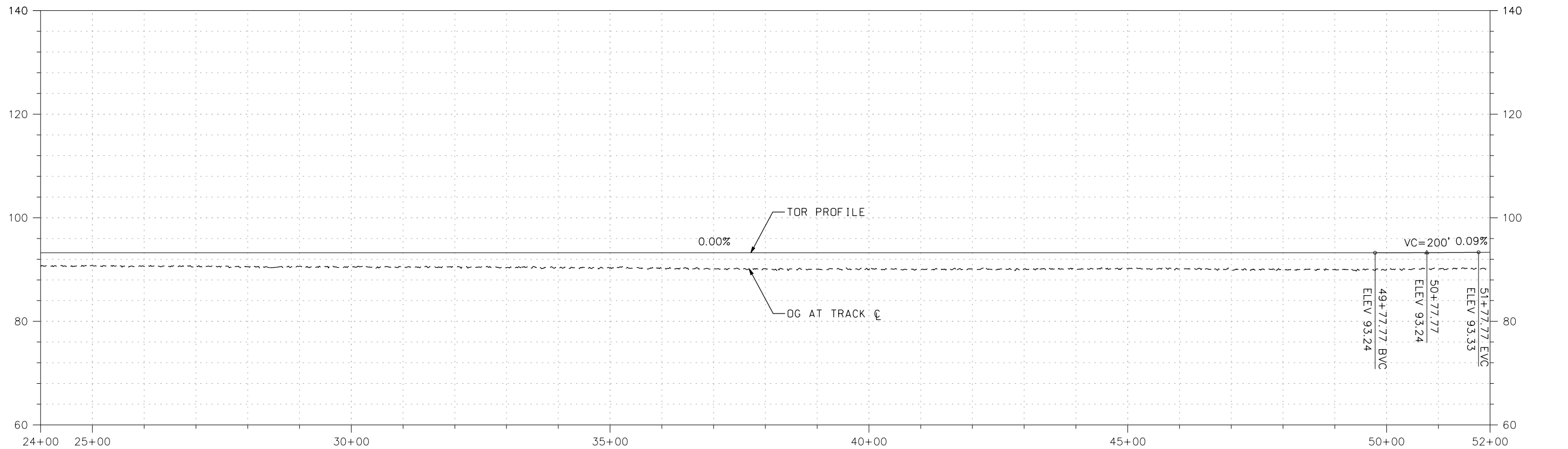
SAN JOAQUIN REGIONAL RAIL COMMISSION
ALTAMONT CORRIDOR EXPRESS
VALLEY RAIL - MERCED EXTENSION

CERES STATION TRACK IMPROVEMENTS
TRACK ALIGNMENT - PLAN

ENVIRONMENTAL ALTERNATIVE CODE	
DRAWING NO.	TT-D1001-ME
SCALE	AS SHOWN
SHEET NO.	30 OF 287



PLAN



PROFILE

\$DATE \$TIME \$DGN\$SPEC \$USER

NOT FOR CONSTRUCTION

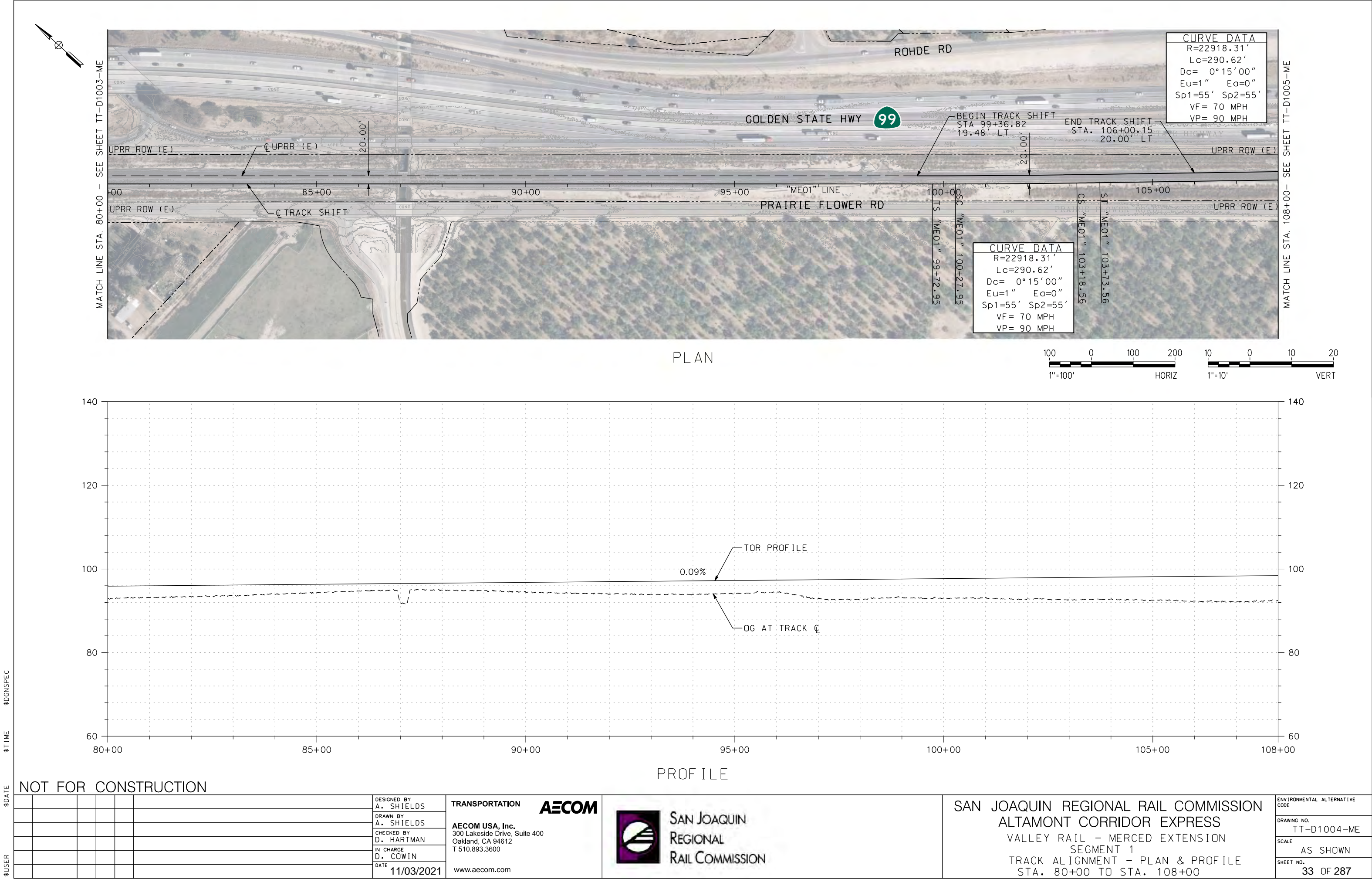
DESIGNED BY
A. SHIELDS
DRAWN BY
A. SHIELDS
CHECKED BY
D. HARTMAN
IN CHARGE
D. COWIN
DATE
11/03/2021

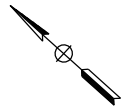
TRANSPORTATION
AECOM
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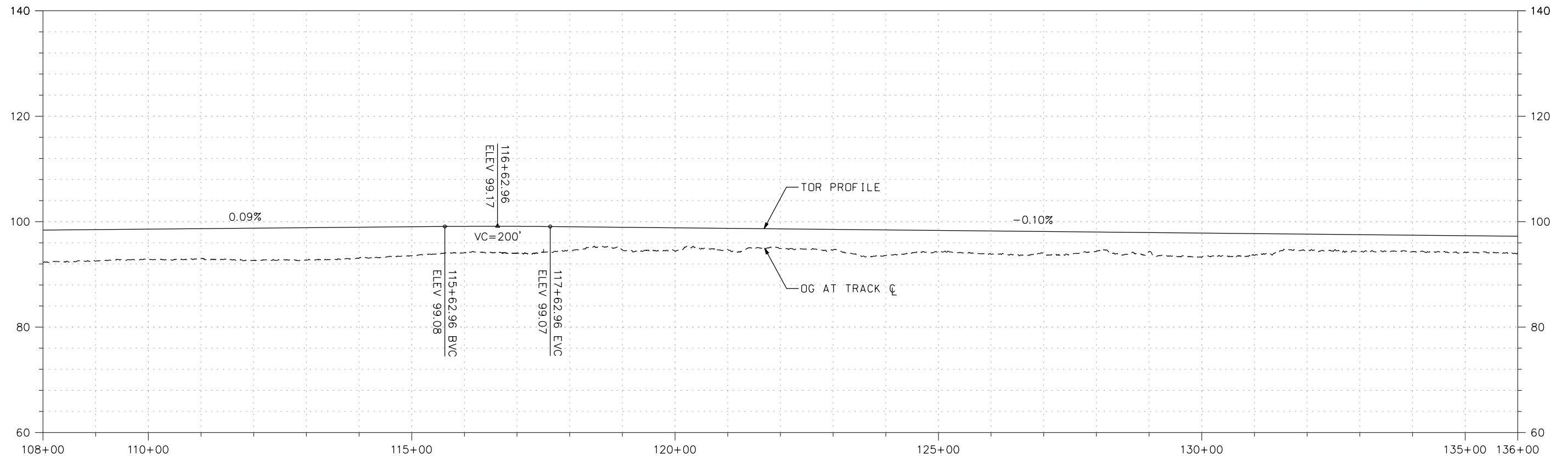
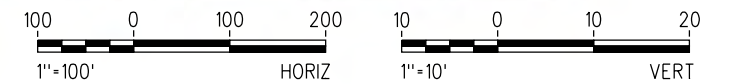
SAN JOAQUIN REGIONAL RAIL COMMISSION
ALTAMONT CORRIDOR EXPRESS
VALLEY RAIL - MERCED EXTENSION
SEGMENT 1
TRACK ALIGNMENT - PLAN & PROFILE
STA. 24+00 TO STA. 52+00

ENVIRONMENTAL ALTERNATIVE
CODE
DRAWING NO.
TT-D1002-ME
SCALE
AS SHOWN
SHEET NO.
31 OF 287





PLAN



PROFILE

NOT FOR CONSTRUCTION

\$DATE \$TIME \$DGN\$SPEC \$USER

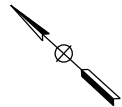
DESIGNED BY
A. SHIELDS
DRAWN BY
A. SHIELDS
CHECKED BY
D. HARTMAN
IN CHARGE
D. COWIN
DATE
11/03/2021

TRANSPORTATION
AECOM
AECOM USA, Inc.
300 Lakeside Drive, Suite 400
Oakland, CA 94612
T 510.893.3600
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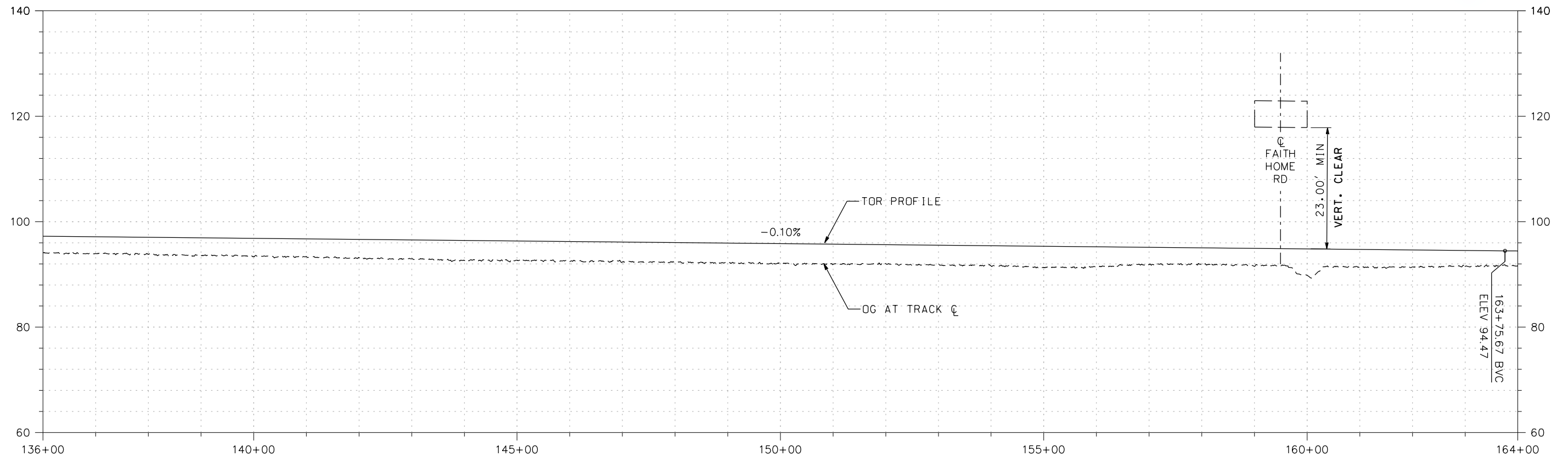
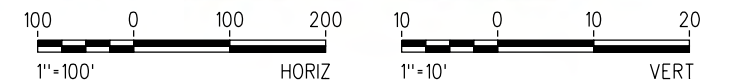


SAN JOAQUIN REGIONAL RAIL COMMISSION
ALTAMONT CORRIDOR EXPRESS
VALLEY RAIL - MERCED EXTENSION
SEGMENT 1
TRACK ALIGNMENT - PLAN & PROFILE
STA. 108+00 TO STA. 136+00

ENVIRONMENTAL ALTERNATIVE
CODE
DRAWING NO.
TT-D1005-ME
SCALE
AS SHOWN
SHEET NO.
34 OF 287



PLAN




PROFILE

NOT FOR CONSTRUCTION

DESIGNED BY A. SHIELDS
DRAWN BY A. SHIELDS
CHECKED BY D. HARTMAN
IN CHARGE D. COWIN
DATE 11/03/2021

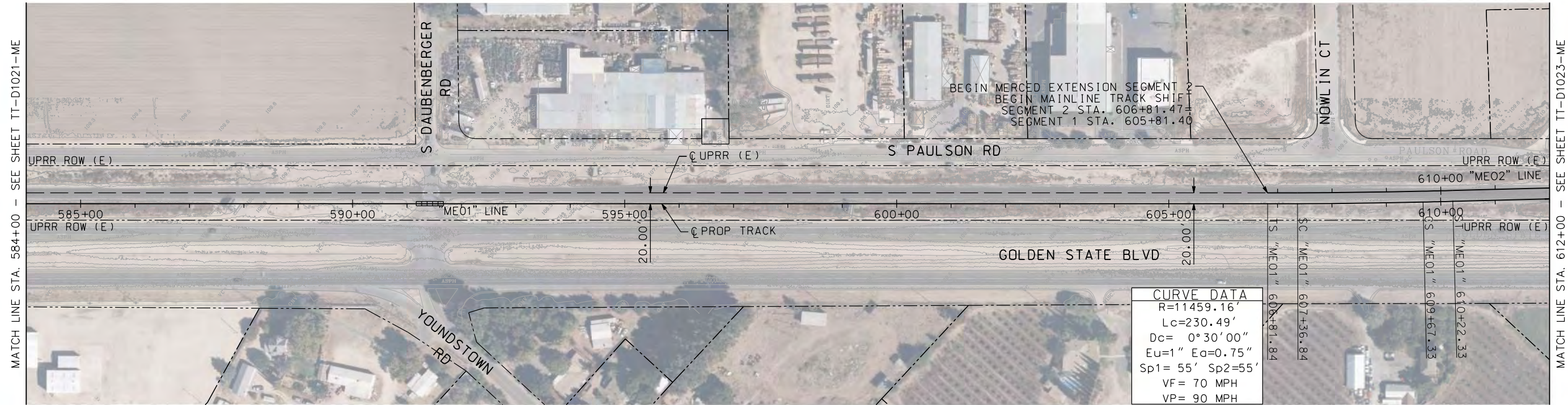
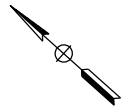
TRANSPORTATION
AECOM
AECOM USA, Inc. 300 Lakeside Drive, Suite 400 Oakland, CA 94612 T 510.893.3600
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SAN JOAQUIN
REGIONAL
RAIL COMMISSION

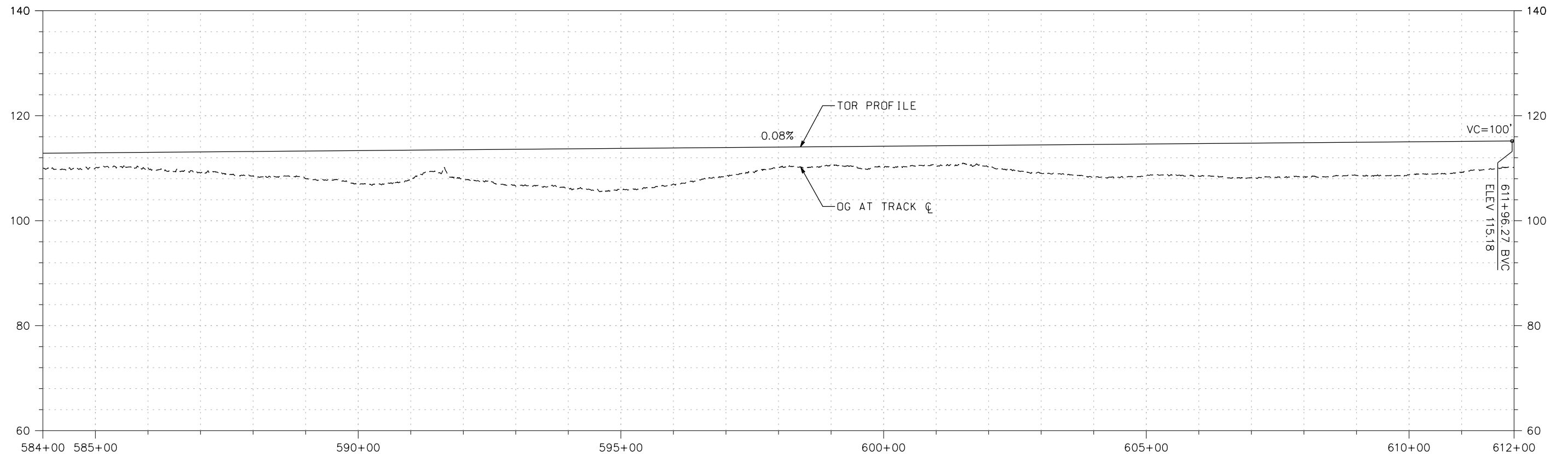
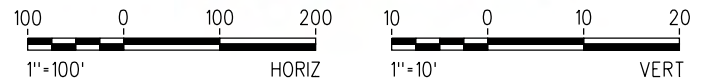
SAN JOAQUIN REGIONAL RAIL COMMISSION
ALTAMONT CORRIDOR EXPRESS
VALLEY RAIL – MERCED EXTENSION
SEGMENT 1
TRACK ALIGNMENT – PLAN & PROFILE
STA. 136+00 TO STA. 164+00

ENVIRONMENTAL ALTERNATIVE CODE
DRAWING NO. TT-D1006-ME
SCALE AS SHOWN
SHEET NO. 35 OF 287



CURVE DATA	
R=	11459.16'
Lc=	230.49'
Dc=	0° 30' 00''
Eu=	1' Ea=0.75''
Sp1=	55' Sp2=55'
VF=	70 MPH
VP=	90 MPH

PLAN



PROFILE

NOT FOR CONSTRUCTION

\$USER	\$DATE	\$TIME	\$DGN\$SPEC

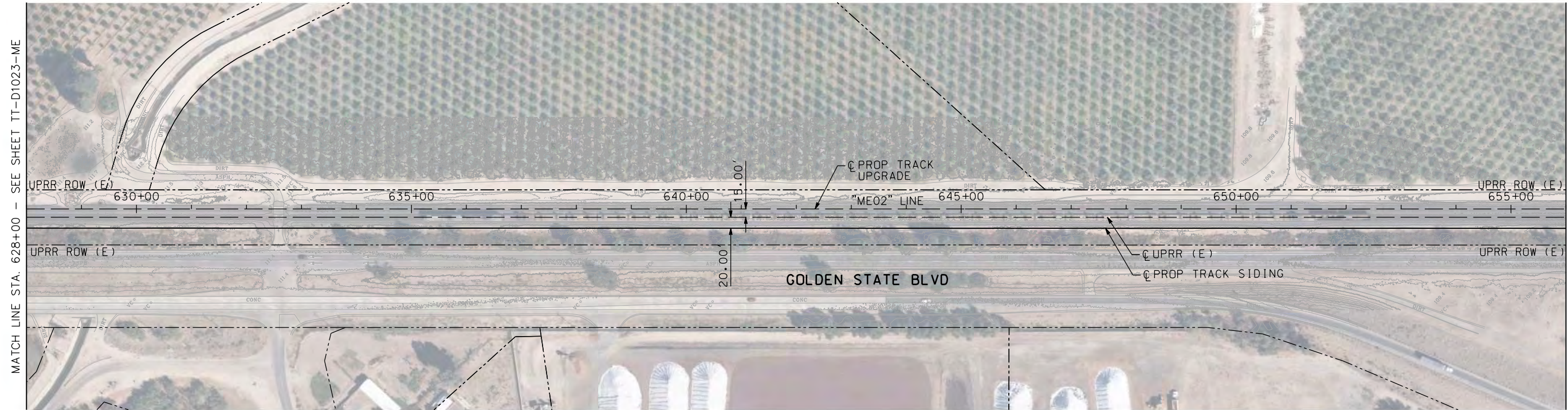
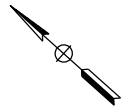
DESIGNED BY	A. SHIELDS
DRAWN BY	A. SHIELDS
CHECKED BY	D. HARTMAN
IN CHARGE	D. COWIN
DATE	11/03/2021

TRANSPORTATION	AECOM
AECOM USA, Inc. 300 Lakeside Drive, Suite 400 Oakland, CA 94612 T 510.893.3600	
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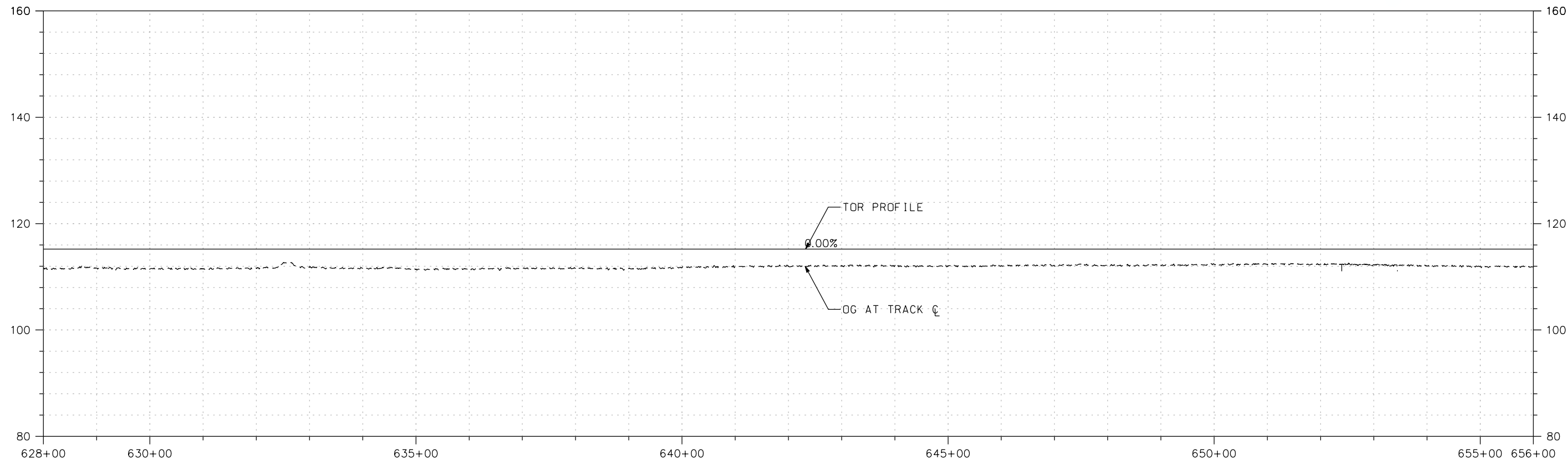


SAN JOAQUIN REGIONAL RAIL COMMISSION	
ALTAMONT CORRIDOR EXPRESS	
VALLEY RAIL - MERCED EXTENSION	
SEGMENT 1	
TRACK ALIGNMENT - PLAN & PROFILE	
STA. 584+00 TO STA. 612+00	

ENVIRONMENTAL ALTERNATIVE CODE	
DRAWING NO.	TT-D1022-ME
SCALE	AS SHOWN
SHEET NO.	51 OF 287



PLAN



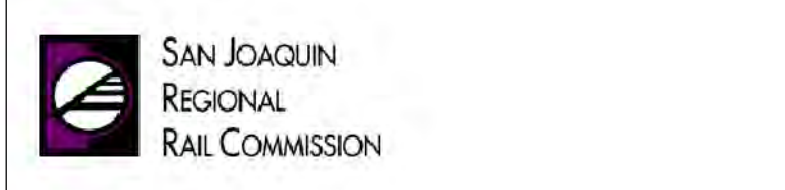
PROFILE

\$DATE \$TIME \$DGN\$SPEC \$USER

NOT FOR CONSTRUCTION

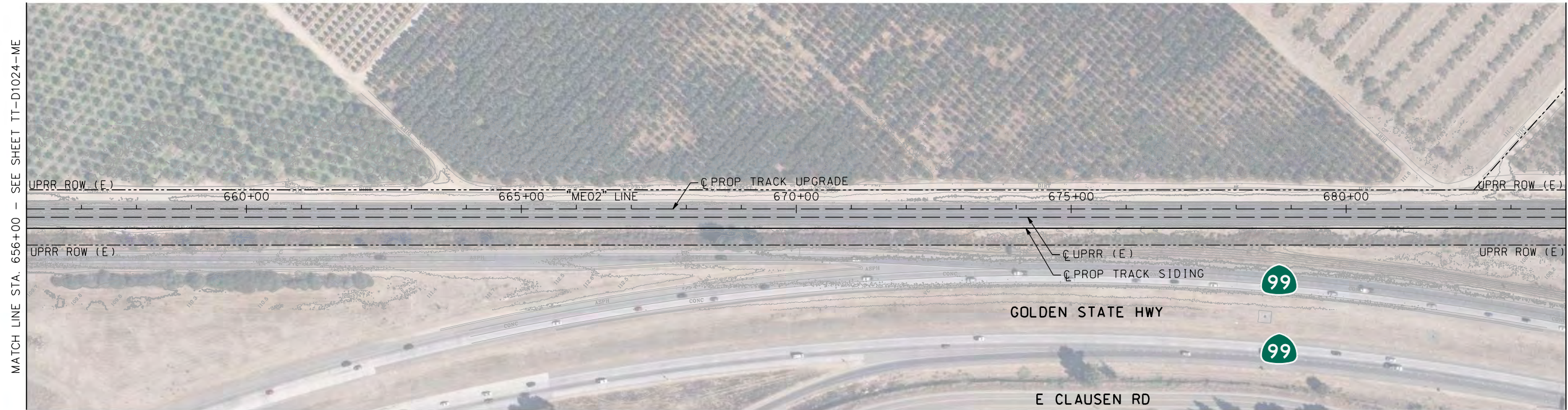
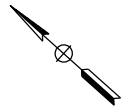
DESIGNED BY A. SHIELDS
DRAWN BY A. SHIELDS
CHECKED BY D. HARTMAN
IN CHARGE D. COWIN
DATE 11/03/2021

TRANSPORTATION
AECOM
AECOM USA, Inc. 300 Lakeside Drive, Suite 400 Oakland, CA 94612 T 510.893.3600
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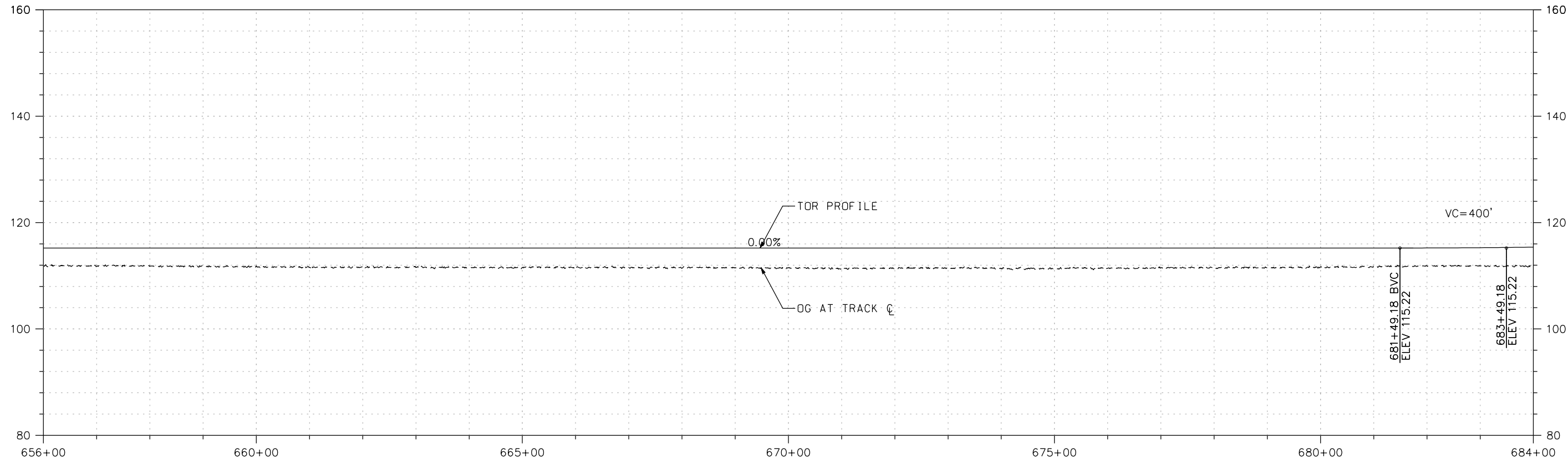


SAN JOAQUIN REGIONAL RAIL COMMISSION
ALTAMONT CORRIDOR EXPRESS
VALLEY RAIL - MERCED EXTENSION
SEGMENT 2
TRACK ALIGNMENT - PLAN & PROFILE
STA. 628+00 TO STA. 656+00

ENVIRONMENTAL ALTERNATIVE CODE
DRAWING NO. TT-D1024-ME
SCALE AS SHOWN
SHEET NO. 53 OF 287



PLAN



PROFILE

\$DATE \$TIME \$DGN\$SPEC \$USER

NOT FOR CONSTRUCTION

DESIGNED BY
A. SHIELDS
DRAWN BY
A. SHIELDS
CHECKED BY
D. HARTMAN
IN CHARGE
D. COWIN
DATE
11/03/2021

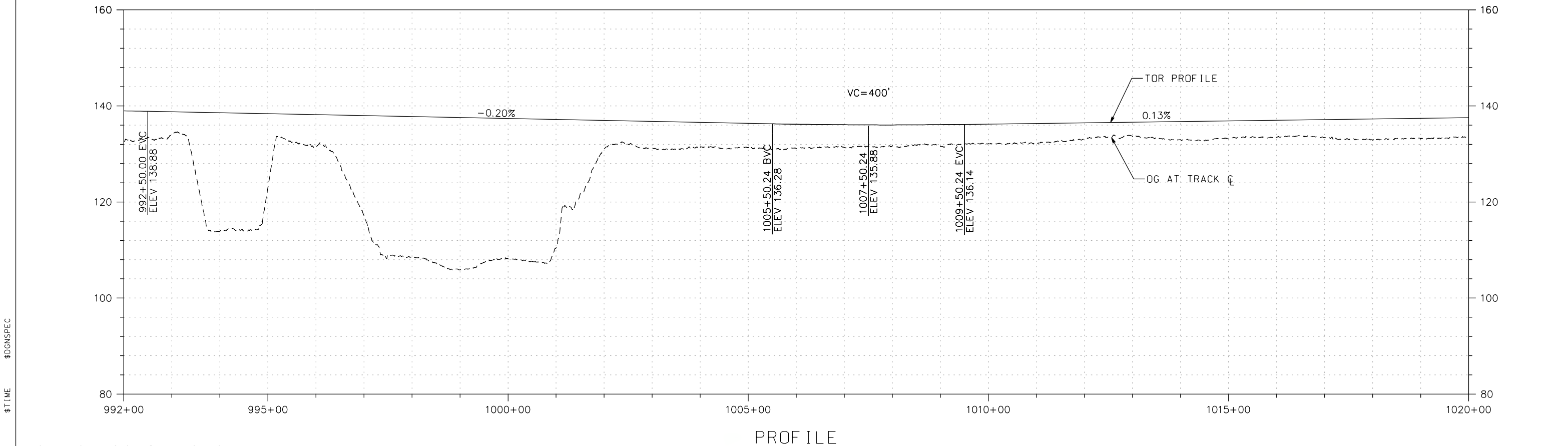
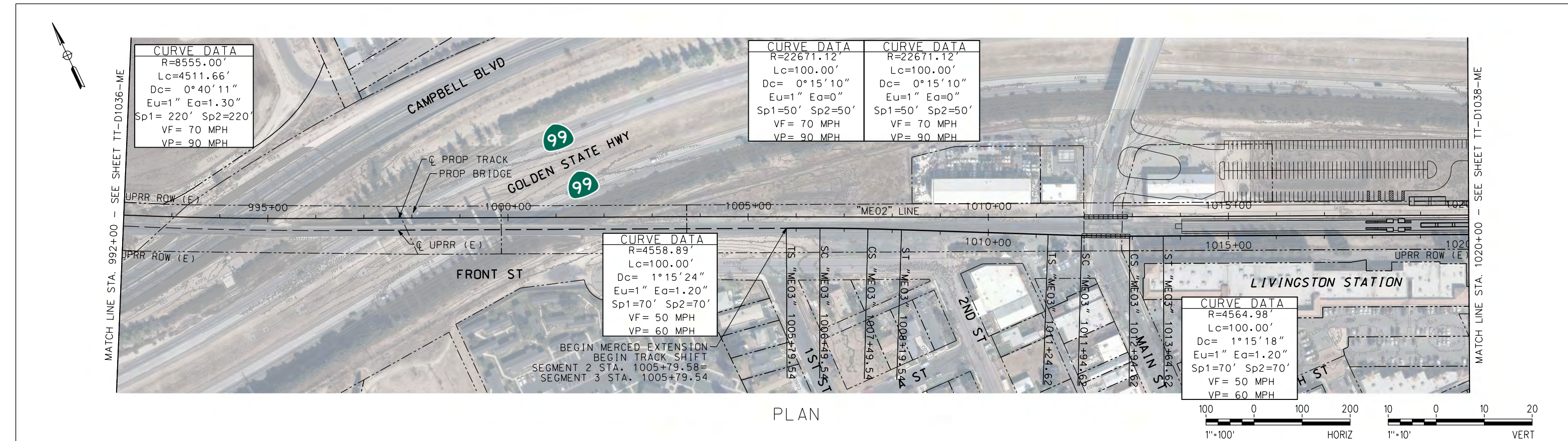
TRANSPORTATION
AECOM
AECOM USA, Inc.
300 Lakeside Drive, Suite 400
Oakland, CA 94612
T 510.893.3600
www.aecom.com

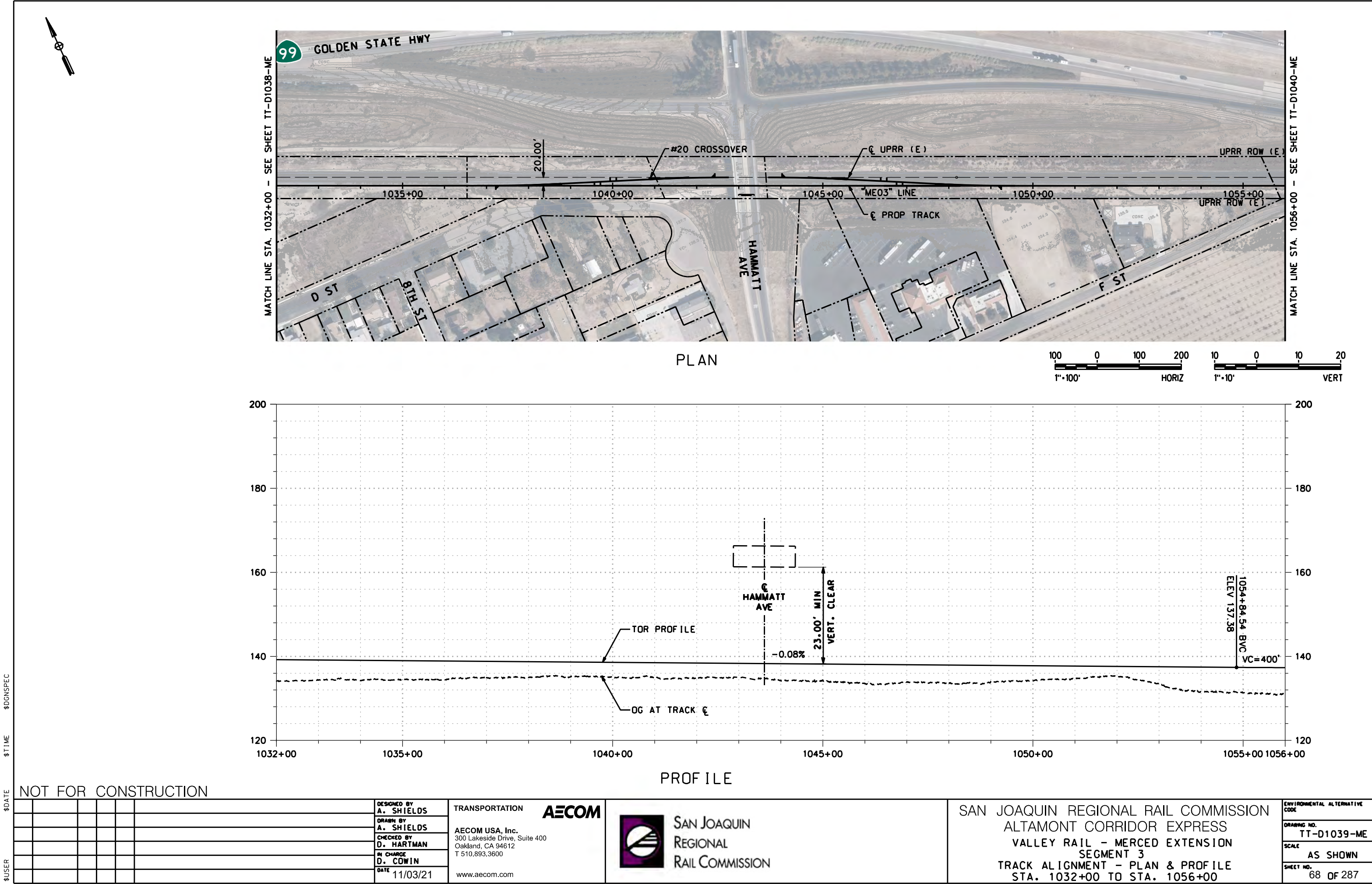


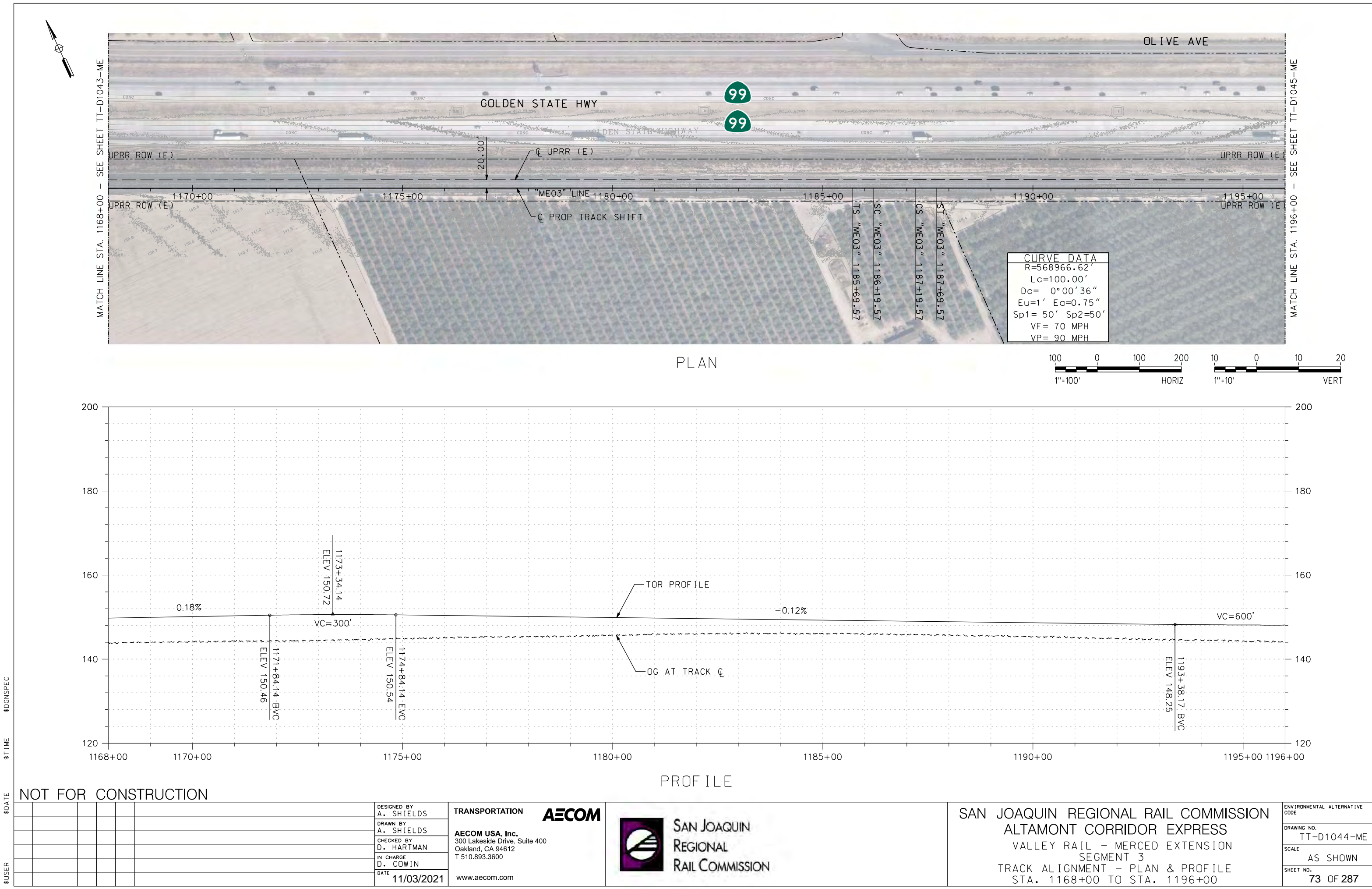
SAN JOAQUIN
REGIONAL
RAIL COMMISSION

SAN JOAQUIN REGIONAL RAIL COMMISSION
ALTAMONT CORRIDOR EXPRESS
VALLEY RAIL - MERCED EXTENSION
SEGMENT 2
TRACK ALIGNMENT - PLAN & PROFILE
STA. 656+00 TO STA. 684+00

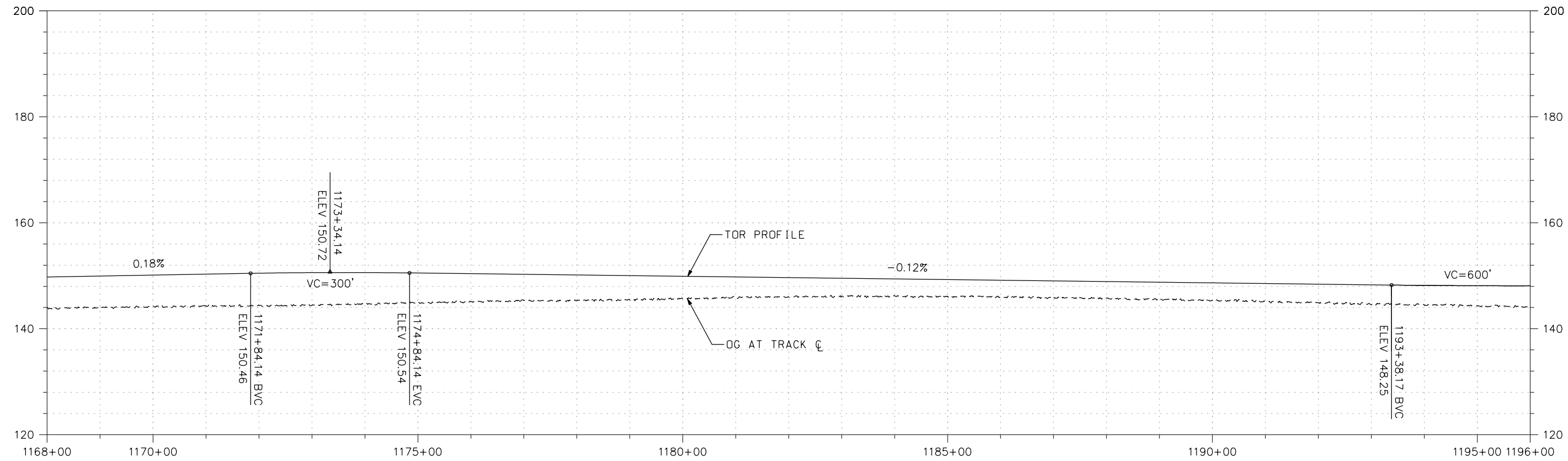
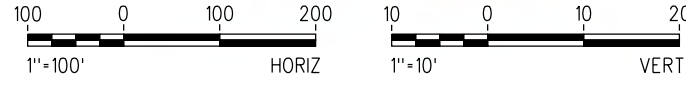
ENVIRONMENTAL ALTERNATIVE
CODE
DRAWING NO.
TT-D1025-ME
SCALE
AS SHOWN
SHEET NO.
54 OF 287



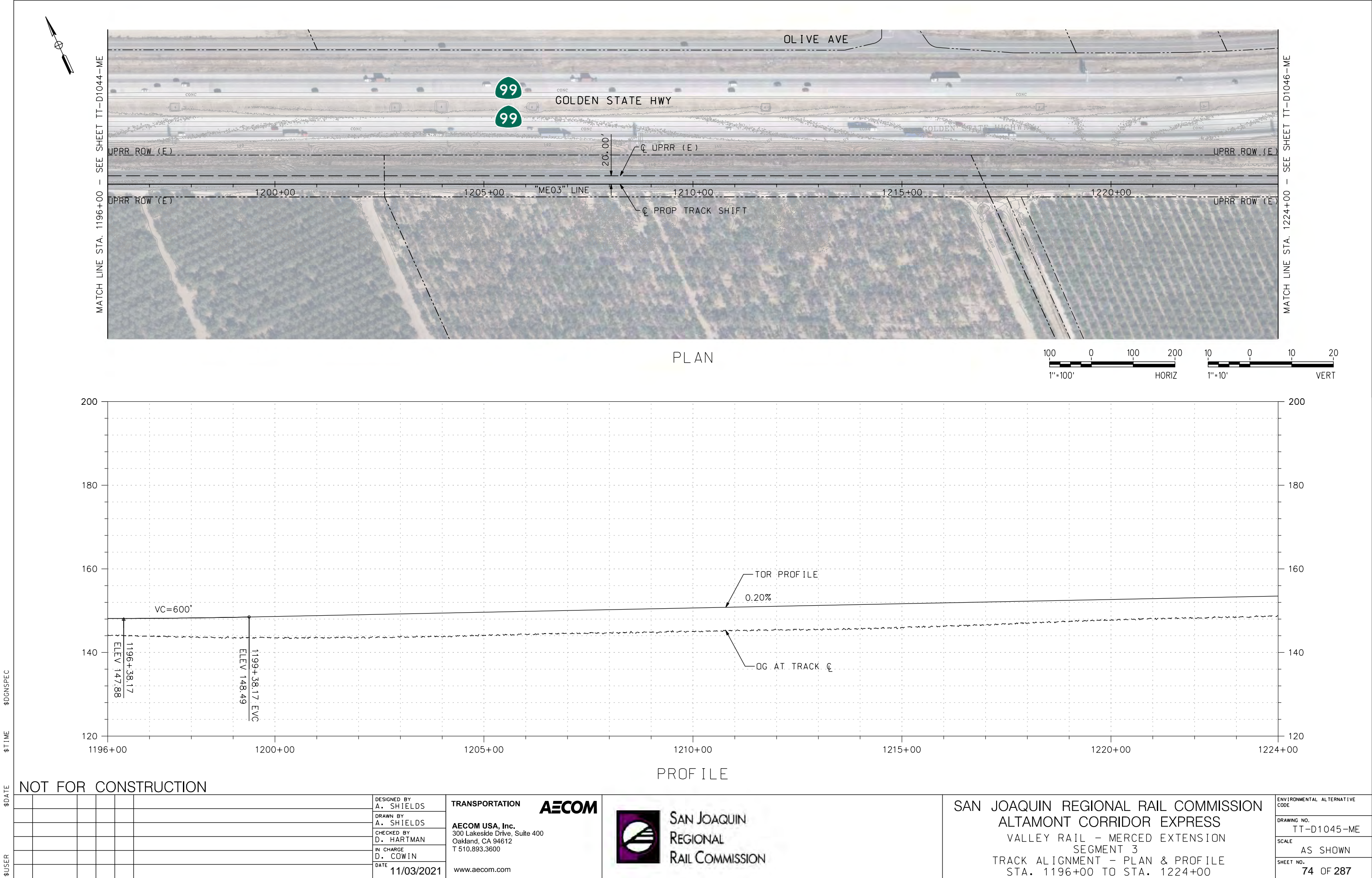


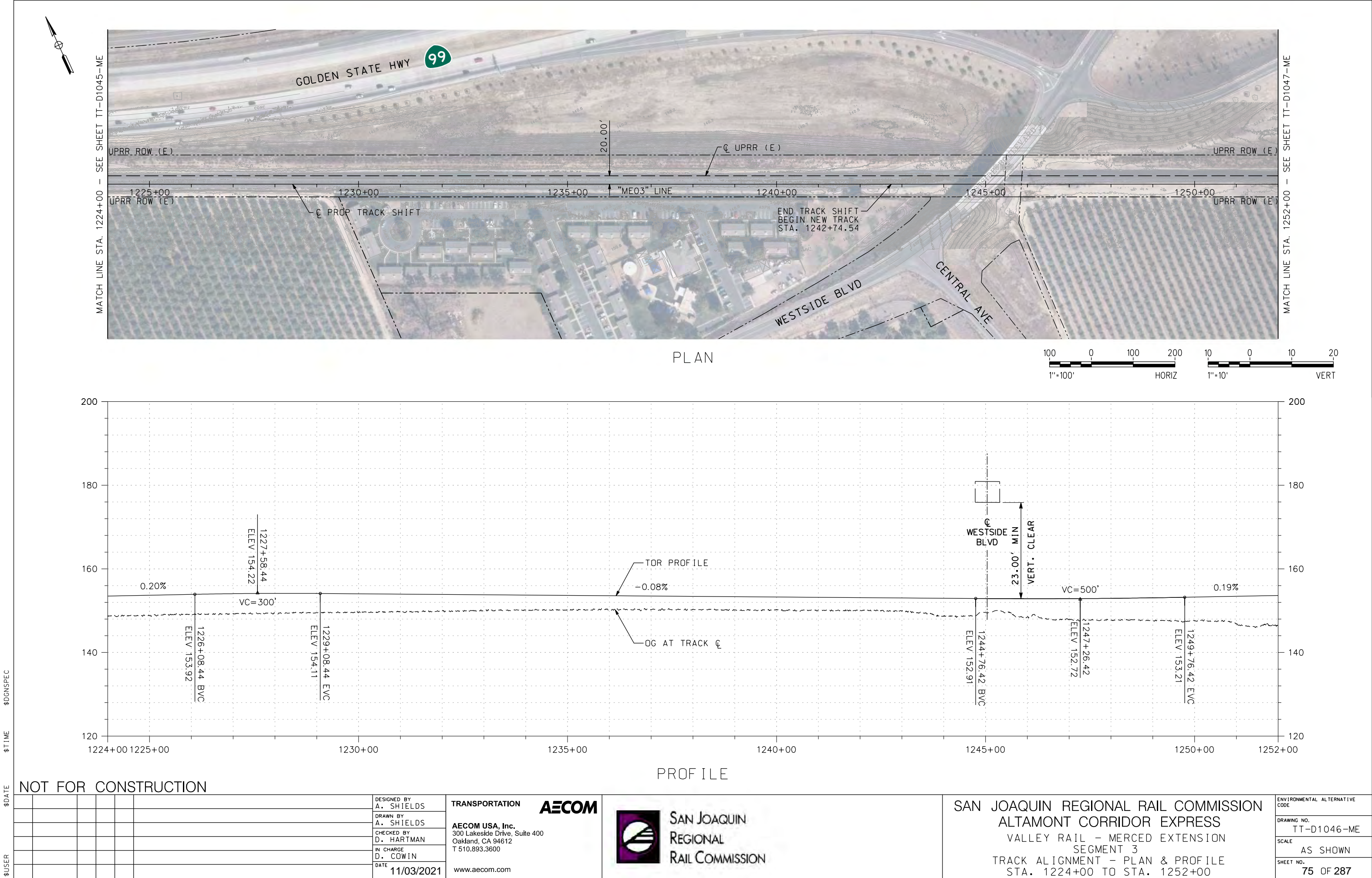


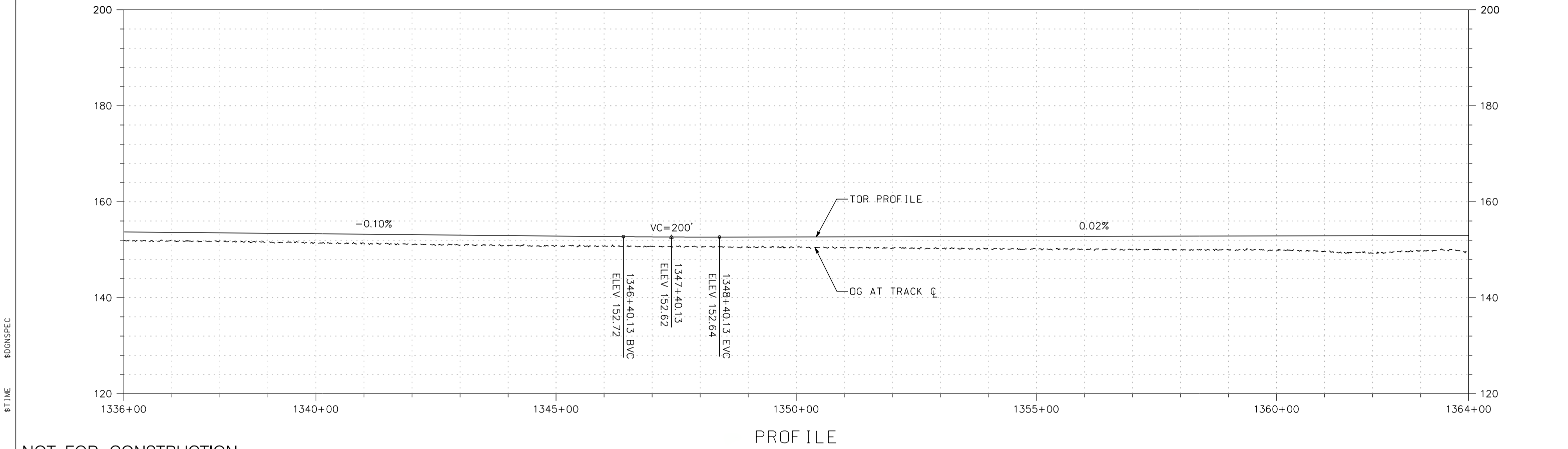
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Dc=	0° 00' 36"
Eu=	1' Ea=0.75"
Sp1=	50' Sp2=50'
VF=	70 MPH
VP=	90 MPH

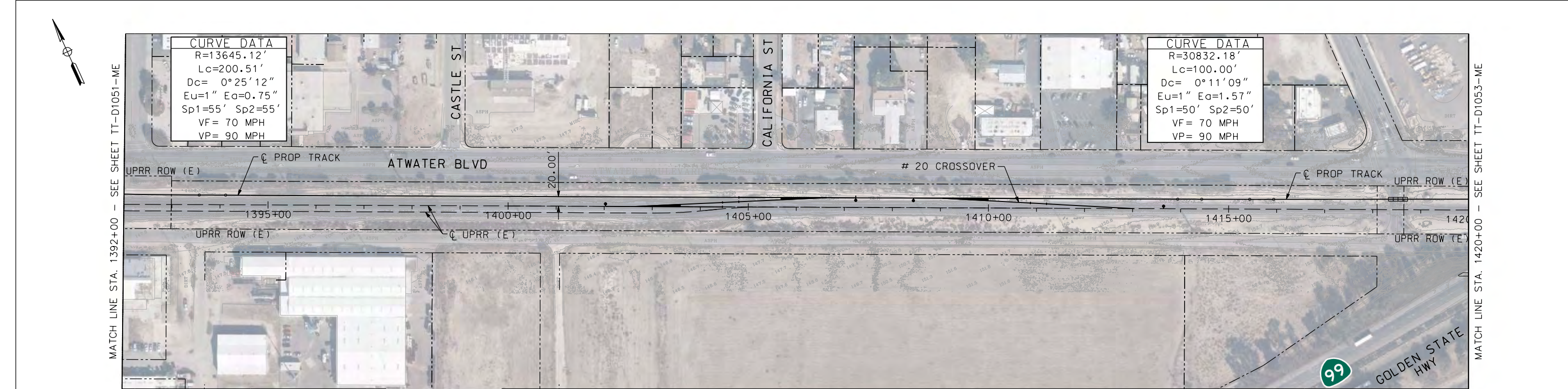


\$DATE	NOT FOR CONSTRUCTION						DESIGNED BY A. SHIELDS	TRANSPORTATION AECOM AECOM USA, Inc. 300 Lakeside Drive, Suite 400 Oakland, CA 94612 T 510.893.3600 www.aecom.com	 SAN JOAQUIN REGIONAL RAIL COMMISSION	SAN JOAQUIN REGIONAL RAIL COMMISSION ALTAMONT CORRIDOR EXPRESS VALLEY RAIL – MERCED EXTENSION SEGMENT 3 TRACK ALIGNMENT – PLAN & PROFILE STA. 1168+00 TO STA. 1196+00	ENVIRONMENTAL ALTERNATIVE CODE
							DRAWING NO. TT-D1044-ME				
							SCALE AS SHOWN				
							SHEET NO. 73 OF 287				
\$USER							DATE 11/03/2021				

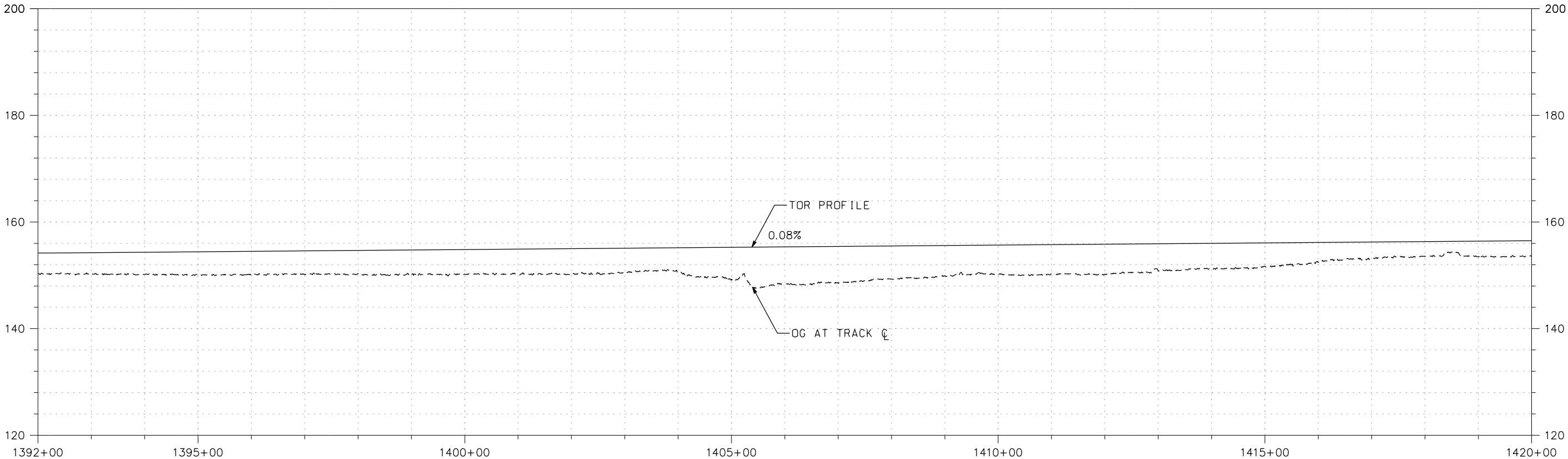
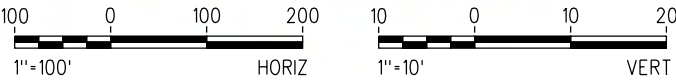








PLAN



PROFILE

\$DATE \$TIME \$DGN\$SPEC \$USER

NOT FOR CONSTRUCTION

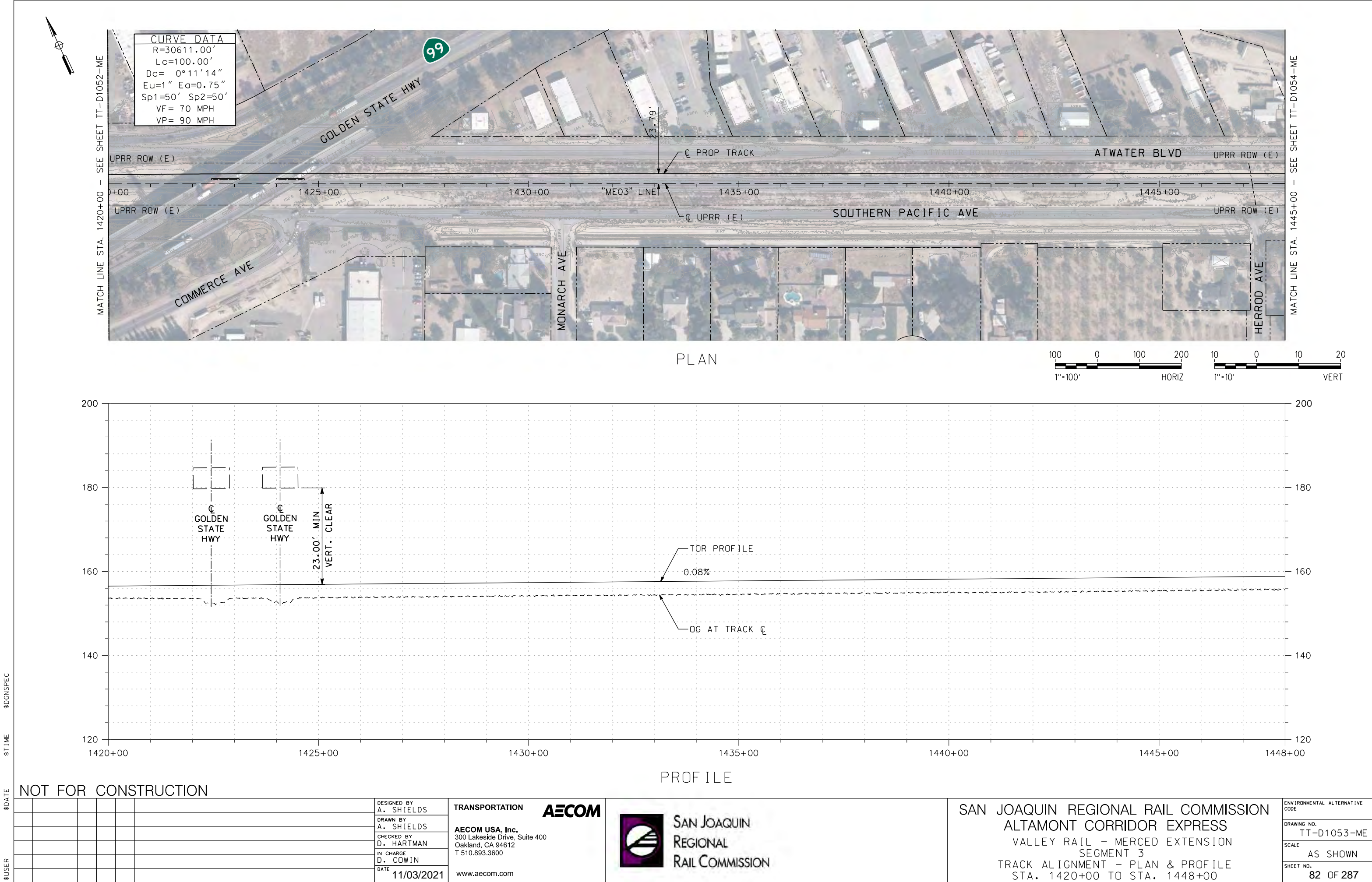
DESIGNED BY
A. SHIELDS
DRAWN BY
A. SHIELDS
CHECKED BY
D. HARTMAN
IN CHARGE
D. COWIN
DATE
11/03/2021

TRANSPORTATION
AECOM
AECOM USA, Inc.
300 Lakeside Drive, Suite 400
Oakland, CA 94612
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SAN JOAQUIN REGIONAL RAIL COMMISSION
ALTAMONT CORRIDOR EXPRESS
VALLEY RAIL - MERCED EXTENSION
SEGMENT 3
TRACK ALIGNMENT - PLAN & PROFILE
STA. 1392+00 TO STA. 1420+00

ENVIRONMENTAL ALTERNATIVE
CODE
DRAWING NO.
TT-D1052-ME
SCALE
AS SHOWN
SHEET NO.
81 OF 287



CURVE DATA
R=30611.00'
Lc=100.00'
Dc= 0°11'14"
Eu=1" Ea=0.75"
Sp1=50' Sp2=50'
VF= 70 MPH
VP= 90 MPH

GOLDEN STATE HWY

99

CL PROP TRACK

ATWATER BLVD

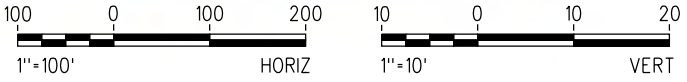
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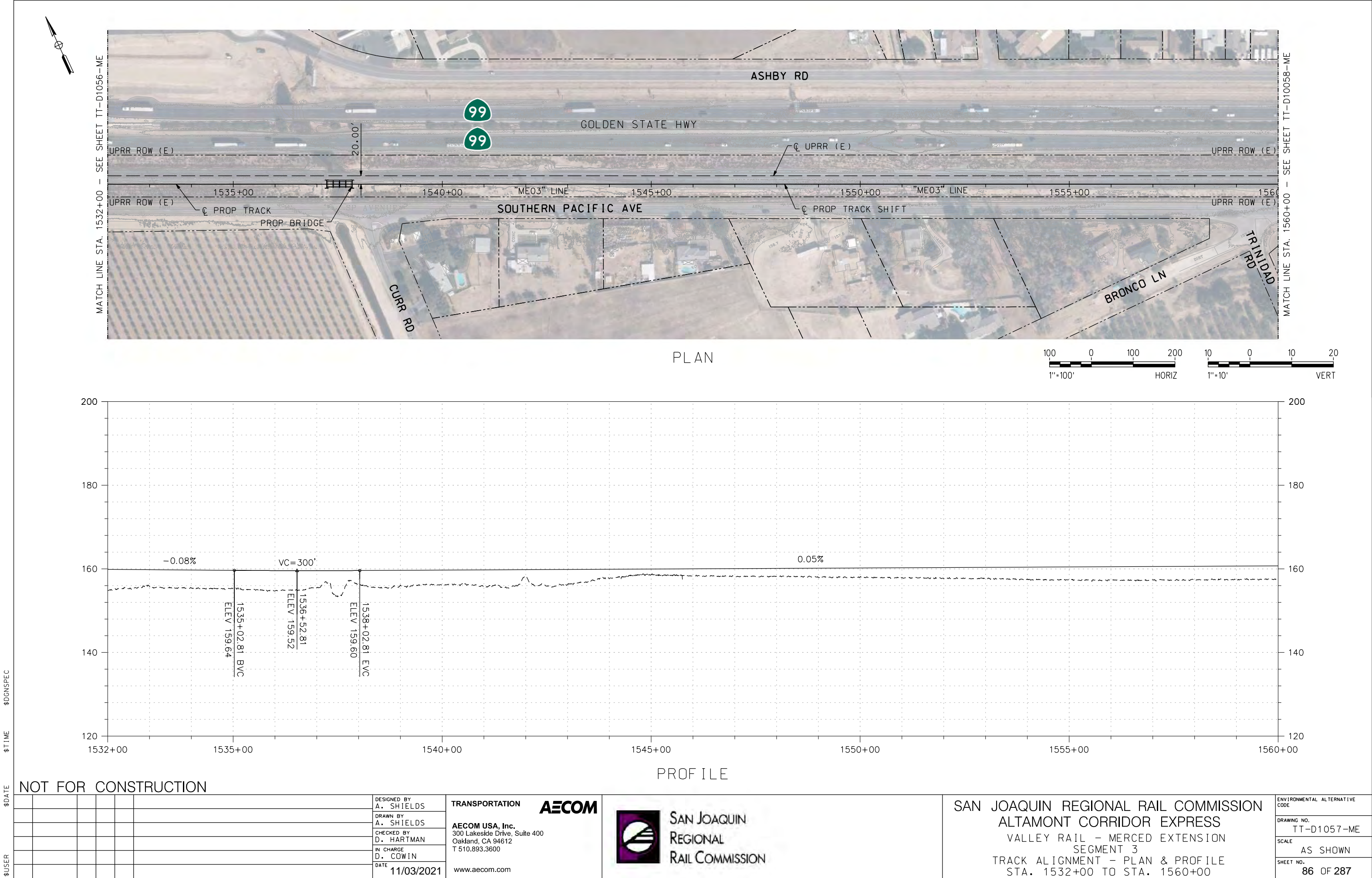
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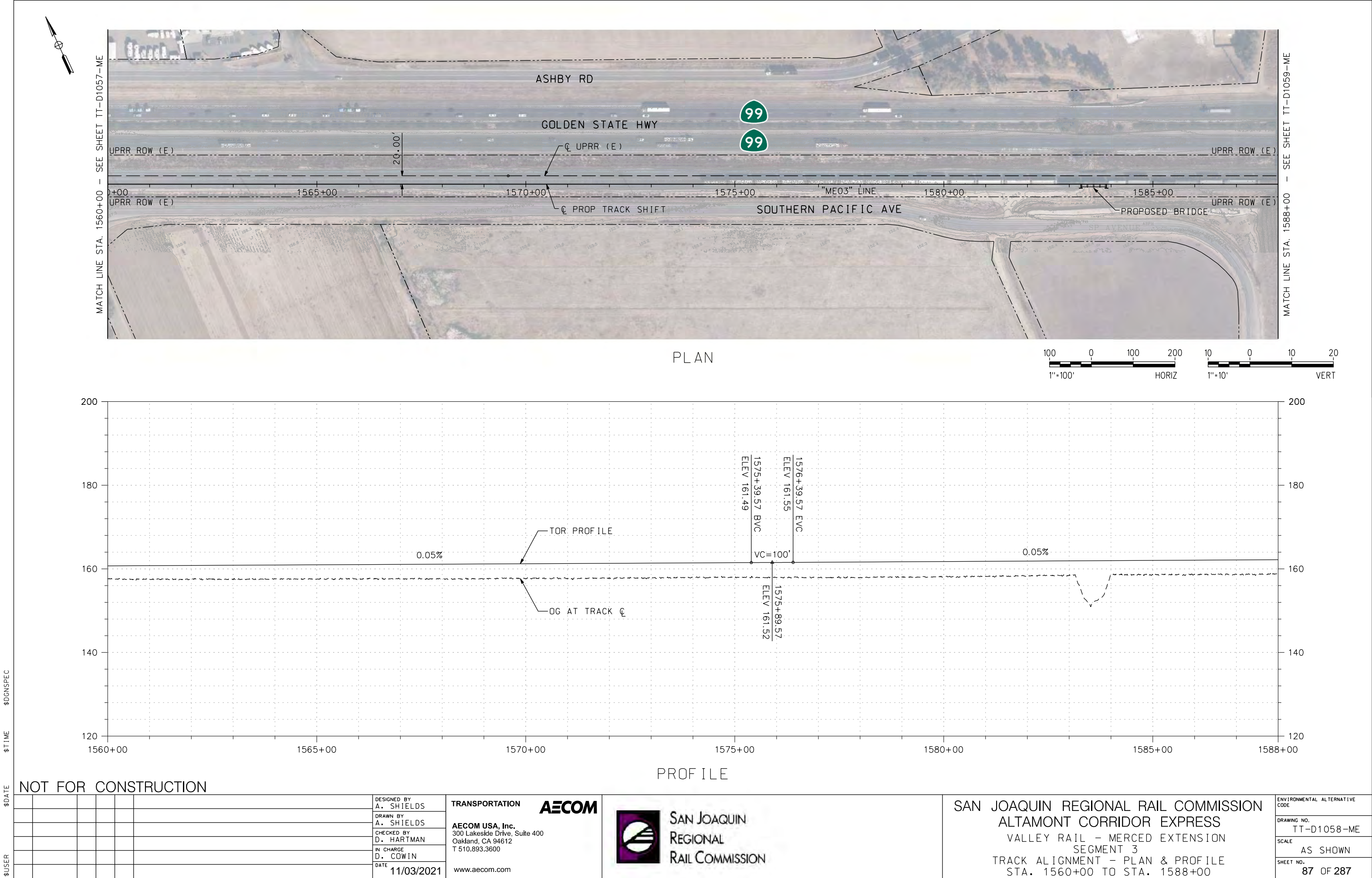
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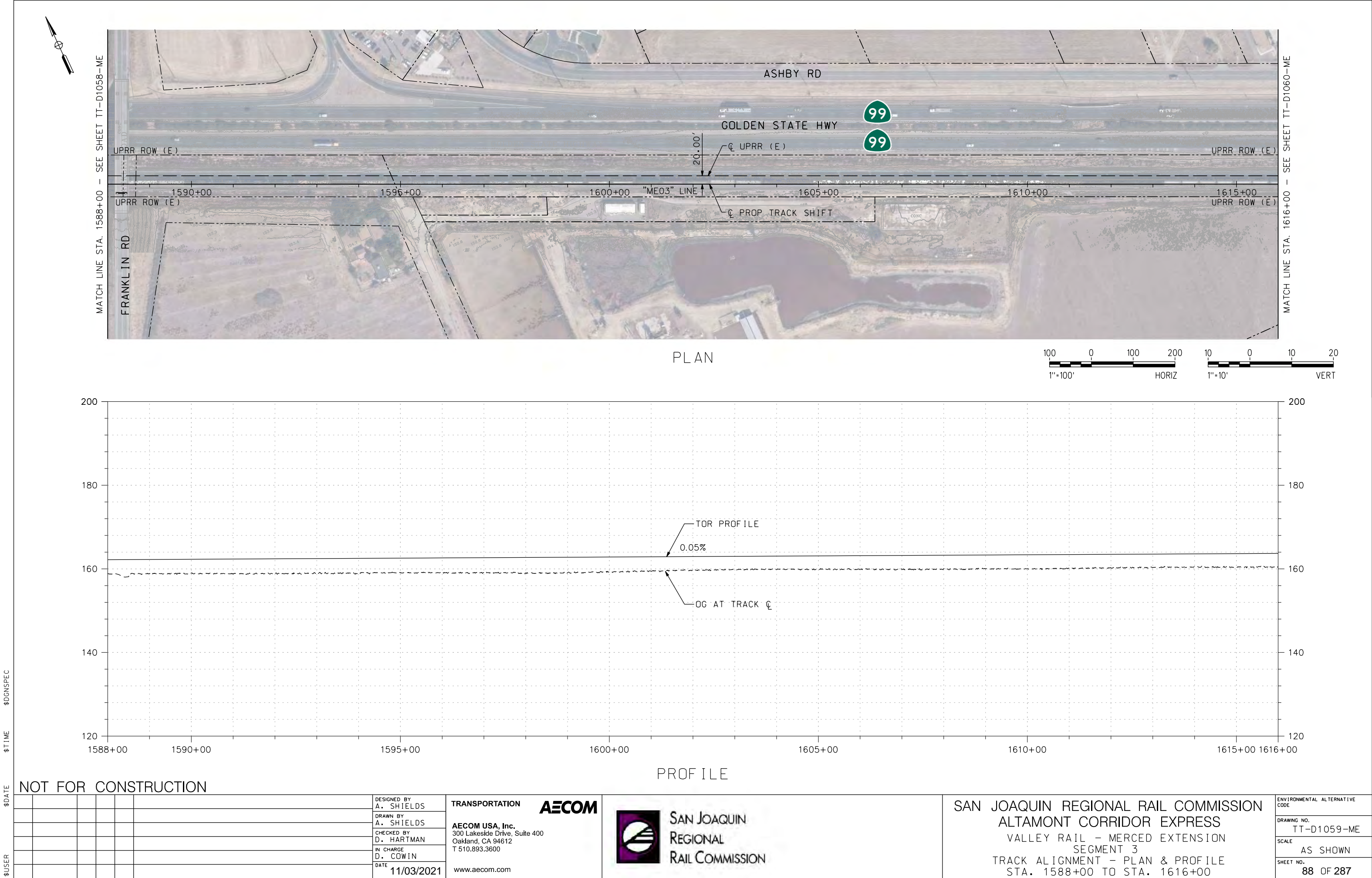
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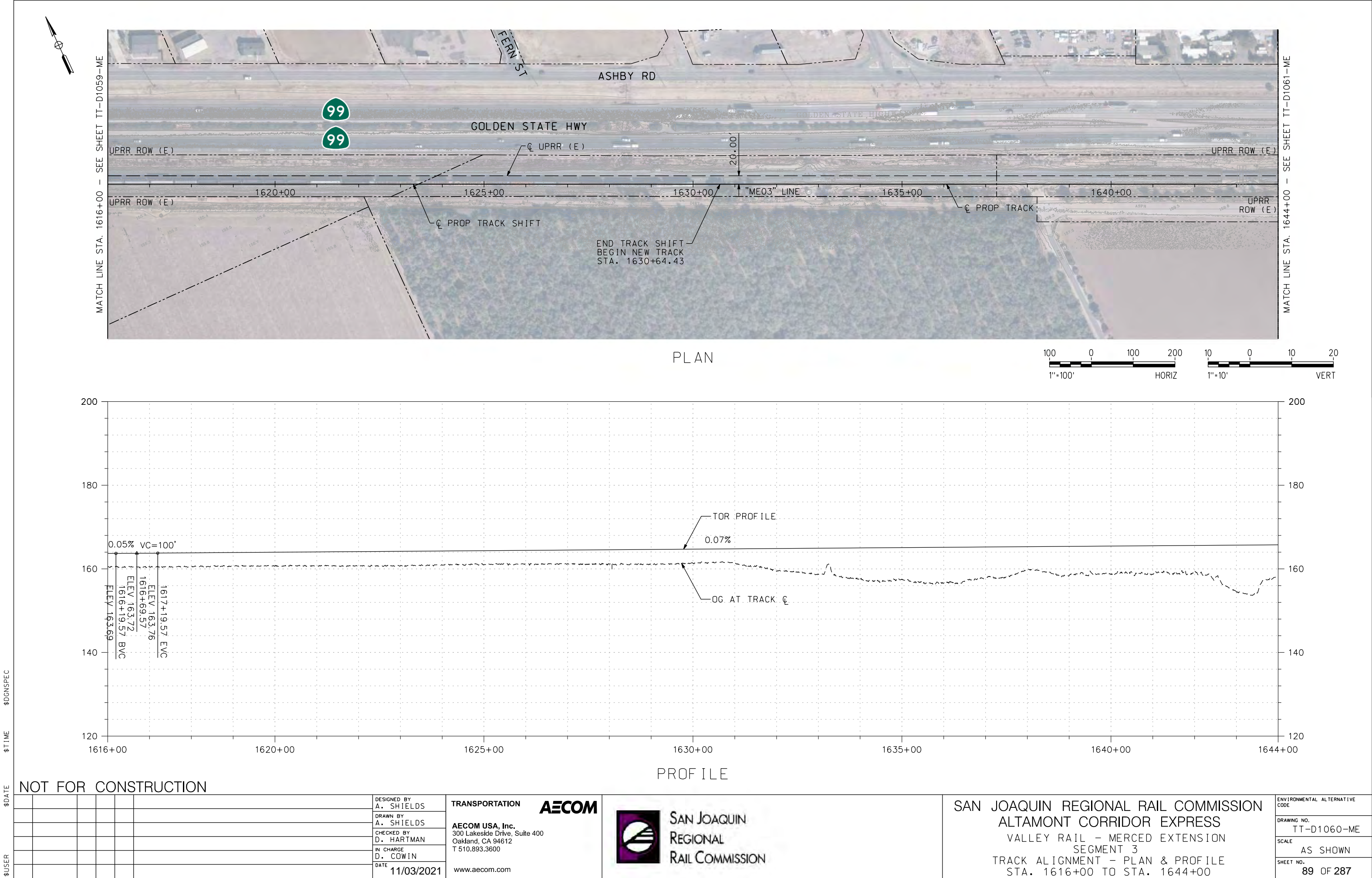
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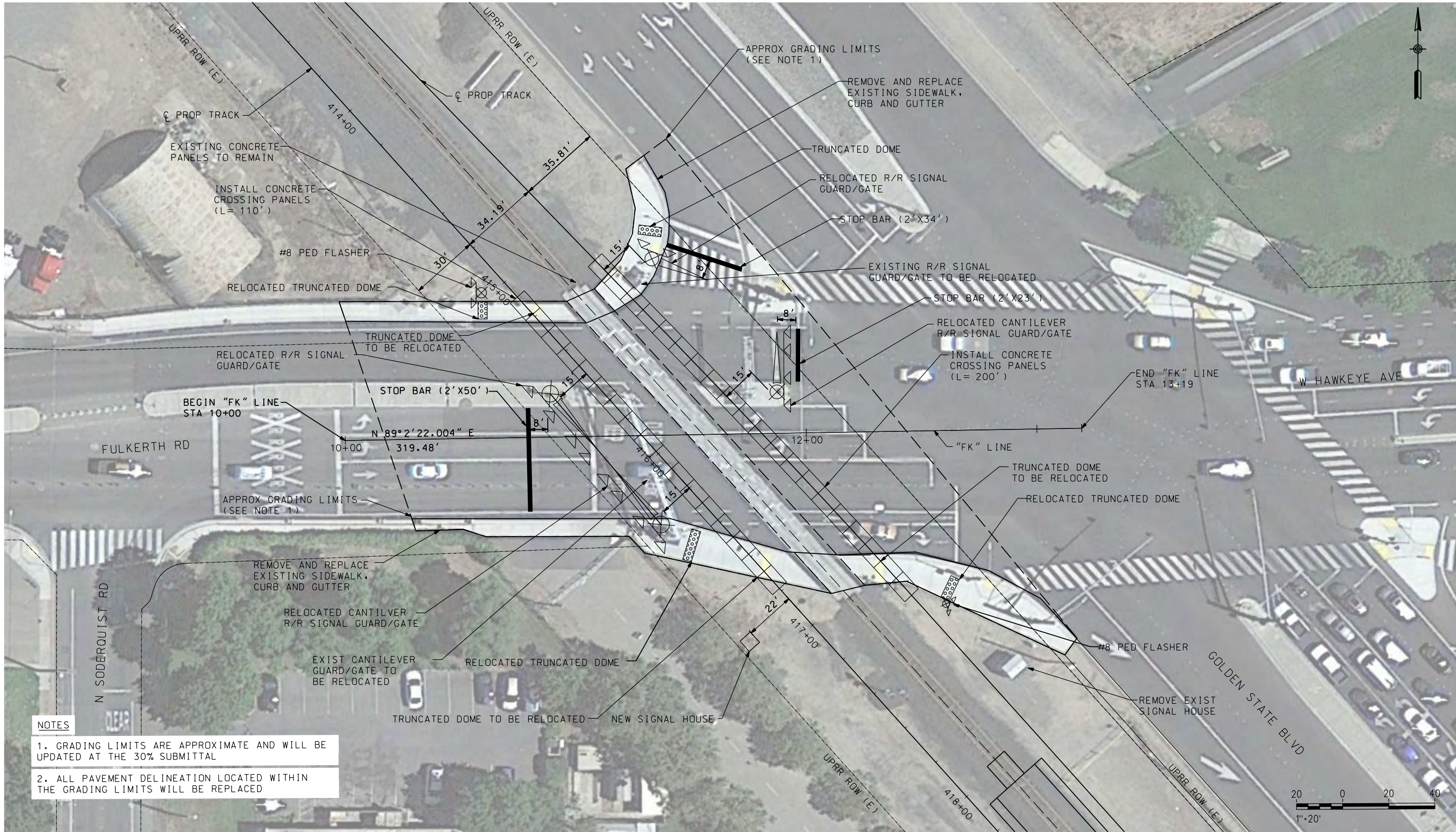












NOTES

1. GRADING LIMITS ARE APPROXIMATE AND WILL BE UPDATED AT THE 30% SUBMITTAL
2. ALL PAVEMENT DELINEATION LOCATED WITHIN THE GRADING LIMITS WILL BE REPLACED

\$DATE \$TIME \$USER \$DATE \$TIME \$USER

NOT FOR CONSTRUCTION

DESIGNED BY
A. SHIELDS
DRAWN BY
D. LEE
CHECKED BY
D. HARTMAN
IN CHARGE
D. COWIN
DATE
11/03/21

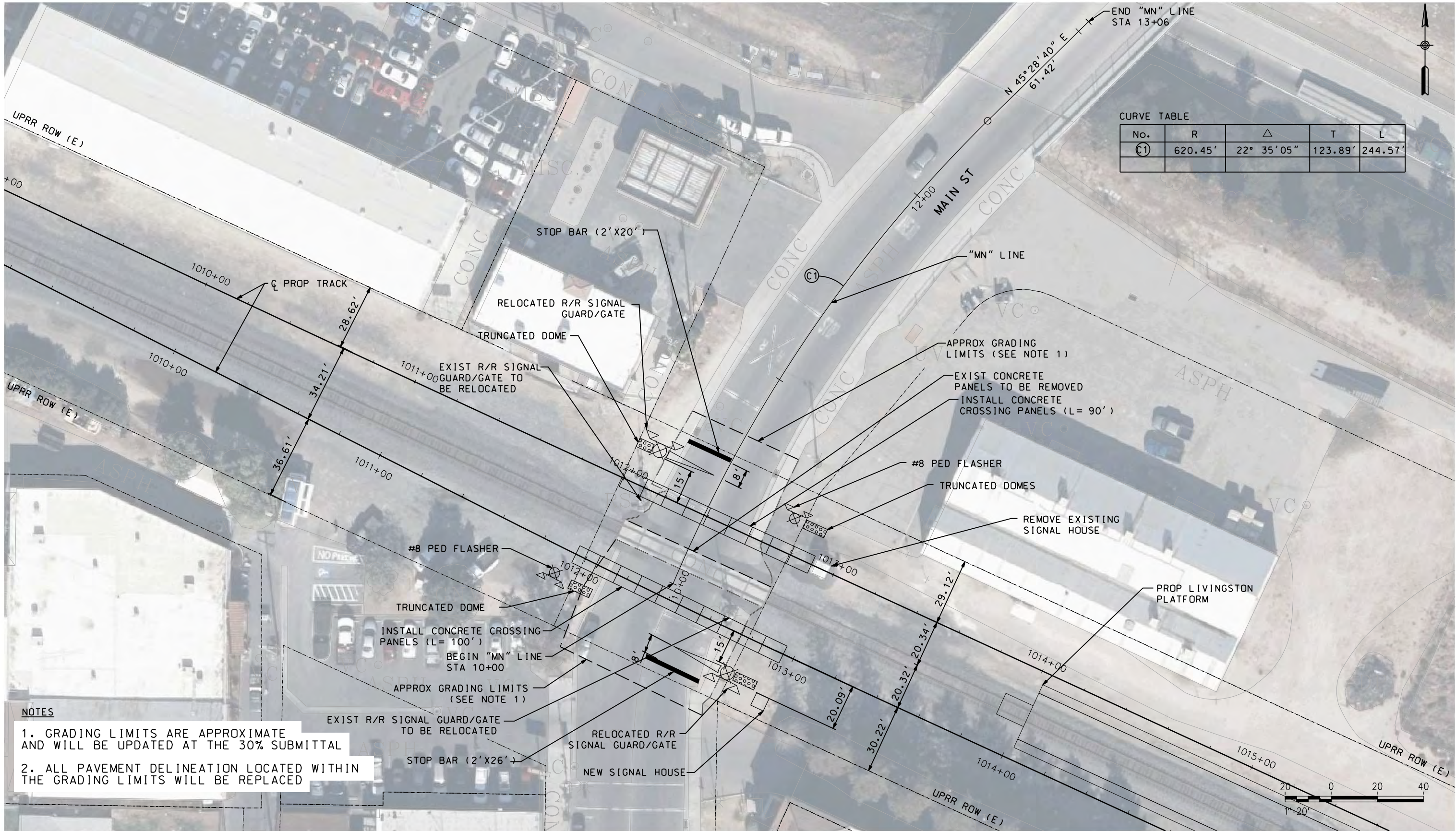
TRANSPORTATION
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300 Lakeside Drive, Suite 400
Oakland, CA 94612
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SAN JOAQUIN
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SAN JOAQUIN REGIONAL RAIL COMMISSION
ALTAMONT CORRIDOR EXPRESS
VALLEY RAIL - MERCED EXTENSION
AT-GRADE CROSSING IMPROVEMENTS
FULKERTH RD-FRESNO SUBDIVISION MP 124.89

ENVIRONMENTAL ALTERNATIVE
CODE
DRAWING NO.
CV-T1004-ME
SCALE
AS SHOWN
SHEET NO.
101 OF 287



CURVE TABLE				
No.	R	Δ	T	L
C1	620.45'	22° 35' 05"	123.89'	244.57'

- NOTES**
- 1. GRADING LIMITS ARE APPROXIMATE AND WILL BE UPDATED AT THE 30% SUBMITTAL
 - 2. ALL PAVEMENT DELINEATION LOCATED WITHIN THE GRADING LIMITS WILL BE REPLACED

\$DATE \$TIME \$USER \$DGN\$SPEC

NOT FOR CONSTRUCTION

DESIGNED BY
A. SHIELDS
DRAWN BY
D. LEE
CHECKED BY
D. HARTMAN
IN CHARGE
D. COWIN
DATE
11/03/21

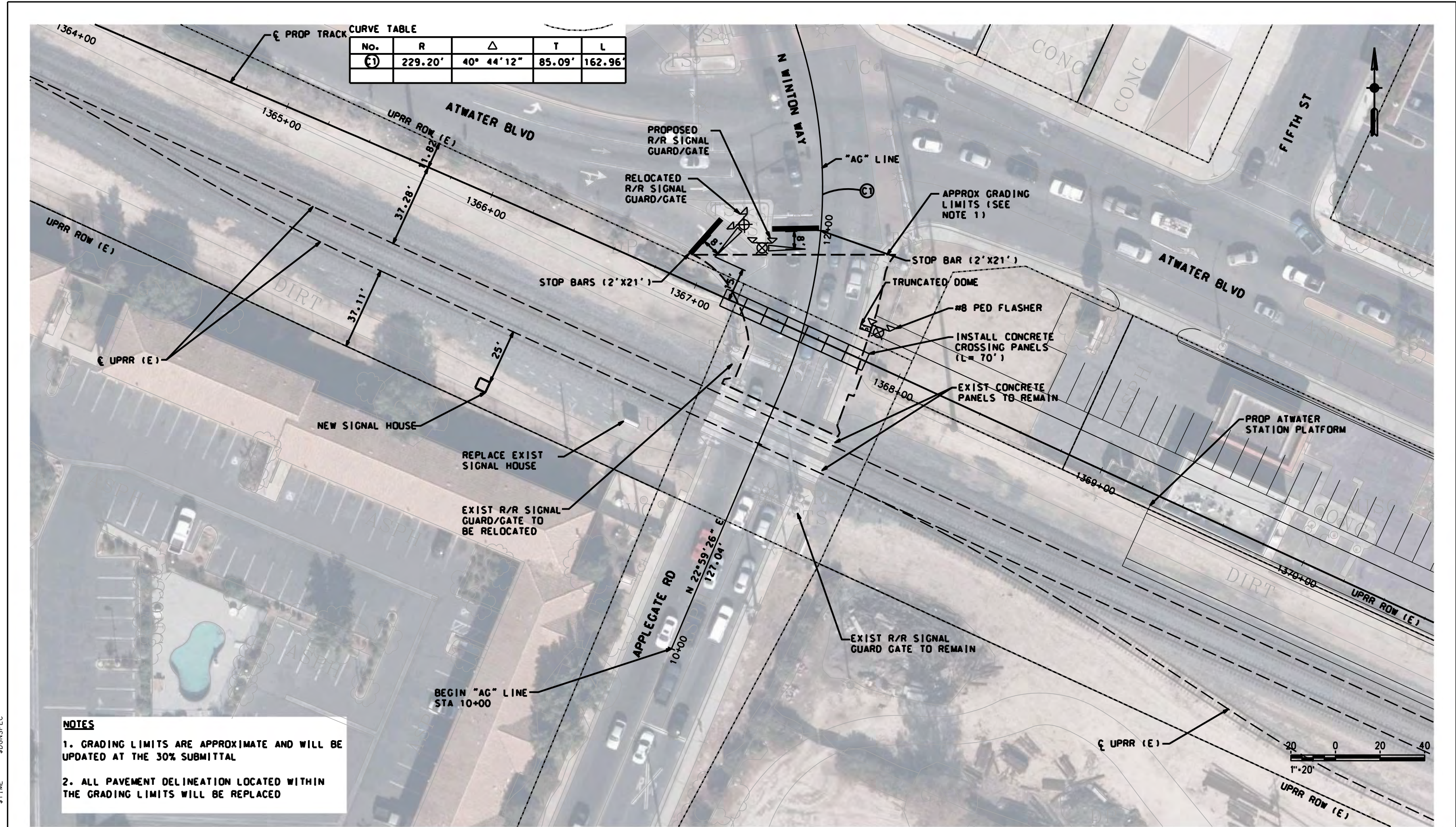
TRANSPORTATION
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SAN JOAQUIN
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SAN JOAQUIN REGIONAL RAIL COMMISSION
ALTAMONT CORRIDOR EXPRESS
VALLEY RAIL – MERCED EXTENSION
AT-GRADE CROSSING IMPROVEMENTS
MAIN ST – FRESNO SUBDIVISION MP 136.27

ENVIRONMENTAL ALTERNATIVE
CODE
DRAWING NO.
CV-T1016-ME
SCALE
AS SHOWN
SHEET NO.
113 OF 287



CURVE TABLE				
No.	R	Δ	T	L
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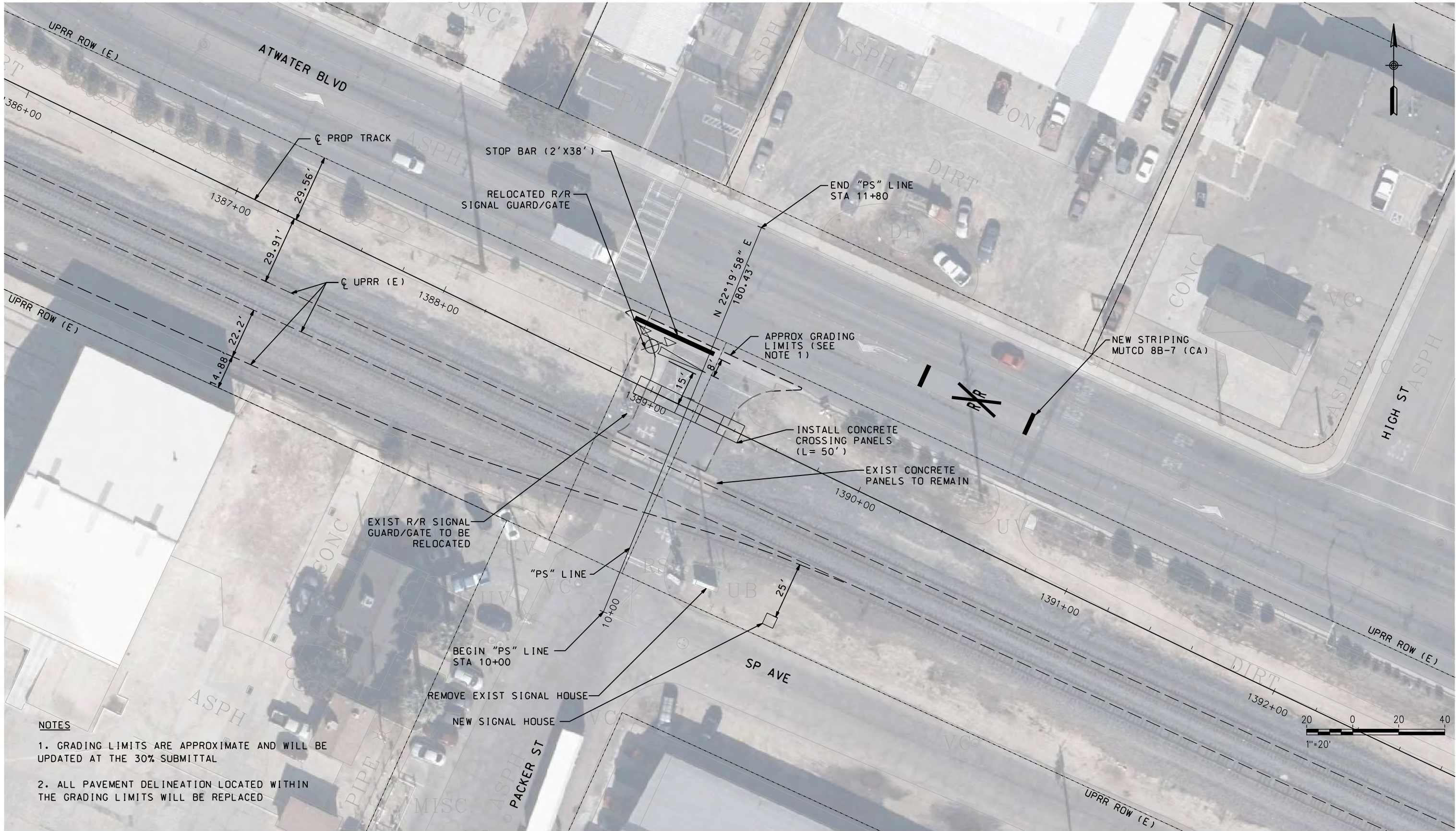
NOTES

1. GRADING LIMITS ARE APPROXIMATE AND WILL BE UPDATED AT THE 30% SUBMITTAL

2. ALL PAVEMENT DELINEATION LOCATED WITHIN THE GRADING LIMITS WILL BE REPLACED

NOT FOR CONSTRUCTION

						DESIGNED BY A. SHIELDS	TRANSPORTATION AECOM USA, Inc. 300 Lakeside Drive, Suite 400 Oakland, CA 94612 T 510.893.3600 www.aecom.com	 SAN JOAQUIN REGIONAL RAIL COMMISSION	SAN JOAQUIN REGIONAL RAIL COMMISSION ALTAMONT CORRIDOR EXPRESS VALLEY RAIL - MERCED EXTENSION AT-GRADE CROSSING IMPROVEMENTS APPLEGATE RD - FRESNO SUBDIVISION MP 142.95	ENVIRONMENTAL ALTERNATIVE CODE DRAWING NO. CV-T1018-ME SCALE AS SHOWN SHEET NO. 115 OF 287
						DRAWN BY D. LEE				
						CHECKED BY D. HARTMAN				
						IN CHARGE D. COWIN				
						DATE 11/03/21				



- NOTES**
- 1. GRADING LIMITS ARE APPROXIMATE AND WILL BE UPDATED AT THE 30% SUBMITTAL
 - 2. ALL PAVEMENT DELINEATION LOCATED WITHIN THE GRADING LIMITS WILL BE REPLACED

NOT FOR CONSTRUCTION

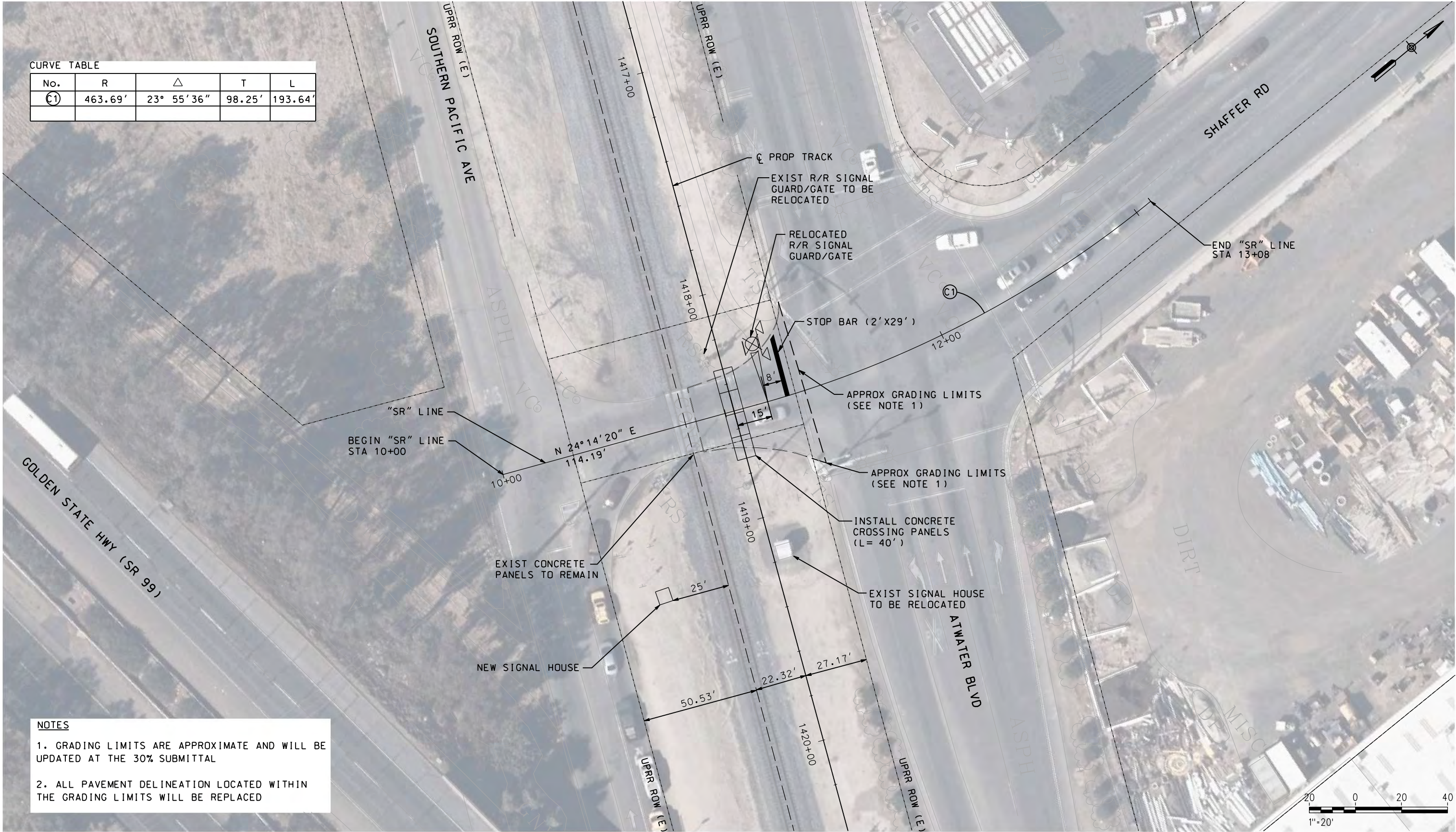
DESIGNED BY
A. SHIELDS
DRAWN BY
D. LEE
CHECKED BY
D. HARTMAN
IN CHARGE
D. COWIN
DATE
11/03/21

TRANSPORTATION
AECOM
AECOM USA, Inc.
300 Lakeside Drive, Suite 400
Oakland, CA 94612
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SAN JOAQUIN REGIONAL RAIL COMMISSION
ALTAMONT CORRIDOR EXPRESS
VALLEY RAIL - MERCED EXTENSION
AT-GRADE CROSSING IMPROVEMENTS
PACKER ST - FRESNO SUBDIVISION MP 143.36

ENVIRONMENTAL ALTERNATIVE
CODE
DRAWING NO.
CV-T1019-ME
SCALE
AS SHOWN
SHEET NO.
116 OF 287



CURVE TABLE				
No.	R	Δ	T	L
①	463.69'	23° 55' 36"	98.25'	193.64'

NOTES

1. GRADING LIMITS ARE APPROXIMATE AND WILL BE UPDATED AT THE 30% SUBMITTAL

2. ALL PAVEMENT DELINEATION LOCATED WITHIN THE GRADING LIMITS WILL BE REPLACED

\$DATE \$TIME \$USER \$DGN\$SPEC

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A. SHIELDS
DRAWN BY
D. LEE
CHECKED BY
D. HARTMAN
IN CHARGE
D. COWIN
DATE
11/03/21

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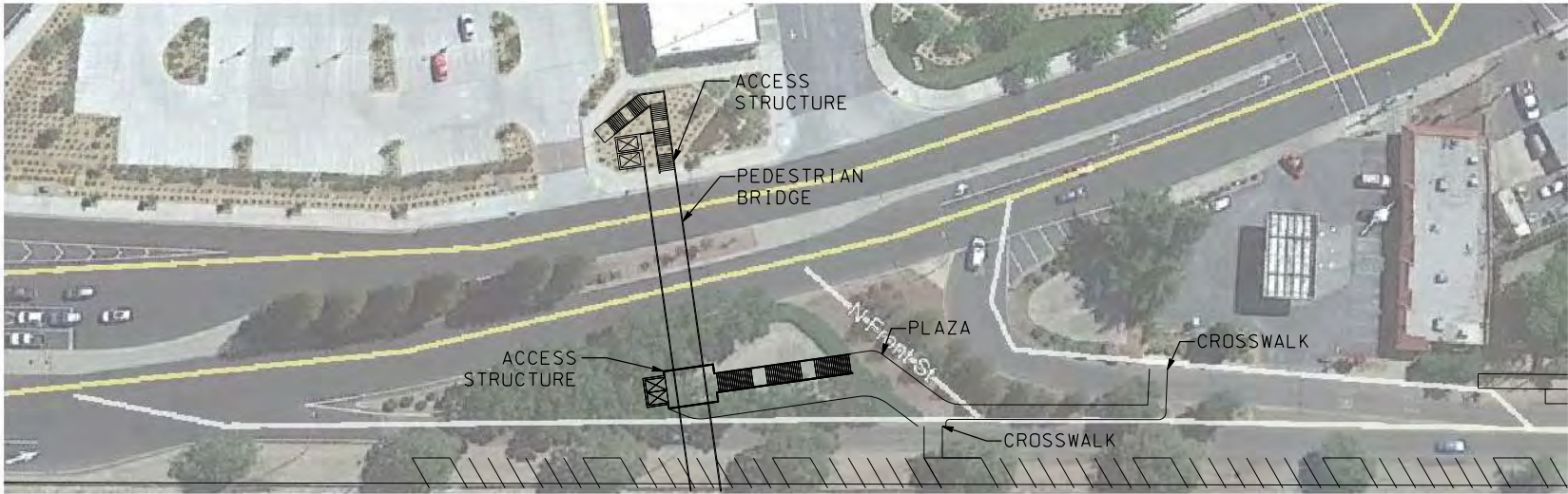
SAN JOAQUIN REGIONAL RAIL COMMISSION
ALTAMONT CORRIDOR EXPRESS
VALLEY RAIL - MERCED EXTENSION
AT-GRADE CROSSING IMPROVEMENTS
SHAFFER RD - FRESNO SUBDIVISION MP 143.93

ENVIRONMENTAL ALTERNATIVE
CODE
DRAWING NO.
CV-T1020-ME
SCALE
AS SHOWN
SHEET NO.
117 OF 287

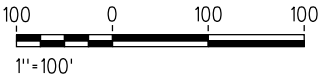


MATCH LINE STA. 44+00 - SEE SHEET CV-S1002-ME

PLAN



DETAIL A



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\$DATE \$USER \$TIME \$DGN\$SPEC

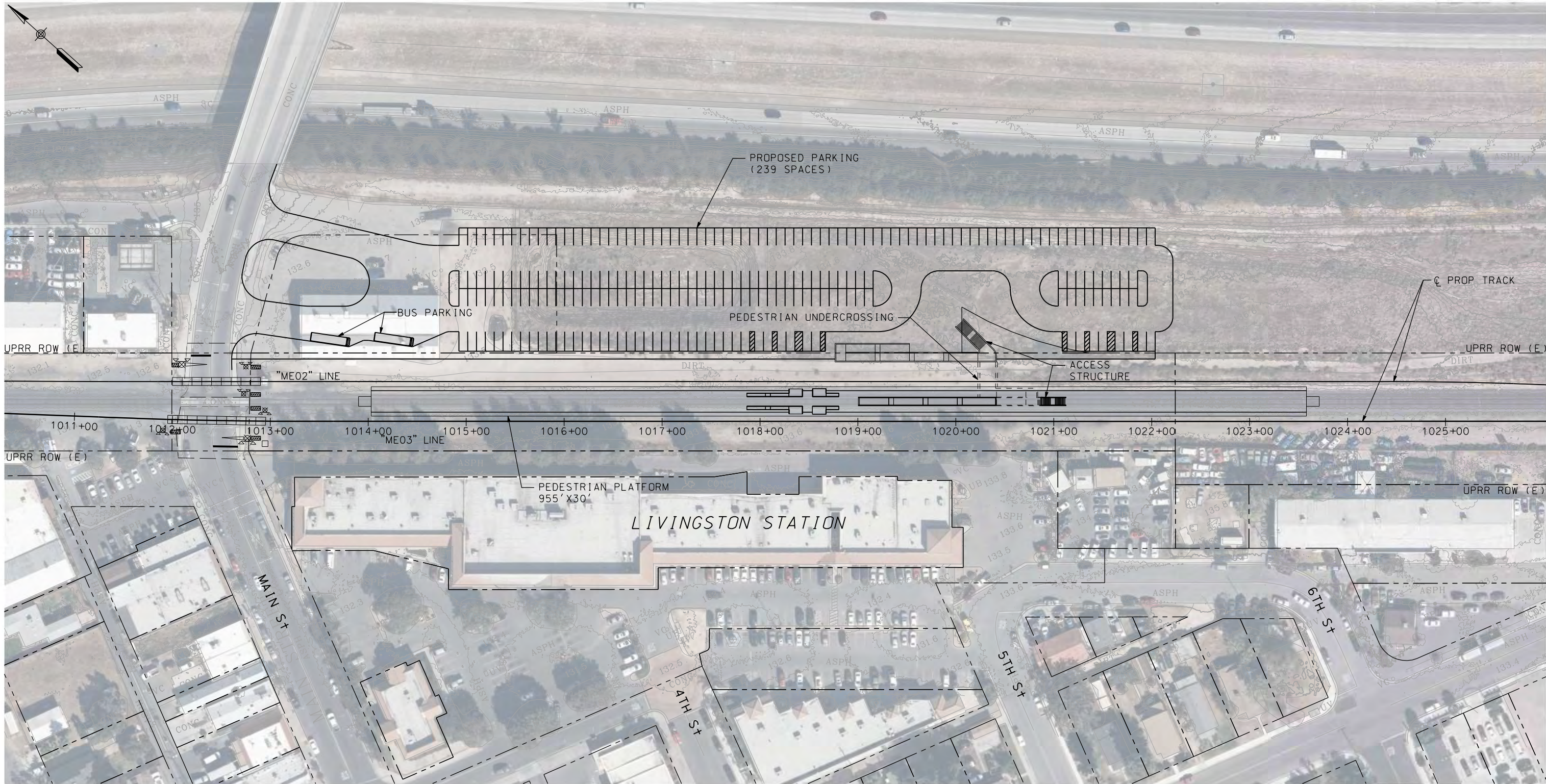
DESIGNED BY
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CHECKED BY
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IN CHARGE
D. COWIN
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ALTAMONT CORRIDOR EXPRESS
VALLEY RAIL - MERCED EXTENSION
TURLOCK STATION
STATION AREA PLAN
SHEET 1 OF 2

ENVIRONMENTAL ALTERNATIVE
CODE
DRAWING NO.
CV-S1001-ME
SCALE
AS SHOWN
SHEET NO.
123 OF 287



PLAN

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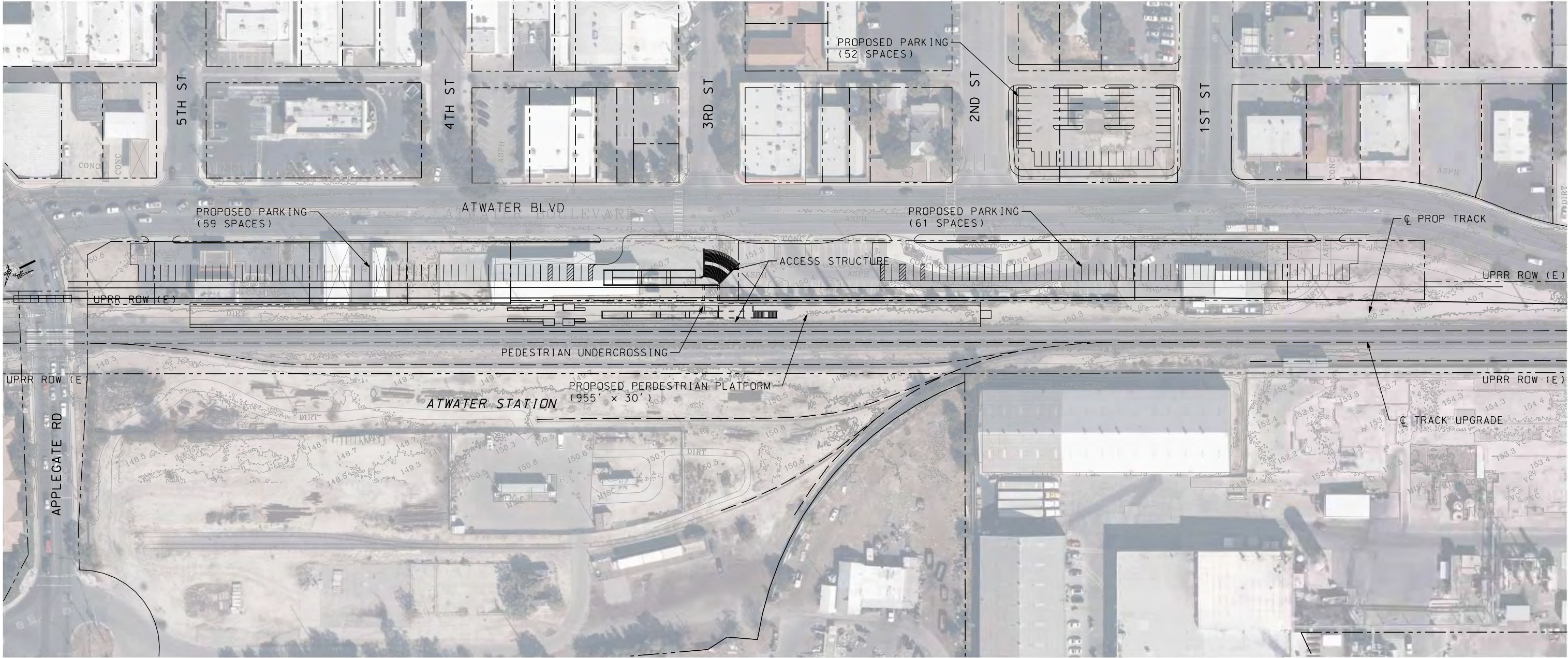


SAN JOAQUIN REGIONAL RAIL COMMISSION
ALTAMONT CORRIDOR EXPRESS
VALLEY RAIL - MERCED EXTENSION

LIVINGSTON STATION
STATION AREA PLAN

ENVIRONMENTAL ALTERNATIVE
CODE
DRAWING NO.
CV-S2001A-ME
SCALE
AS SHOWN
SHEET NO.
136 OF 287

\$DATE \$TIME \$USER \$DGN \$SPEC



PLAN

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CHECKED BY D. HARTMAN	AECOM USA, Inc.
IN CHARGE D. COWIN	300 Lakeside Drive, Suite 400
DATE 11/03/21	Oakland, CA 94612
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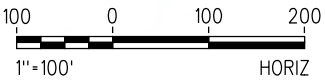
SAN JOAQUIN REGIONAL RAIL COMMISSION
ALTAMONT CORRIDOR EXPRESS
VALLEY RAIL - MERCED EXTENSION

ATWATER STATION
STATION AREA PLAN

ENVIRONMENTAL ALTERNATIVE CODE
DRAWING NO. CV-S2001B-ME
SCALE AS SHOWN
SHEET NO. 137 OF 287



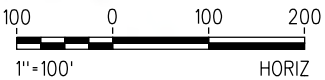
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MATCH LINE - SEE BELOW



PLAN



MATCH LINE STA. 52+00 - SEE SHEET CV-11002-ME

NOT FOR CONSTRUCTION

\$DGNSPEC
\$TIME
\$DATE
\$USER

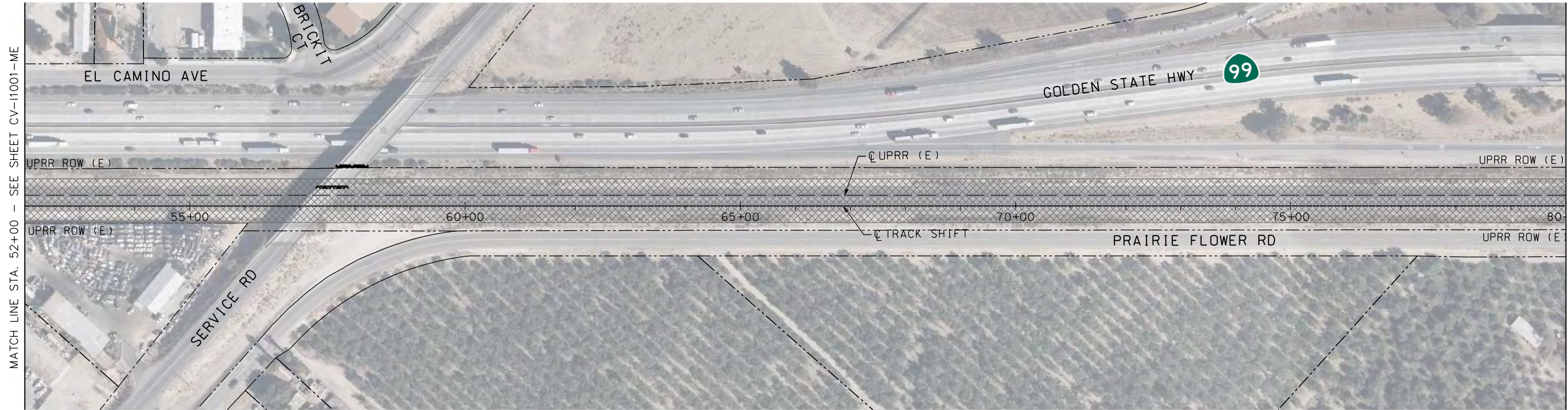
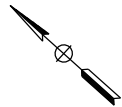
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CHECKED BY
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IN CHARGE
D. COWIN
DATE
11/03/21

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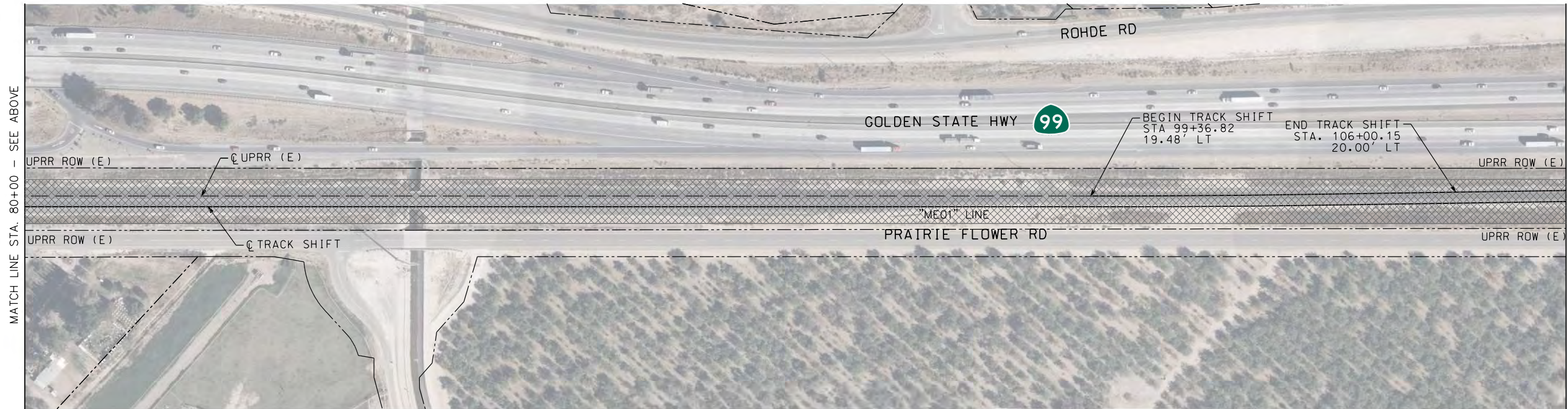
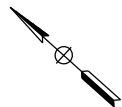
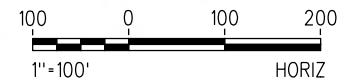


SAN JOAQUIN REGIONAL RAIL COMMISSION
ALTAMONT CORRIDOR EXPRESS
VALLEY RAIL - MERCED EXTENSION
SEGMENT 1
TEMPORARY CONSTRUCTION AREA PLAN
STA. 23+20.13 TO STA. 52+00

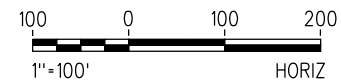
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CODE
DRAWING NO.
CV-11001-ME
SCALE
AS SHOWN
SHEET NO.
178 OF 287



PLAN



PLAN



CONSTRUCTION AREA

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\$DATE
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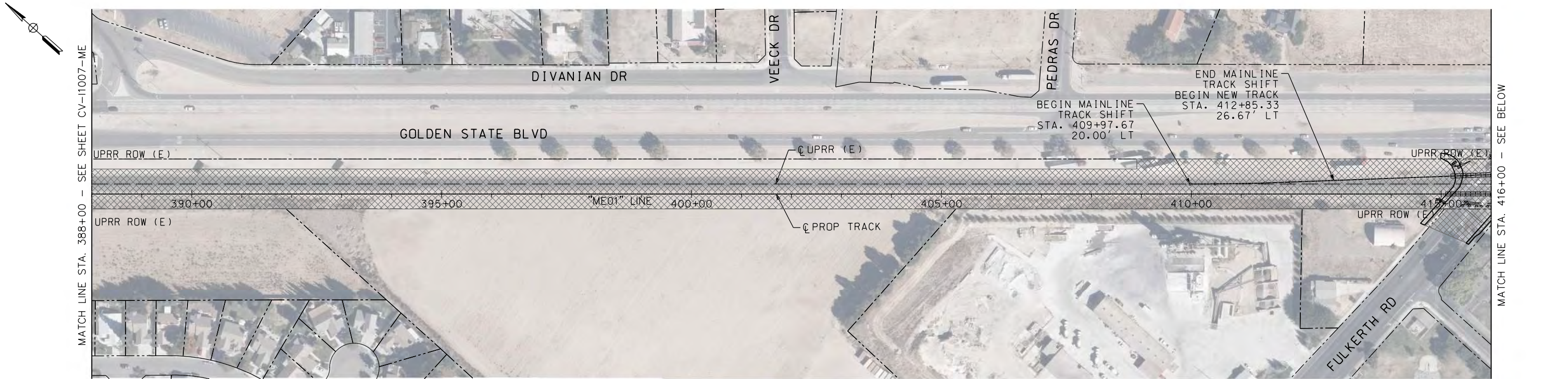
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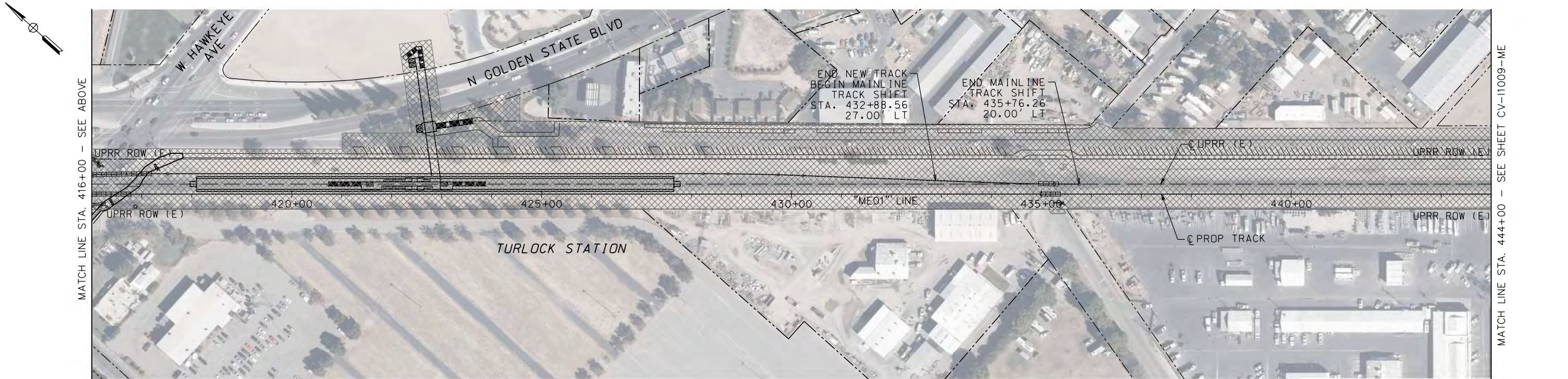
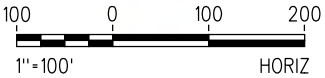
SAN JOAQUIN
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SAN JOAQUIN REGIONAL RAIL COMMISSION
ALTAMONT CORRIDOR EXPRESS
VALLEY RAIL - MERCED EXTENSION
SEGMENT 1
TEMPORARY CONSTRUCTION AREA PLAN
STA. 52+00 TO STA. 108+00

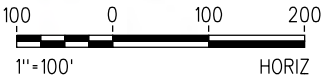
ENVIRONMENTAL ALTERNATIVE
CODE
DRAWING NO.
CV-I1002-ME
SCALE
AS SHOWN
SHEET NO.
179 OF 287



PLAN



PLAN



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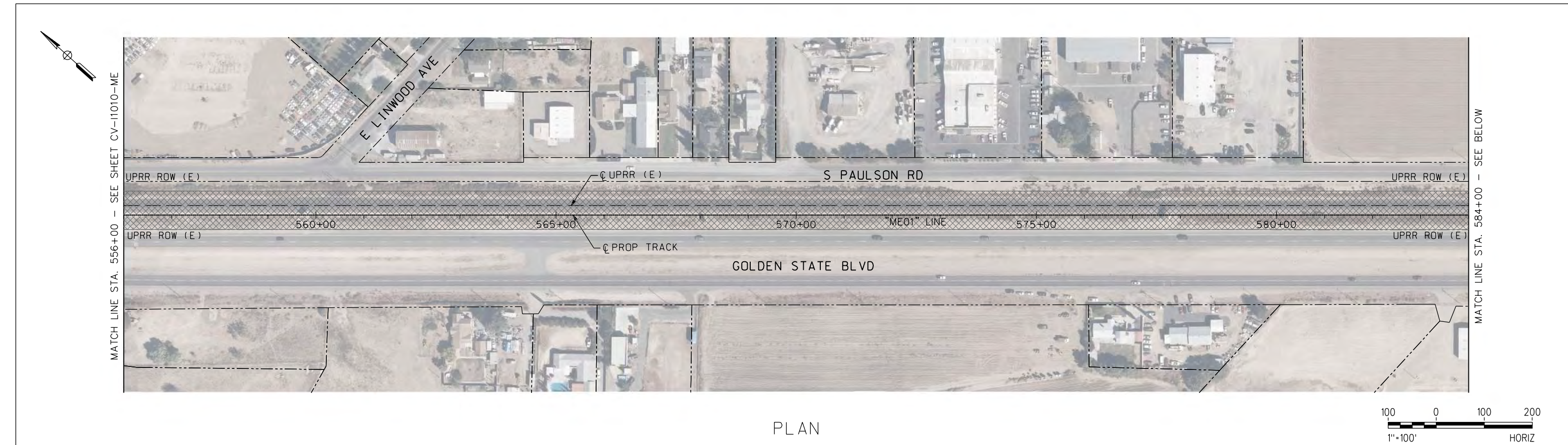
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ALTAMONT CORRIDOR EXPRESS
VALLEY RAIL - MERCED EXTENSION
SEGMENT 1
TEMPORARY CONSTRUCTION AREA PLAN
STA. 388+00 TO STA. 444+00

ENVIRONMENTAL ALTERNATIVE
CODE
DRAWING NO.
CV-11008-ME
SCALE
AS SHOWN
SHEET NO.
185 OF 287



PLAN

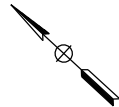


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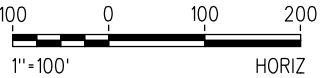
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DRAWN BY D. LEE				DRAWING NO. CV-I1011-ME
CHECKED BY D. HARTMAN				SCALE AS SHOWN
IN CHARGE D. COWIN				SHEET NO. 188 OF 287
DATE 11/03/21				



PLAN



 CONSTRUCTION AREA

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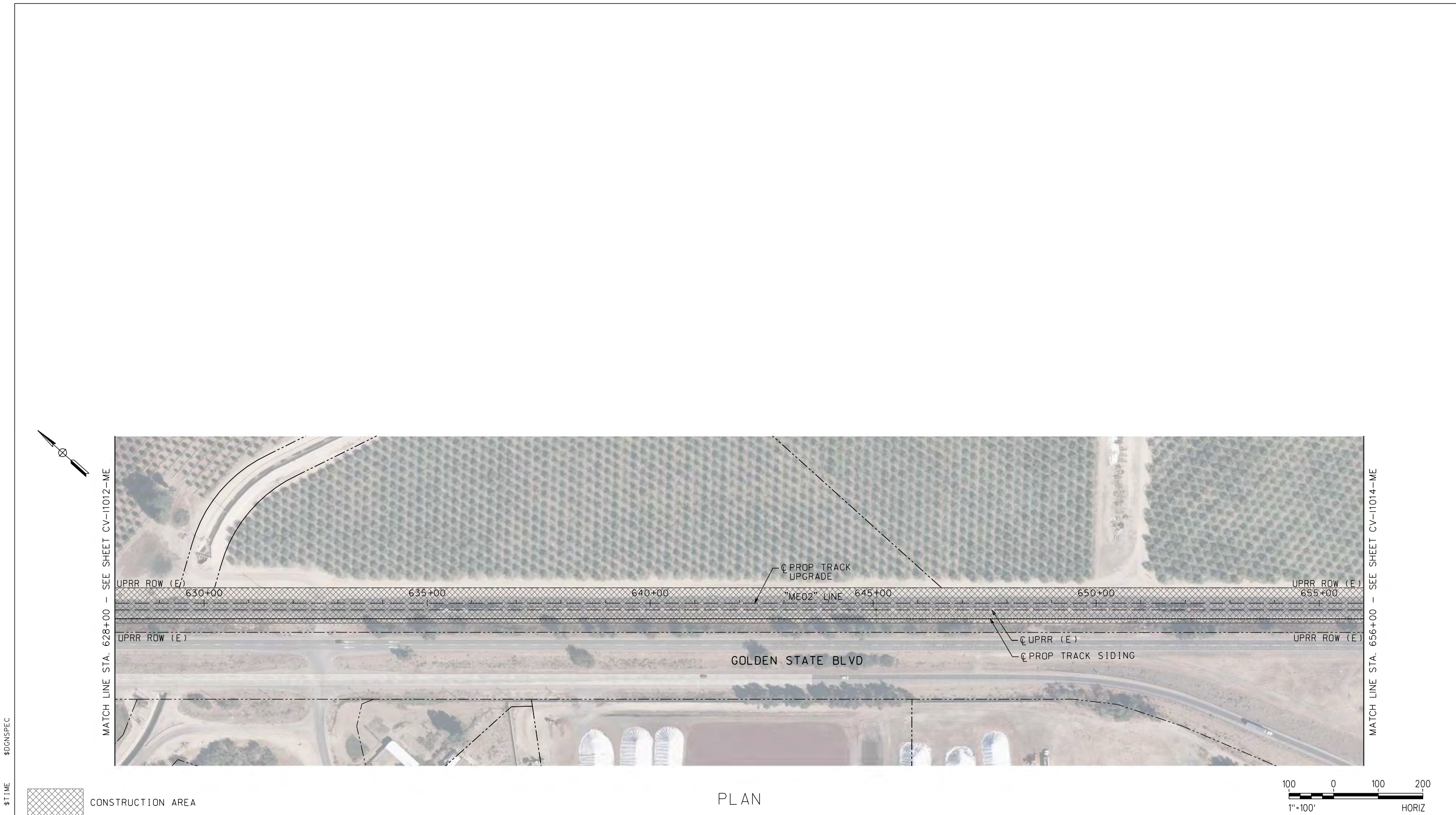
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DRAWN BY D. LEE
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DATE 11/03/21

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ALTAMONT CORRIDOR EXPRESS
VALLEY RAIL - MERCED EXTENSION
SEGMENT 1
TEMPORARY CONSTRUCTION AREA PLAN
STA. 612+00 TO STA. 628+00

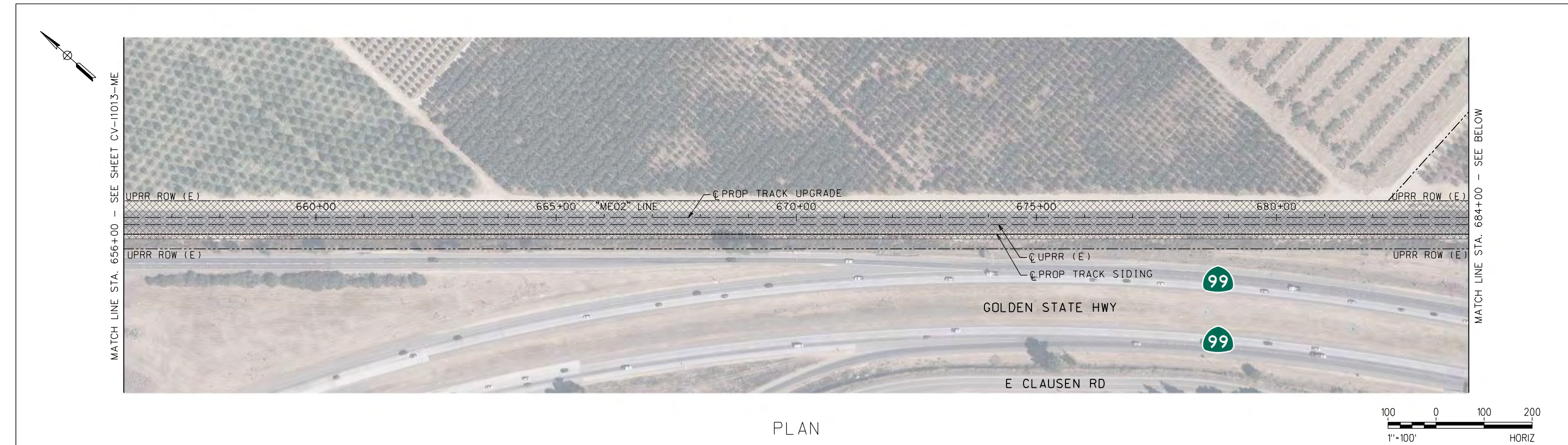
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DRAWING NO. CV-11012-ME
SCALE AS SHOWN
SHEET NO. 189 OF 287



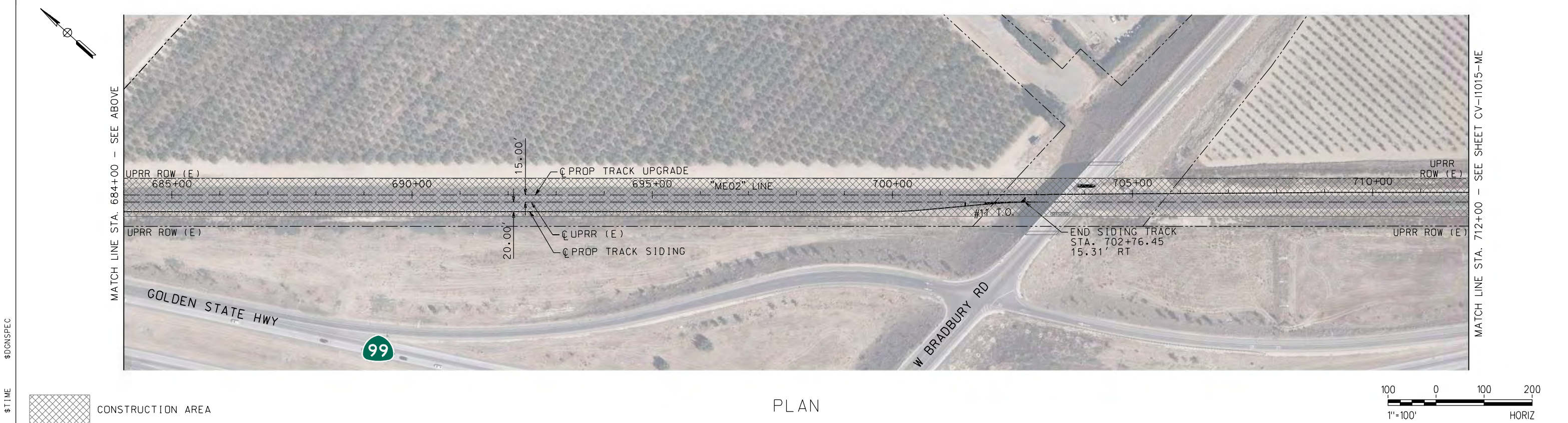
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						DRAWN BY D. LEE				DRAWING NO. CV-11013-ME
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						IN CHARGE D. COWIN				SHEET NO. 190 OF 287
						DATE 11/03/21				



PLAN



PLAN

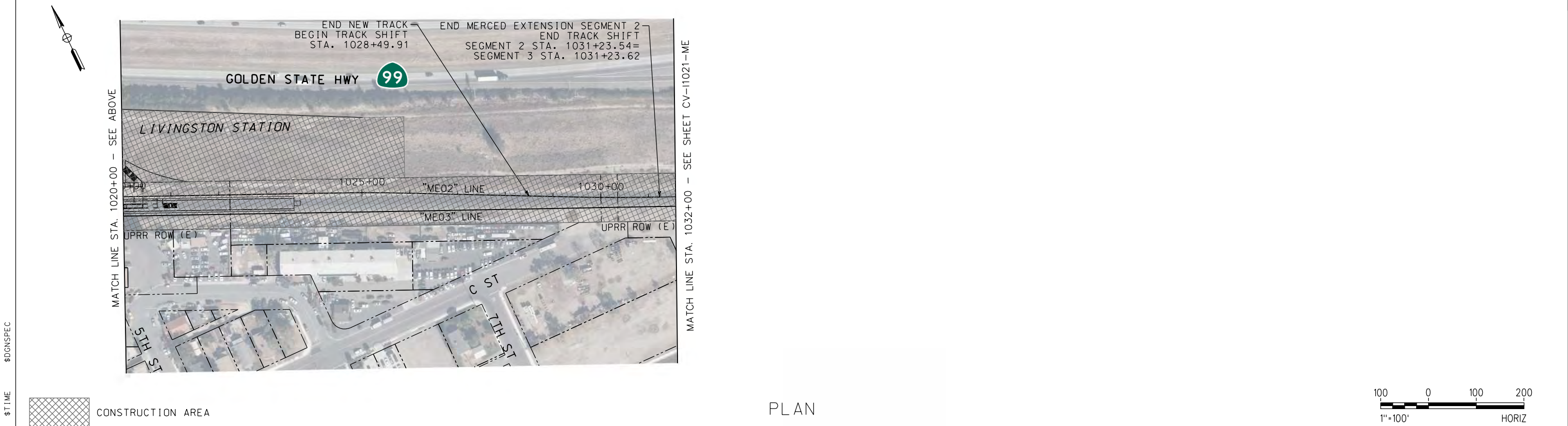
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DRAWN BY D. LEE				DRAWING NO. CV-11014-ME
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IN CHARGE D. COWIN				SHEET NO. 191 OF 287
DATE 11/03/21				



PLAN

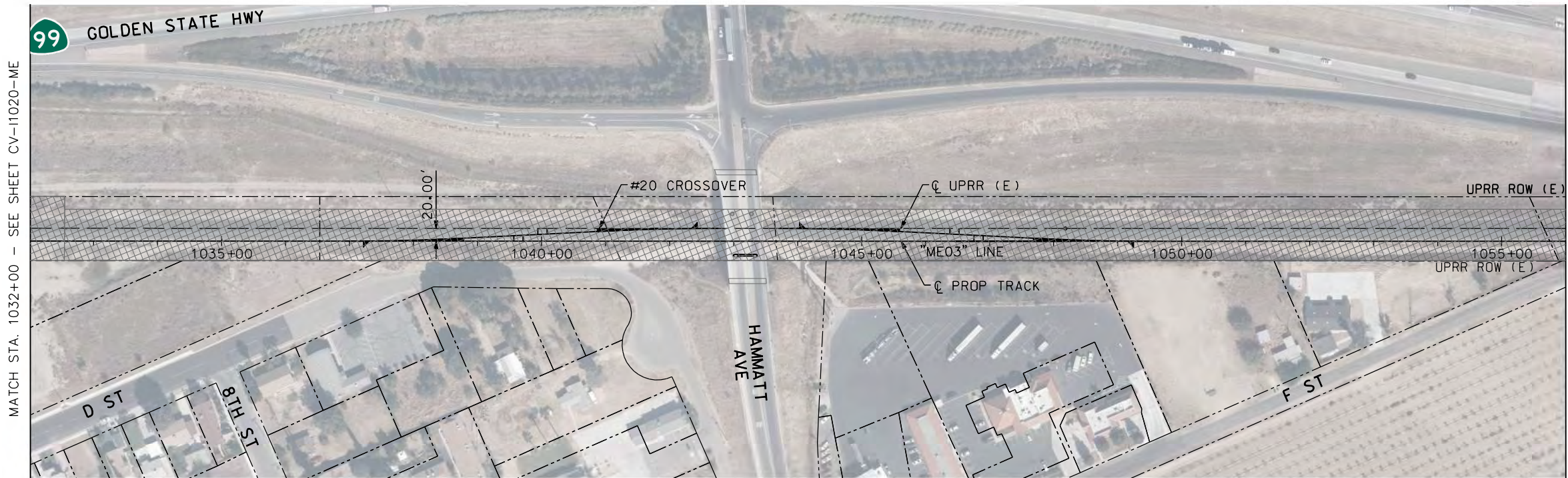


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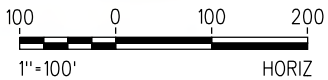
					DESIGNED BY A. SHIELDS	<div>TRANSPORTATION</div> <div></div> <div></div>	<div>SAN JOAQUIN REGIONAL RAIL COMMISSION</div> <div>ALTAMONT CORRIDOR EXPRESS</div> <div>VALLEY RAIL – MERCED EXTENSION</div> <div>SEGMENT 2</div> <div>TEMPORARY CONSTRUCTION AREA PLAN</div> <div>STA. 992+00 TO STA. 1032+00</div>	ENVIRONMENTAL ALTERNATIVE CODE
					DRAWN BY D. LEE			DRAWING NO. CV-11020-ME
					CHECKED BY D. HARTMAN			SCALE AS SHOWN
					IN CHARGE D. COWIN			SHEET NO. 197 OF 287
					DATE 11/03/21			
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\$TIME
\$DATE
\$USER



PLAN

 CONSTRUCTION AREA



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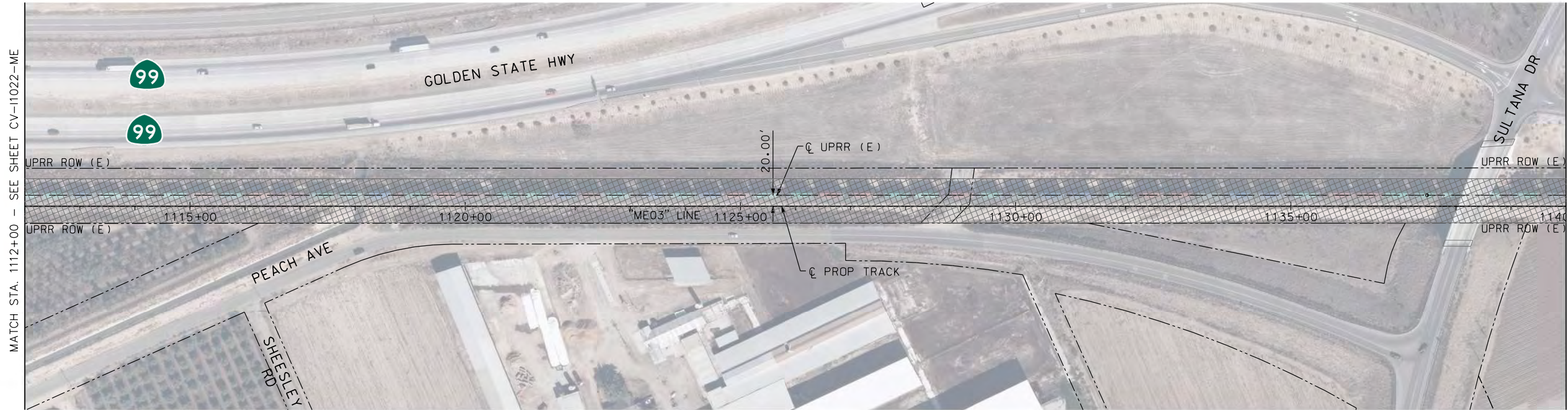
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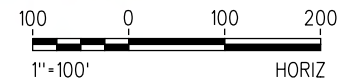
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ALTAMONT CORRIDOR EXPRESS
VALLEY RAIL – MERCED EXTENSION
SEGMENT 3
TEMPORARY CONSTRUCTION AREA PLAN
STA. 1032+00 TO STA. 1056+00

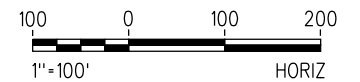
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SHEET NO. 198 OF 287



PLAN



PLAN




CONSTRUCTION AREA

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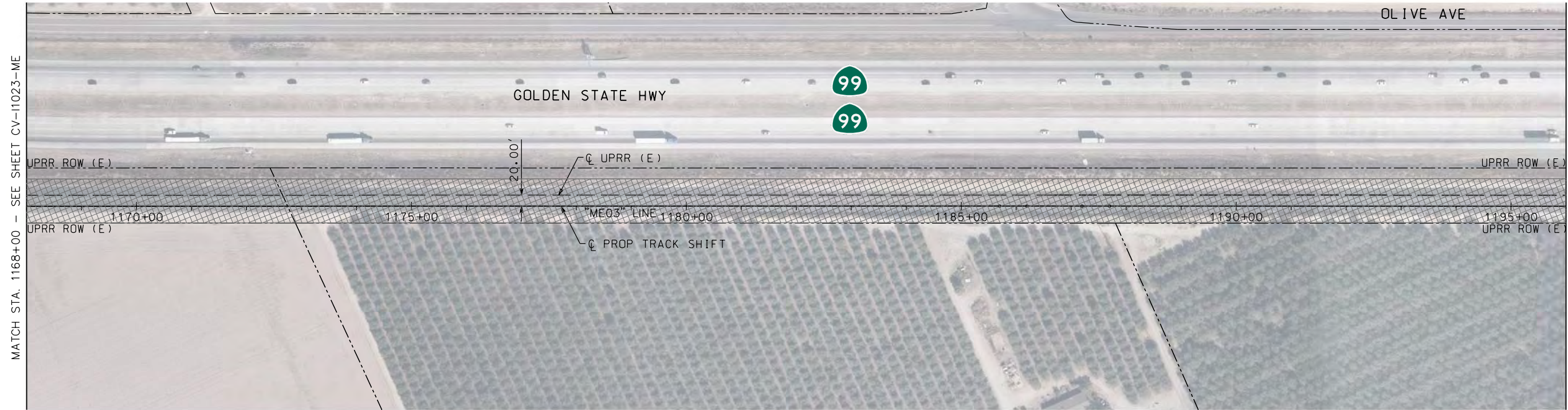
DESIGNED BY A. SHIELDS
DRAWN BY D. LEE
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IN CHARGE D. COWIN
DATE 11/03/21

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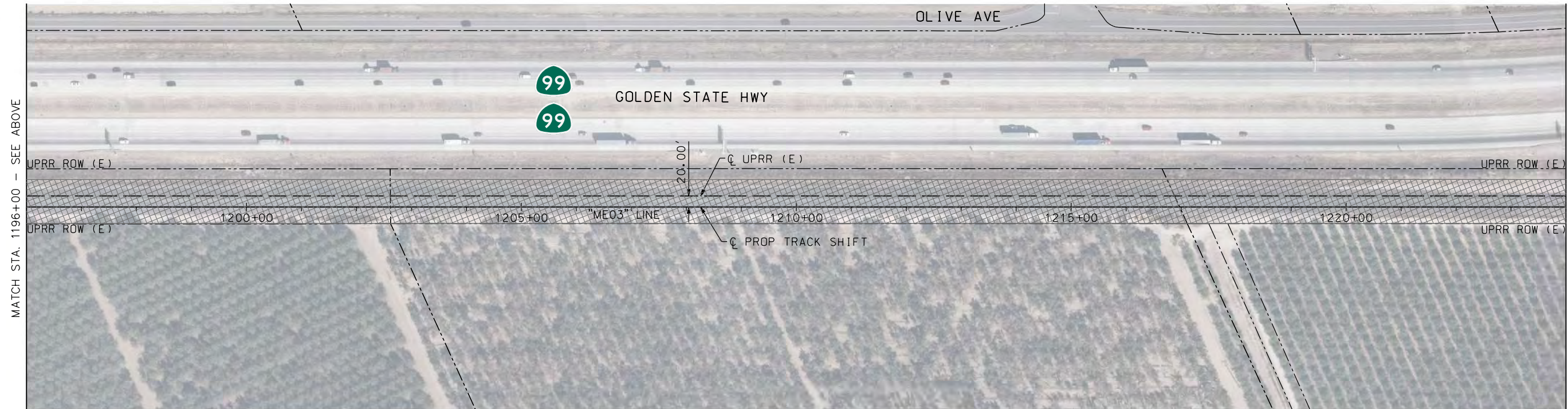
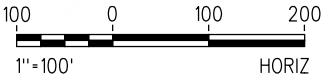
	SAN JOAQUIN REGIONAL RAIL COMMISSION
---	---

SAN JOAQUIN REGIONAL RAIL COMMISSION ALTAMONT CORRIDOR EXPRESS VALLEY RAIL – MERCED EXTENSION SEGMENT 3 TEMPORARY CONSTRUCTION AREA PLAN STA. 1112+00 TO STA. 1168+00
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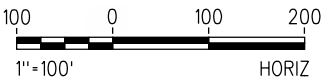
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PLAN



PLAN



 CONSTRUCTION AREA

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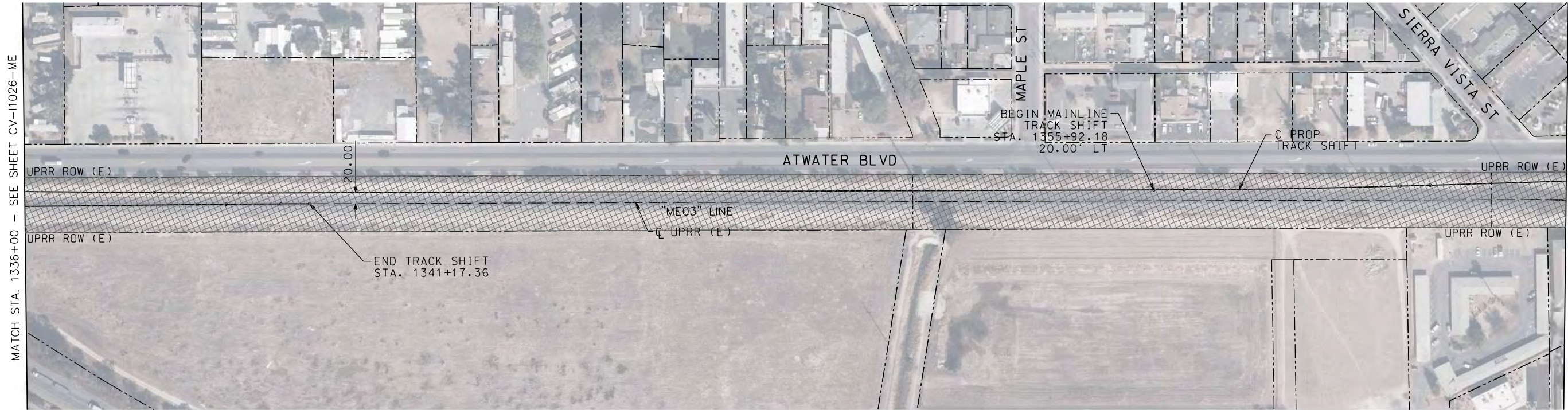
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D. LEE
CHECKED BY
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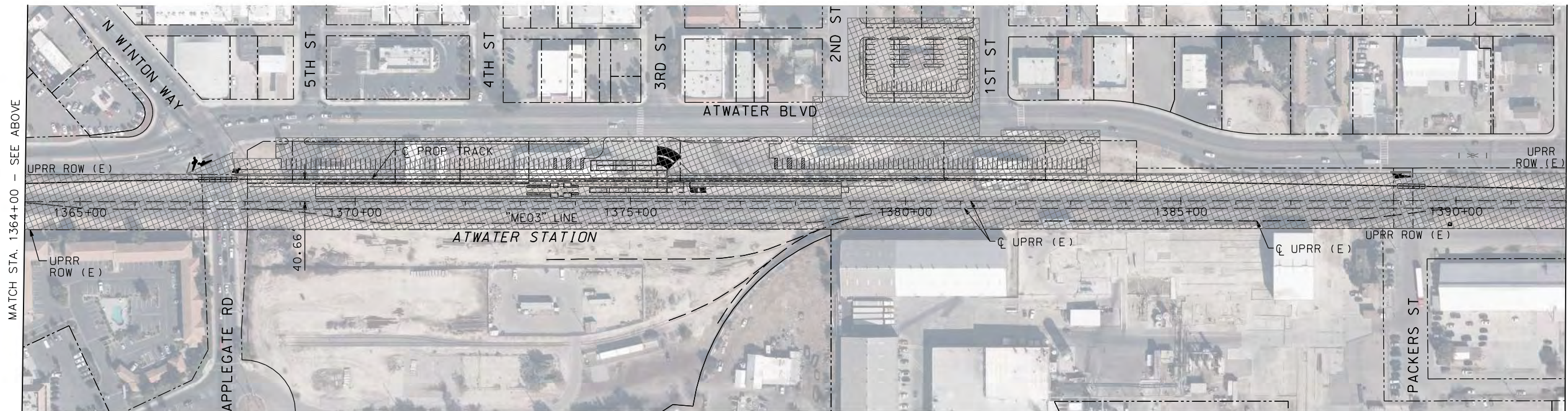


SAN JOAQUIN REGIONAL RAIL COMMISSION
ALTAMONT CORRIDOR EXPRESS
VALLEY RAIL – MERCED EXTENSION
SEGMENT 3
TEMPORARY CONSTRUCTION AREA PLAN
STA. 1168+00 TO STA. 1224+00

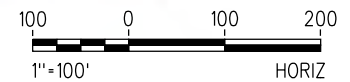
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AS SHOWN
SHEET NO.
201 OF 287



PLAN



PLAN




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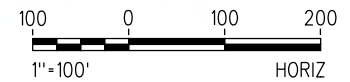


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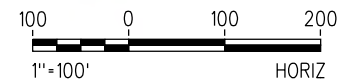
SAN JOAQUIN REGIONAL RAIL COMMISSION	
ALTAMONT CORRIDOR EXPRESS	
VALLEY RAIL - MERCED EXTENSION	
SEGMENT 3	
TEMPORARY CONSTRUCTION AREA PLAN	
STA. 1336+00 TO STA. 1392+00	
ENVIRONMENTAL ALTERNATIVE CODE	
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SCALE AS SHOWN	
SHEET NO. 204 OF 287	



PLAN



PLAN



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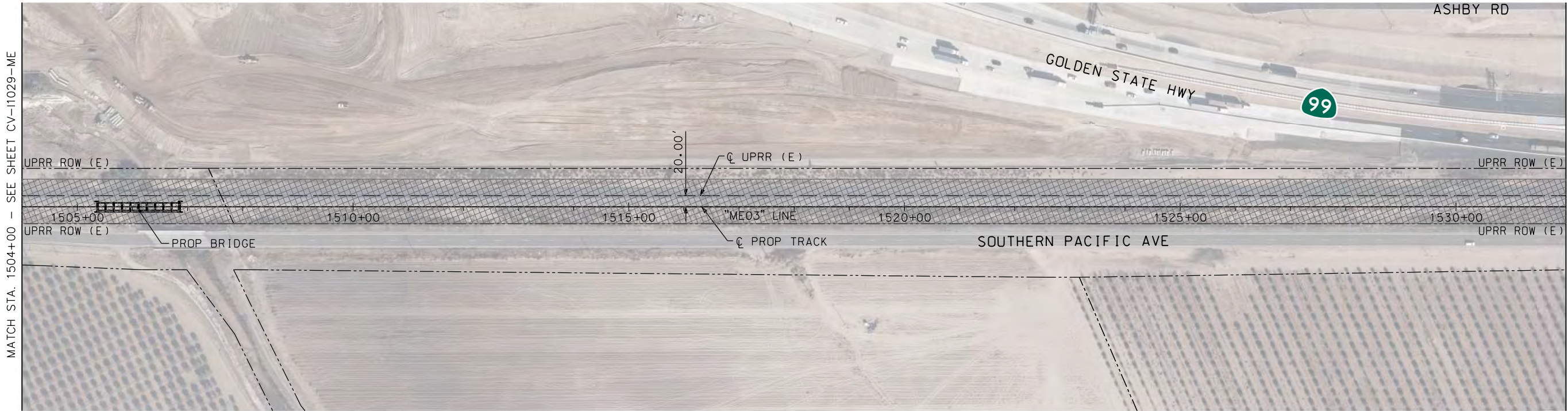
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DRAWN BY
D. LEE
CHECKED BY
D. HARTMAN
IN CHARGE
D. COWIN
DATE
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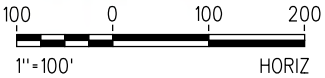


SAN JOAQUIN REGIONAL RAIL COMMISSION
ALTAMONT CORRIDOR EXPRESS
VALLEY RAIL - MERCED EXTENSION
SEGMENT 3
TEMPORARY CONSTRUCTION AREA PLAN
STA. 1392+00 TO STA. 1448+00

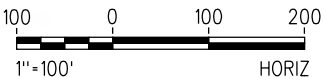
ENVIRONMENTAL ALTERNATIVE
CODE
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SCALE
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SHEET NO.
205 OF 287



PLAN



PLAN



CONSTRUCTION AREA

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\$DGNSPEC \$TIME \$DATE \$USER

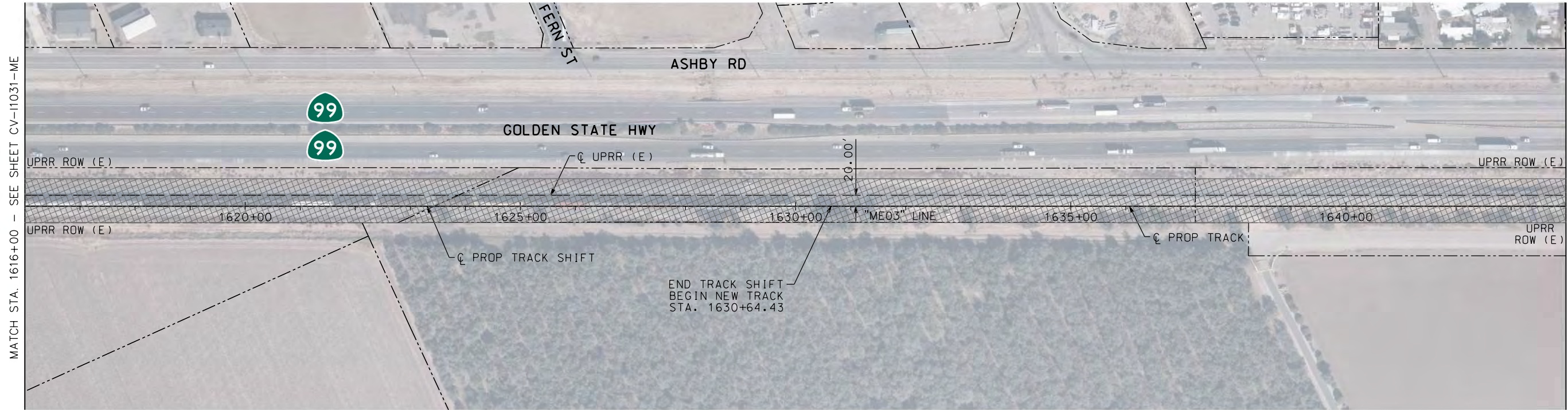
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A. SHIELDS
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D. LEE
CHECKED BY
D. HARTMAN
IN CHARGE
D. COWIN
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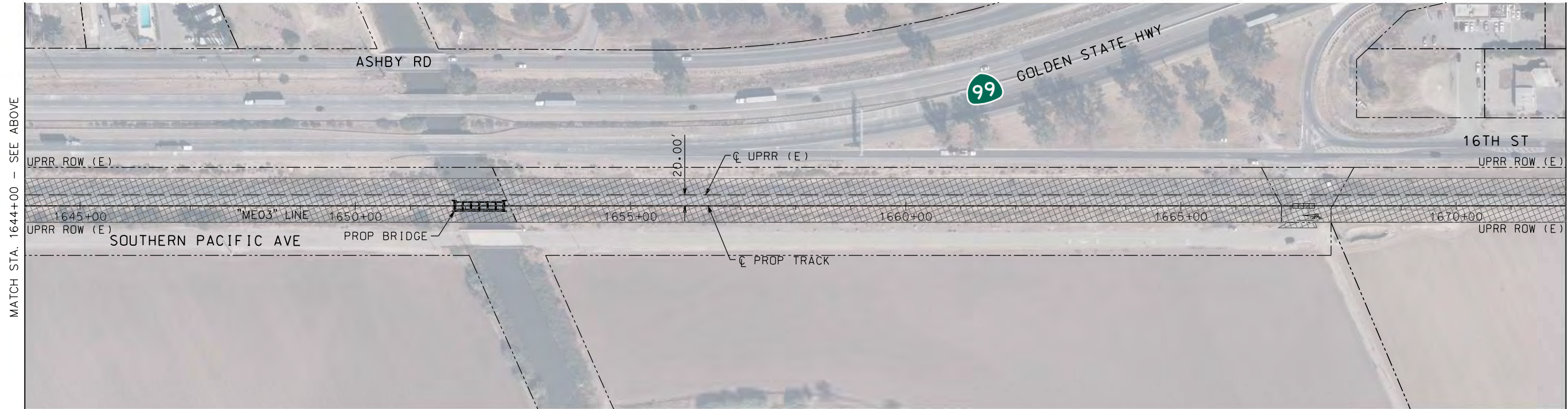
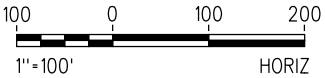


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ALTAMONT CORRIDOR EXPRESS
VALLEY RAIL - MERCED EXTENSION
SEGMENT 3
TEMPORARY CONSTRUCTION AREA PLAN
STA. 1504+00 TO STA. 1560+00

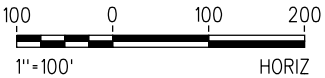
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CODE
DRAWING NO.
CV-11030-ME
SCALE
AS SHOWN
SHEET NO.
207 OF 287



PLAN



PLAN



CONSTRUCTION AREA

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\$DGNSPEC \$TIME \$DATE \$USER

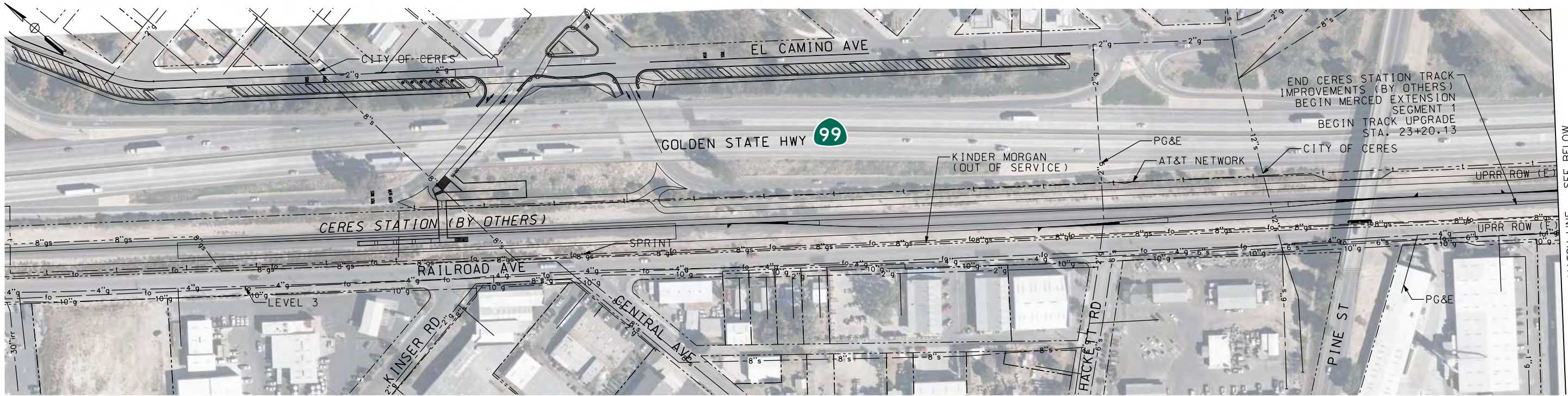
DESIGNED BY
A. SHIELDS
DRAWN BY
D. LEE
CHECKED BY
D. HARTMAN
IN CHARGE
D. COWIN
DATE
11/03/21

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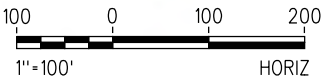


SAN JOAQUIN REGIONAL RAIL COMMISSION
ALTAMONT CORRIDOR EXPRESS
VALLEY RAIL - MERCED EXTENSION
SEGMENT 3
TEMPORARY CONSTRUCTION AREA PLAN
STA. 1616+00 TO STA. 1672+00

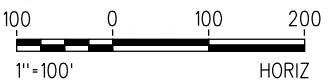
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CODE
DRAWING NO.
CV-11032-ME
SCALE
AS SHOWN
SHEET NO.
209 OF 287



PLAN




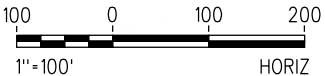
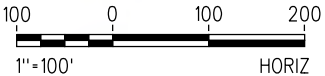
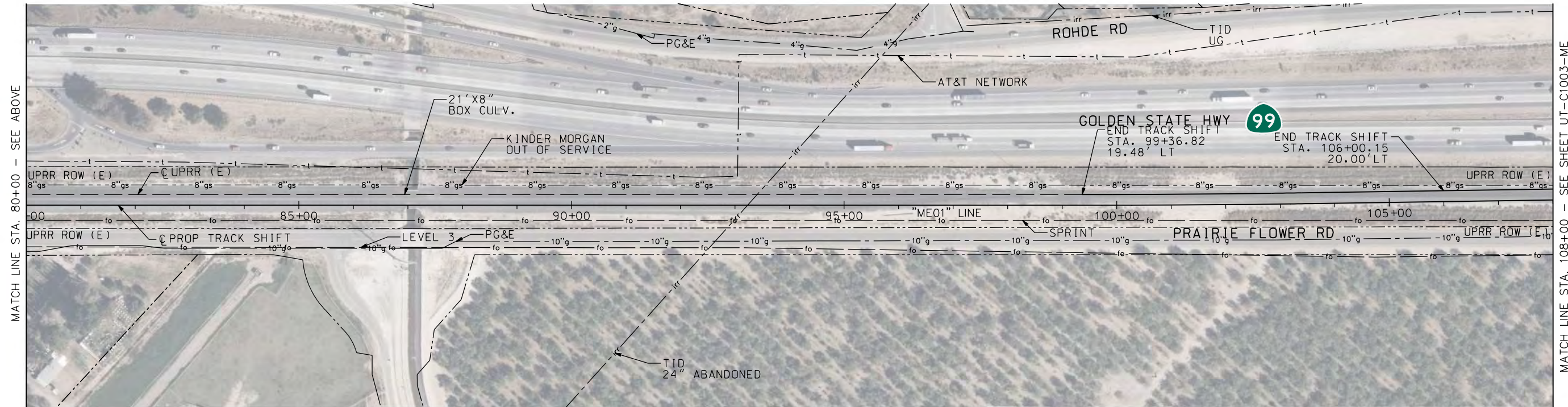
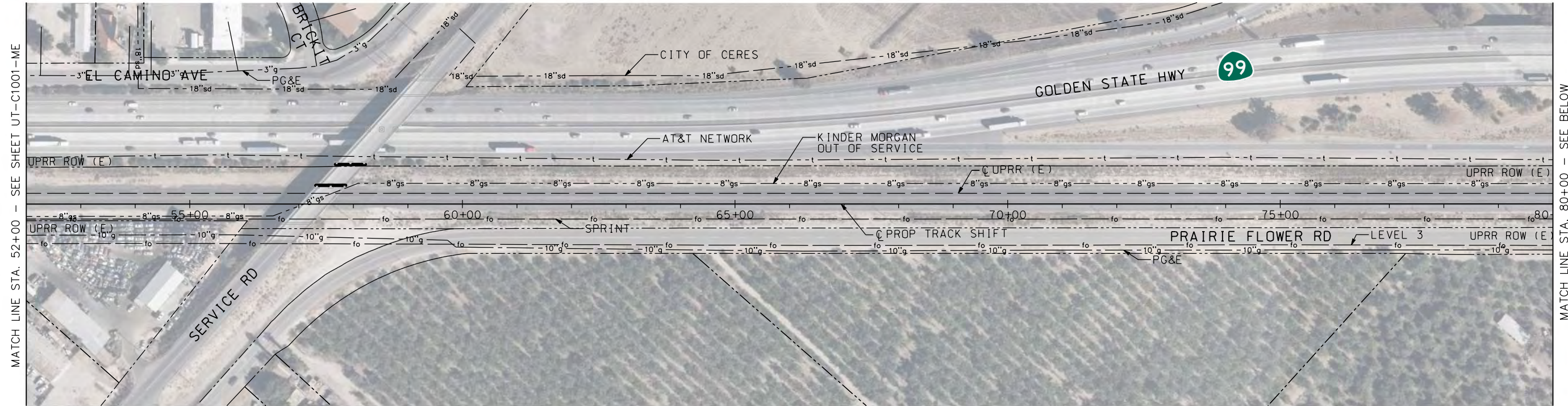
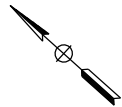
PLAN



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\$TIME
\$DATE
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					DESIGNED BY A. SHIELDS	TRANSPORTATION AECOM AECOM USA, Inc. 300 Lakeside Drive, Suite 400 Oakland, CA 94612 T 510.893.3600 www.aecom.com	 SAN JOAQUIN REGIONAL RAIL COMMISSION	SAN JOAQUIN REGIONAL RAIL COMMISSION ALTAMONT CORRIDOR EXPRESS VALLEY RAIL – MERCED EXTENSION SEGMENT 1 EXISTING UTILITIES STA. 23+20.13 TO STA. 52+00	ENVIRONMENTAL ALTERNATIVE CODE DRAWING NO. UT-C1001-ME SCALE AS SHOWN SHEET NO. 216 OF 287
					DRAWN BY D. LEE				
					CHECKED BY D. HARTMAN				
					IN CHARGE D. COWIN DATE 11/03/21				



PLAN

PLAN

\$DATE \$TIME \$USER \$DGN\$SPEC

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A. SHIELDS
DRAWN BY
D. LEE
CHECKED BY
D. HARTMAN
IN CHARGE
D. COWIN
DATE
11/03/21

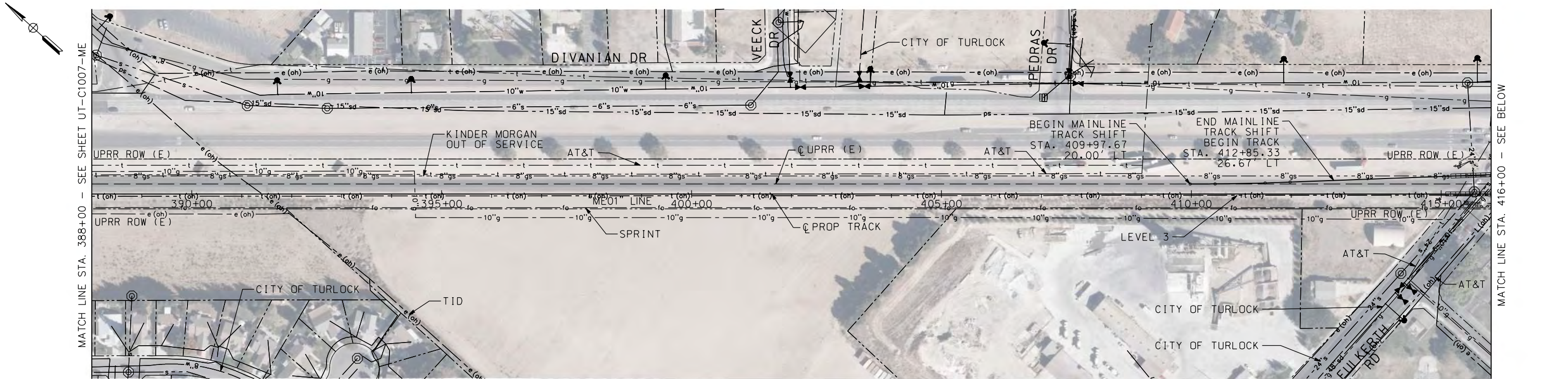
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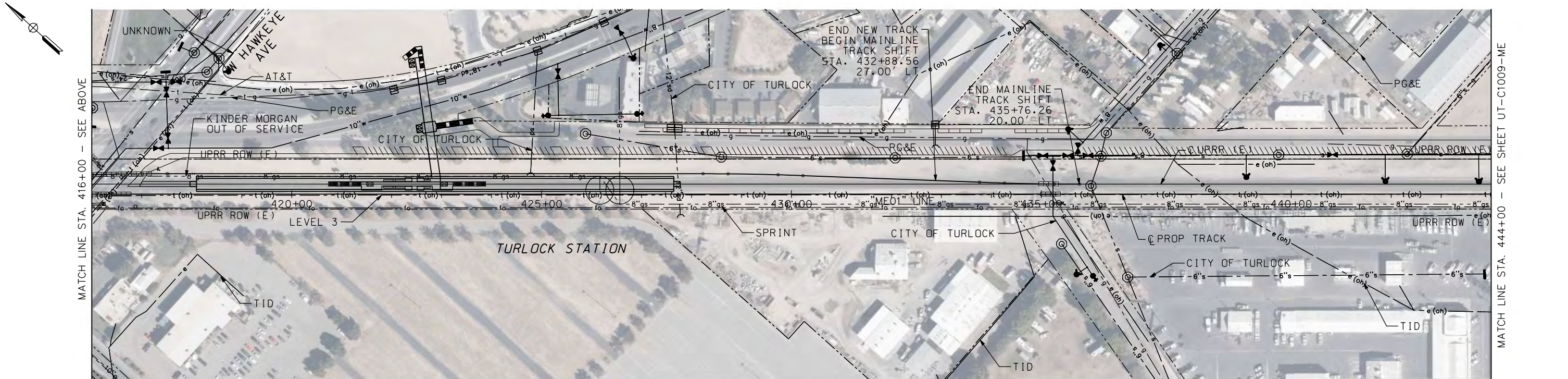
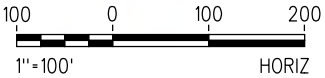
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ALTAMONT CORRIDOR EXPRESS
VALLEY RAIL - MERCED EXTENSION
SEGMENT 1
EXISTING UTILITIES
STA. 52+00 TO STA. 108+00

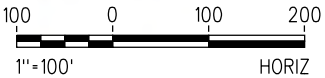
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SCALE
AS SHOWN
SHEET NO.
217 OF 287



PLAN



PLAN



\$DATE \$TIME \$USER \$DGN\$SPEC

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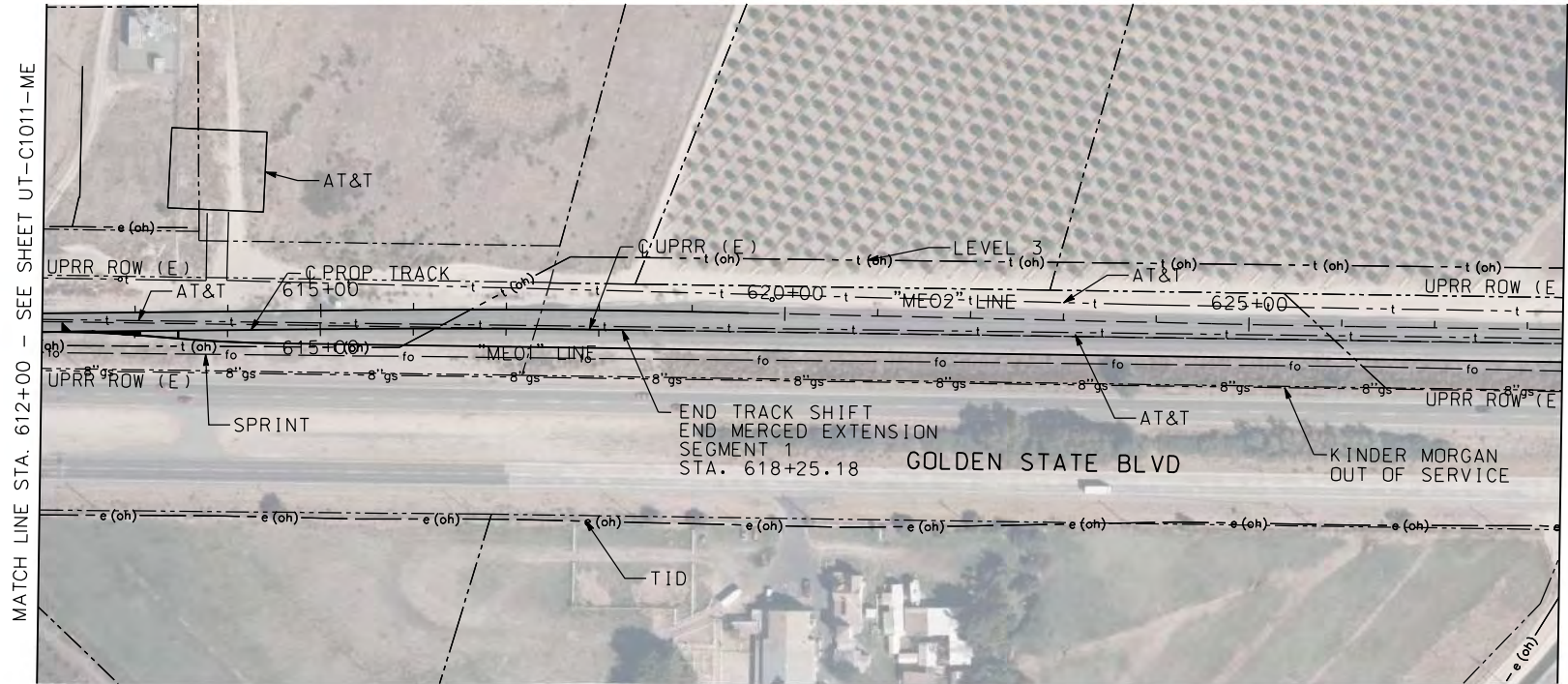
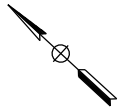
DESIGNED BY
A. SHIELDS
DRAWN BY
D. LEE
CHECKED BY
D. HARTMAN
IN CHARGE
D. COWIN
DATE
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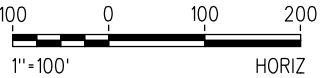


SAN JOAQUIN REGIONAL RAIL COMMISSION
ALTAMONT CORRIDOR EXPRESS
VALLEY RAIL – MERCED EXTENSION
SEGMENT 1
EXISTING UTILITIES
STA. 388+00 TO STA. 444+00

ENVIRONMENTAL ALTERNATIVE
CODE
DRAWING NO.
UT-C1008-ME
SCALE
AS SHOWN
SHEET NO.
223 OF 287



PLAN



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DRAWN BY D. LEE
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IN CHARGE D. COWIN
DATE 11/03/21

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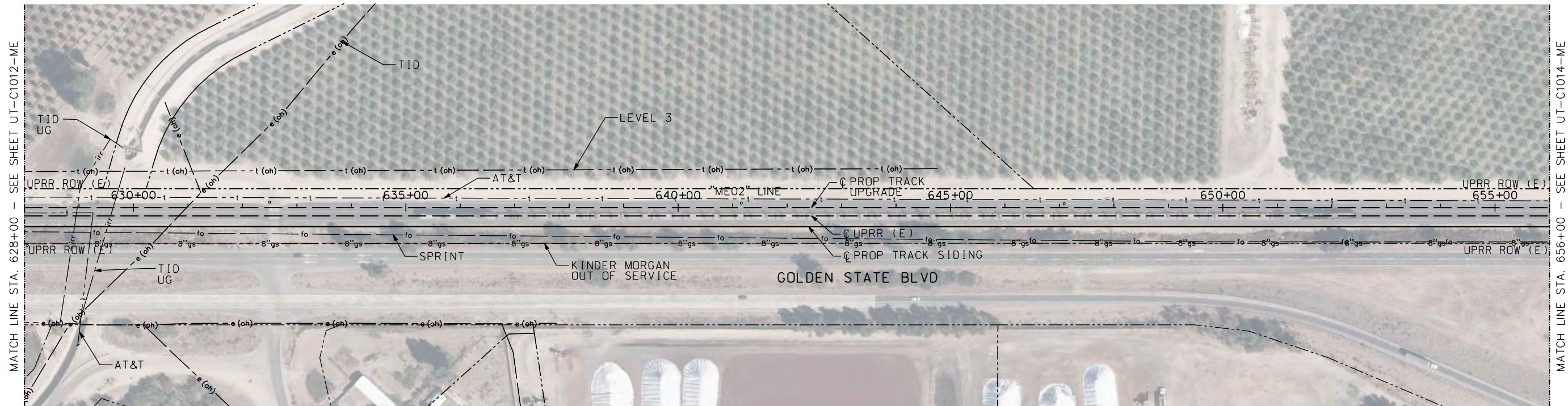
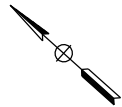


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ALTAMONT CORRIDOR EXPRESS
VALLEY RAIL – MERCED EXTENSION
SEGMENT 1
EXISTING UTILITIES
STA. 612+00 TO STA. 628+00

ENVIRONMENTAL ALTERNATIVE CODE
DRAWING NO. UT-C1012-ME
SCALE AS SHOWN
SHEET NO. 227 OF 287

\$DATE \$TIME \$USER \$DGN\$SPEC



PLAN

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A. SHIELDS
DRAWN BY
D. LEE
CHECKED BY
D. HARTMAN
IN CHARGE
D. COWIN
DATE
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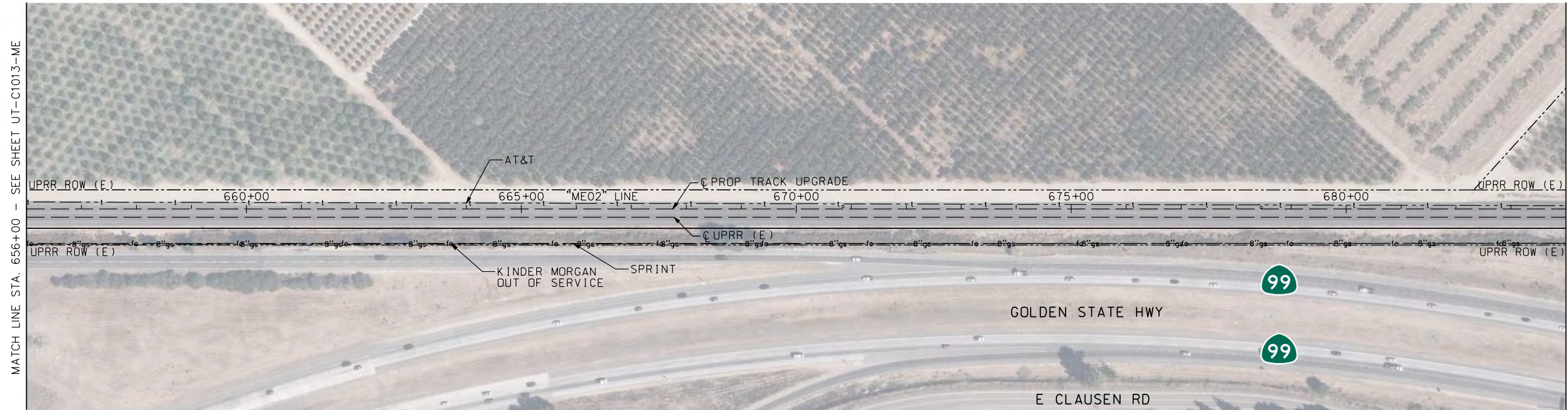
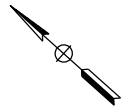
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SEGMENT 2
EXISTING UTILITIES
STA. 628+00 TO STA. 656+00

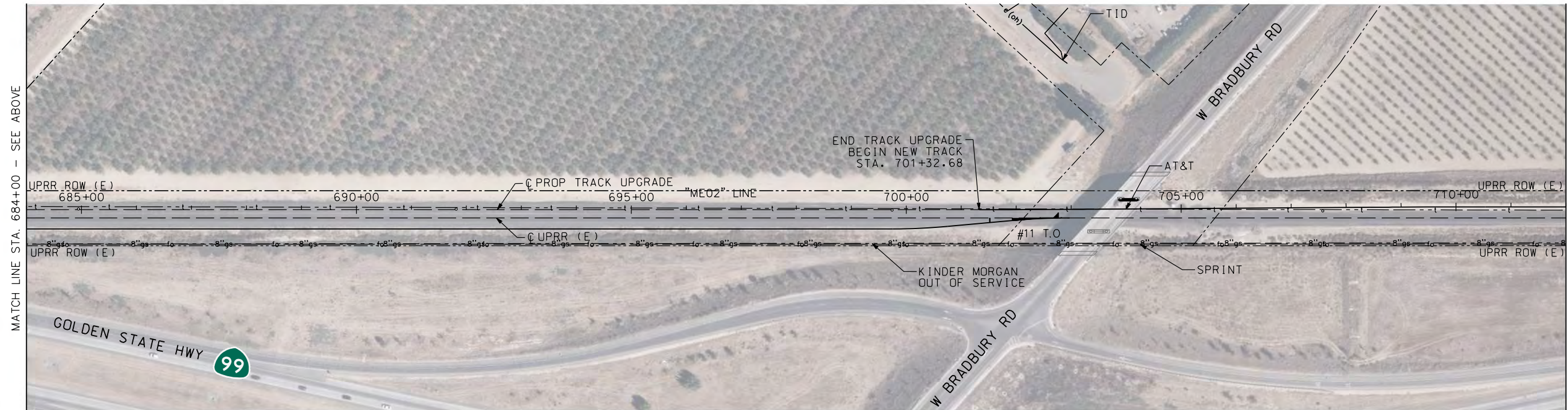
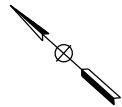
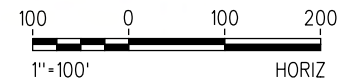
ENVIRONMENTAL ALTERNATIVE
CODE
DRAWING NO.
UT-C1013-ME
SCALE
AS SHOWN
SHEET NO.
228 OF 287



MATCH LINE STA. 656+00 - SEE SHEET UT-C1013-ME

MATCH LINE STA. 684+00 - SEE BELOW

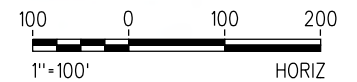
PLAN



MATCH LINE STA. 684+00 - SEE ABOVE

MATCH LINE STA. 712+00 - SEE SHEET UT-C1015-ME

PLAN




\$DGNSPEC \$TIME \$DATE \$USER

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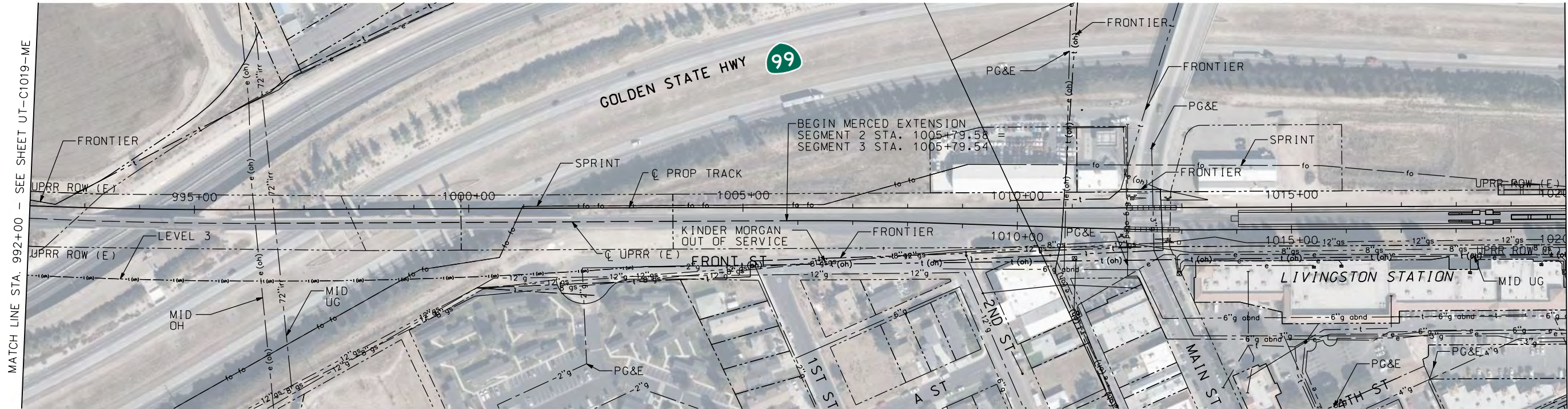
DESIGNED BY A. SHIELDS
DRAWN BY D. LEE
CHECKED BY D. HARTMAN
IN CHARGE D. COWIN
DATE 11/03/21

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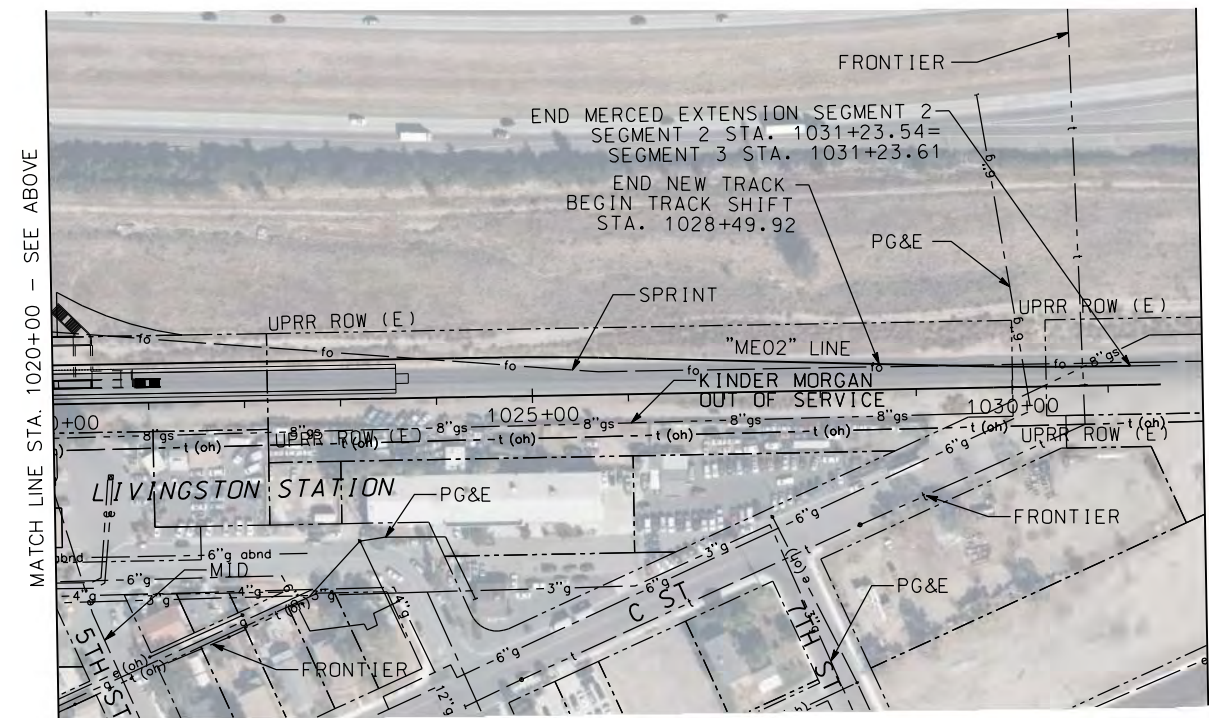
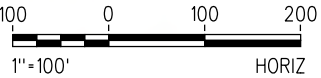
	SAN JOAQUIN REGIONAL RAIL COMMISSION
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SAN JOAQUIN REGIONAL RAIL COMMISSION ALTAMONT CORRIDOR EXPRESS VALLEY RAIL - MERCED EXTENSION SEGMENT 2 EXISTING UTILITIES STA. 656+00 TO STA. 712+00
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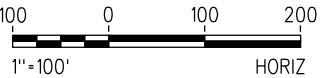
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DRAWING NO. UT-C1014-ME
SCALE AS SHOWN
SHEET NO. 229 OF 287



PLAN



PLAN



\$DATE \$TIME \$USER \$DGN\$SPEC

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CHECKED BY
D. HARTMAN
IN CHARGE
D. COWIN
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ALTAMONT CORRIDOR EXPRESS
VALLEY RAIL – MERCED EXTENSION
SEGMENT 2
EXISTING UTILITIES
STA. 992+00 TO STA. 1032+00

ENVIRONMENTAL ALTERNATIVE
CODE
DRAWING NO.
UT-C1020-ME
SCALE
AS SHOWN
SHEET NO.
235 OF 287

\$USER \$DATE \$TIME \$DGN\$SPEC

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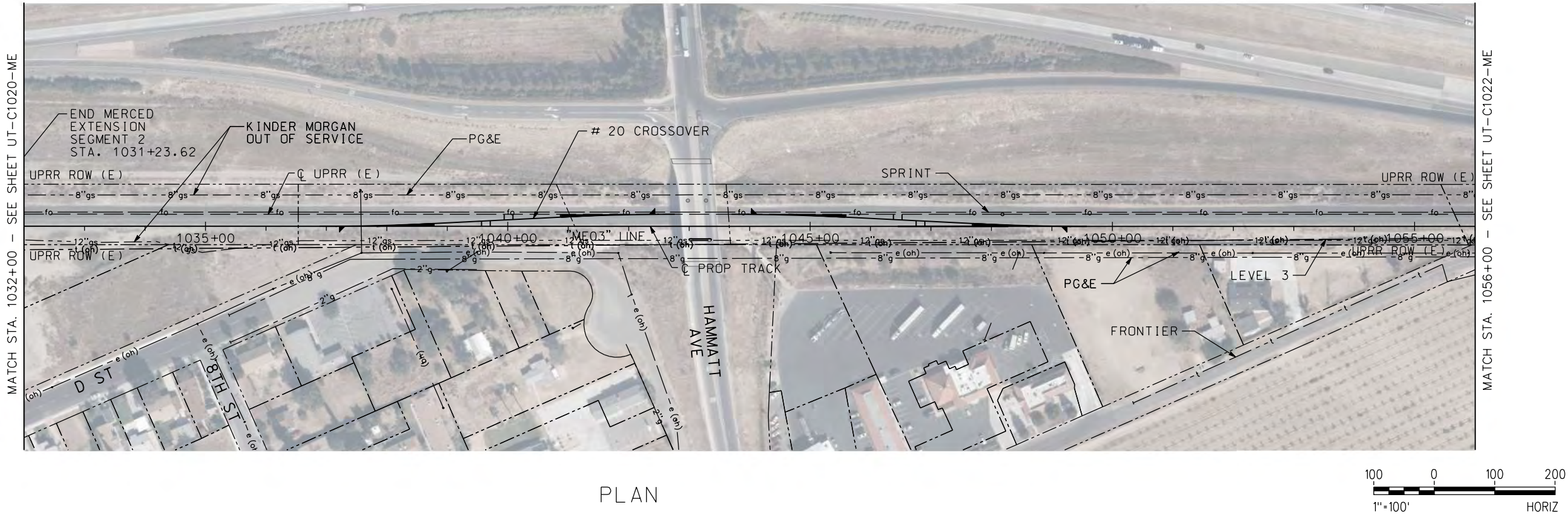
DESIGNED BY
A. SHIELDS
DRAWN BY
D. LEE
CHECKED BY
D. HARTMAN
IN CHARGE
D. COWIN
DATE
11/03/21

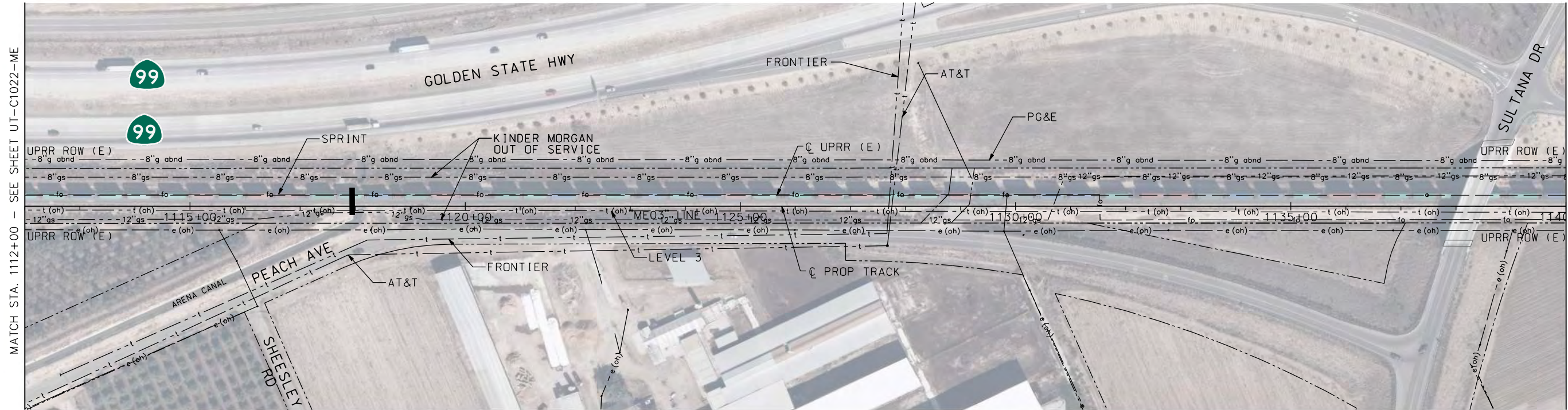
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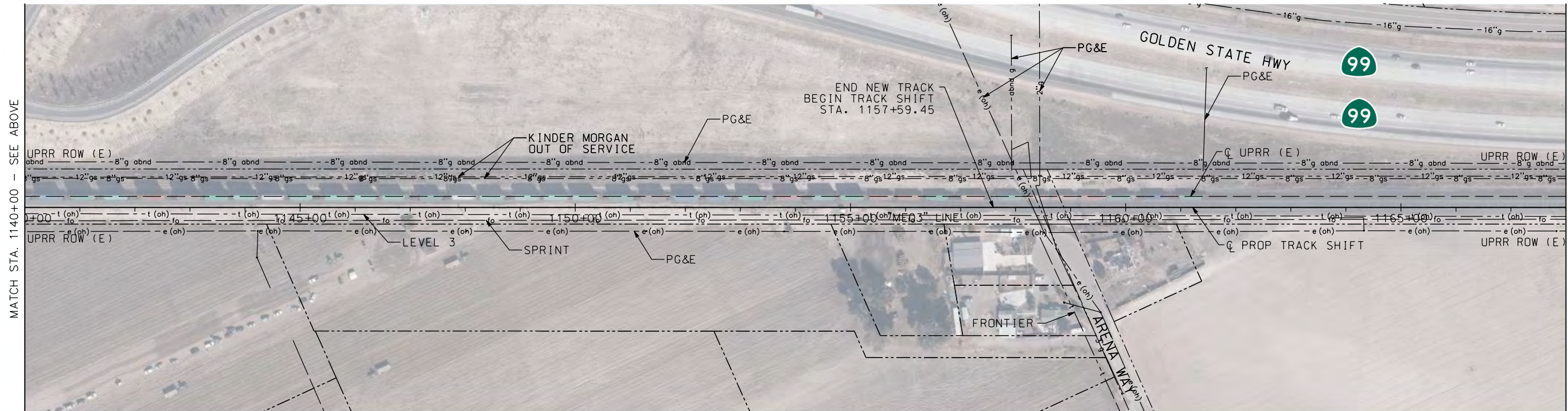
SAN JOAQUIN REGIONAL RAIL COMMISSION
ALTAMONT CORRIDOR EXPRESS
VALLEY RAIL – MERCED EXTENSION
SEGMENT 3
EXISTING UTILITIES
STA. 1032+00 TO STA. 1056+00

ENVIRONMENTAL ALTERNATIVE
CODE
DRAWING NO.
UT-C1021-ME
SCALE
AS SHOWN
SHEET NO.
236 OF 287





PLAN



PLAN

\$DATE \$TIME \$DGN\$SPEC \$USER

NOT FOR CONSTRUCTION

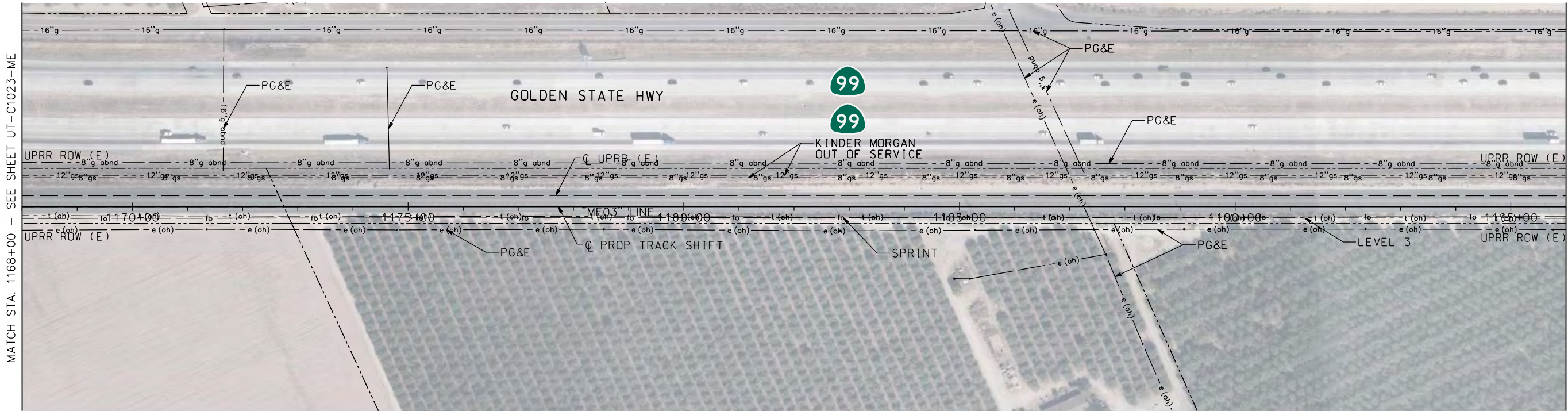
DESIGNED BY
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D. HARTMAN
IN CHARGE
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DATE
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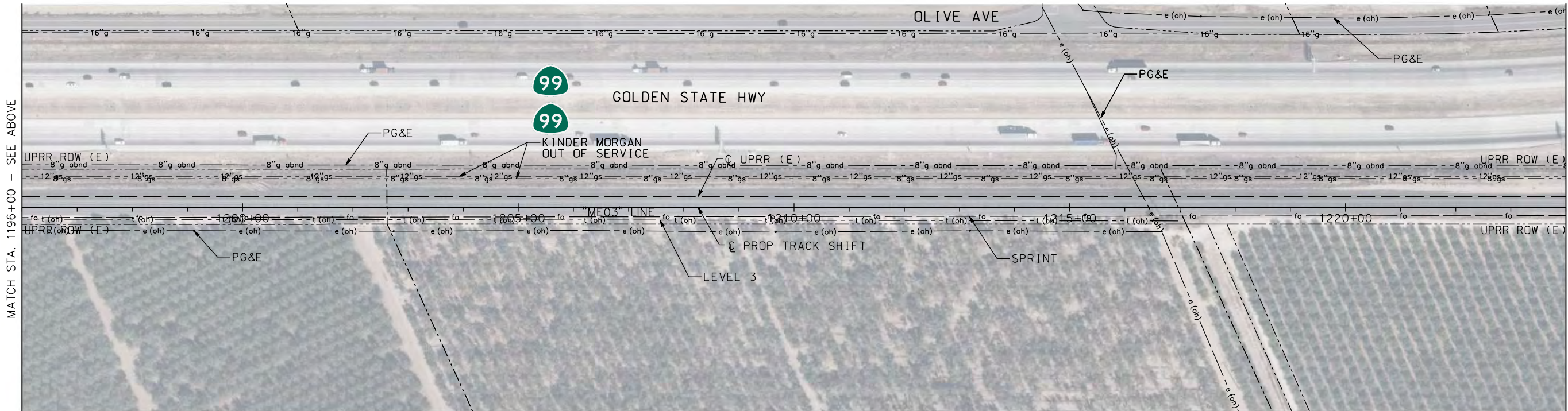
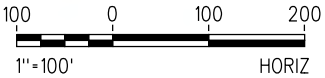


SAN JOAQUIN REGIONAL RAIL COMMISSION
ALTAMONT CORRIDOR EXPRESS
VALLEY RAIL – MERCED EXTENSION
SEGMENT 3
EXISTING UTILITIES
STA. 1112+00 TO STA. 1168+00

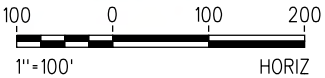
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CODE
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UT-C1023-ME
SCALE
AS SHOWN
SHEET NO.
238 OF 287



PLAN



PLAN



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DATE
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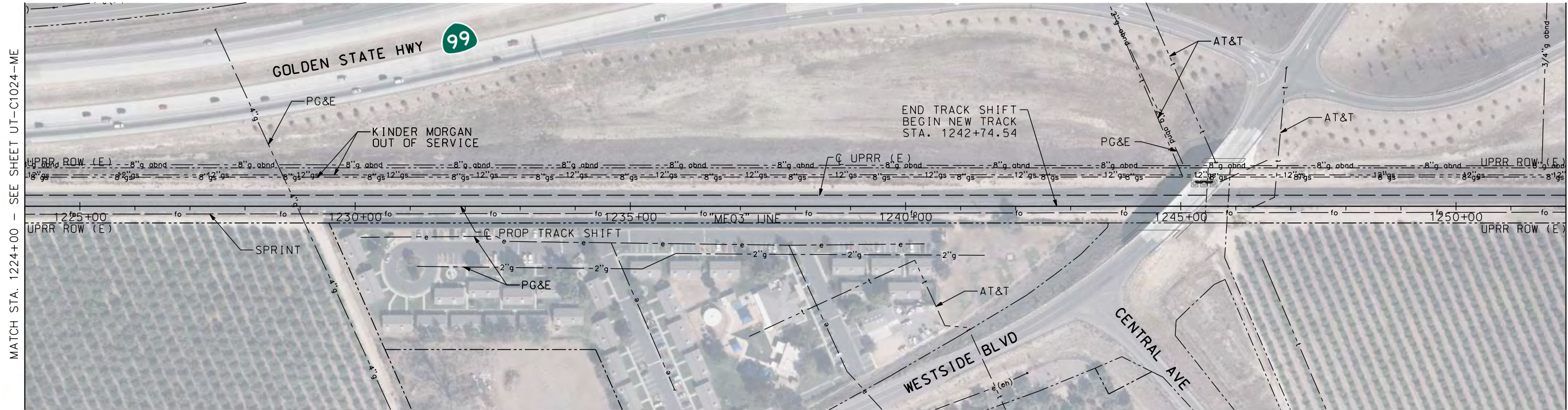
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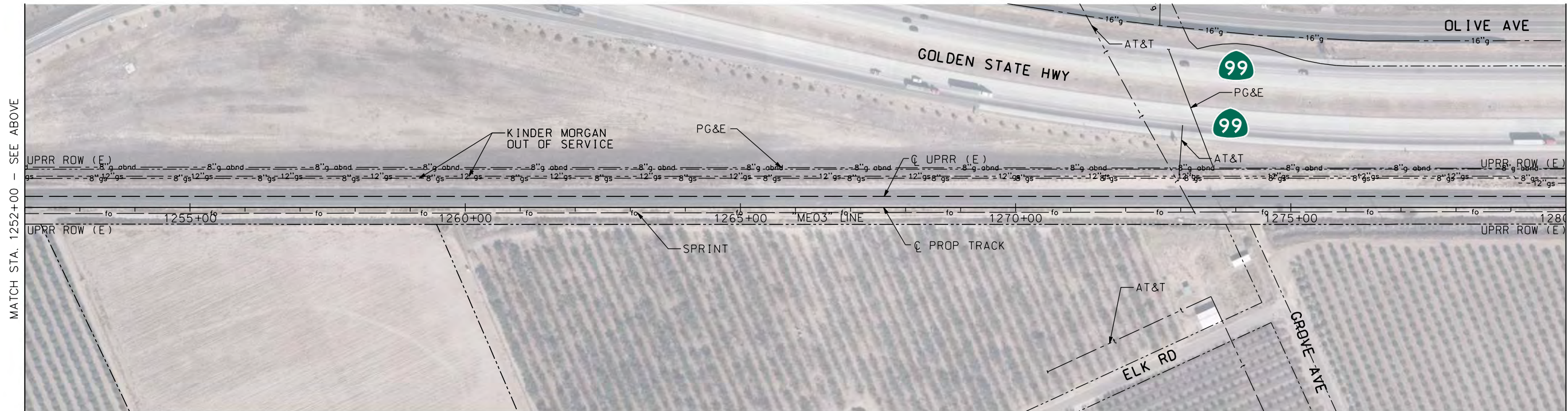
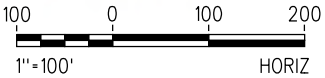
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ALTAMONT CORRIDOR EXPRESS
VALLEY RAIL – MERCED EXTENSION
SEGMENT 3
EXISTING UTILITIES
STA. 1168+00 TO STA. 1224+00

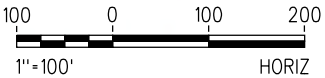
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CODE
DRAWING NO.
UT-C1024-ME
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AS SHOWN
SHEET NO.
239 OF 287



PLAN



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IN CHARGE
D. COWIN
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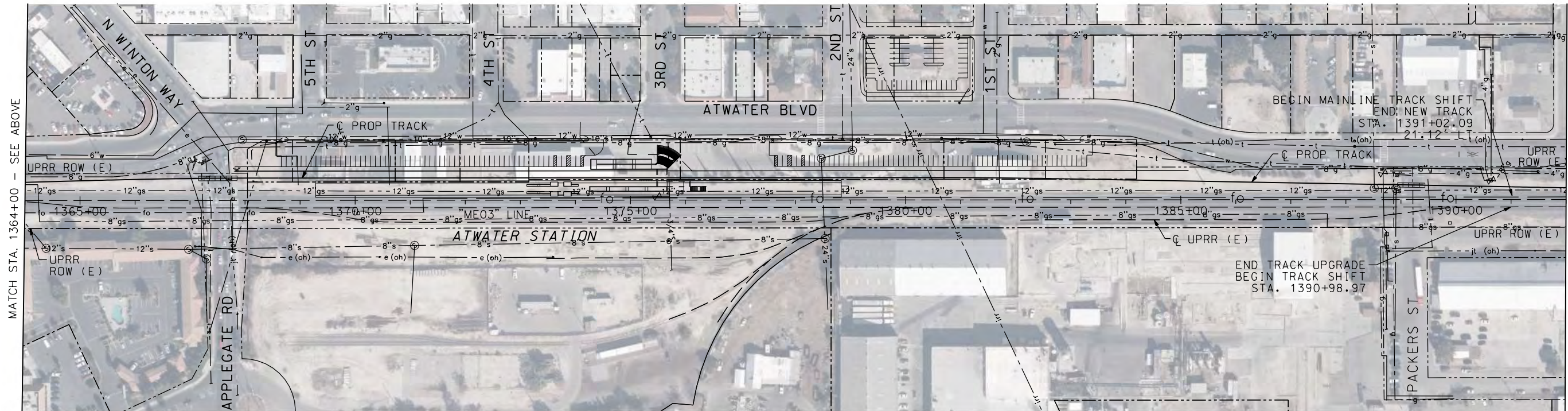
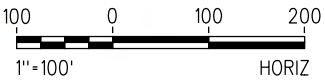


SAN JOAQUIN REGIONAL RAIL COMMISSION
ALTAMONT CORRIDOR EXPRESS
VALLEY RAIL – MERCED EXTENSION
SEGMENT 3
EXISTING UTILITIES
STA. 1224+00 TO STA. 1280+00

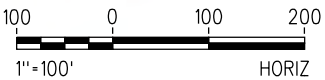
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AS SHOWN
SHEET NO.
240 OF 287



PLAN



PLAN



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\$DATE \$TIME \$USER \$DGN\$SPEC

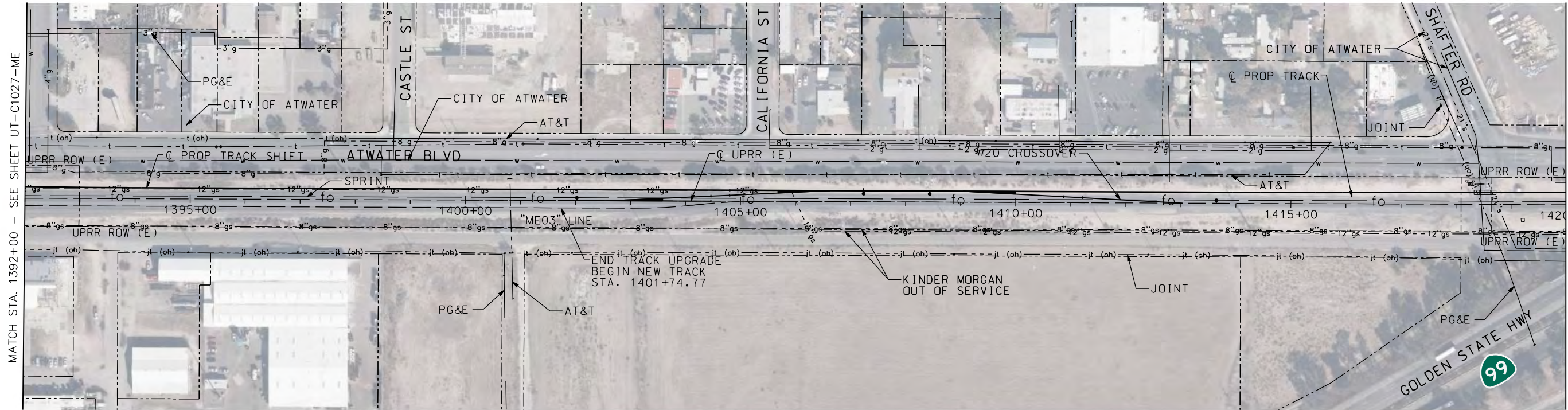
DESIGNED BY
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DRAWN BY
D. LEE
CHECKED BY
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IN CHARGE
D. COWIN
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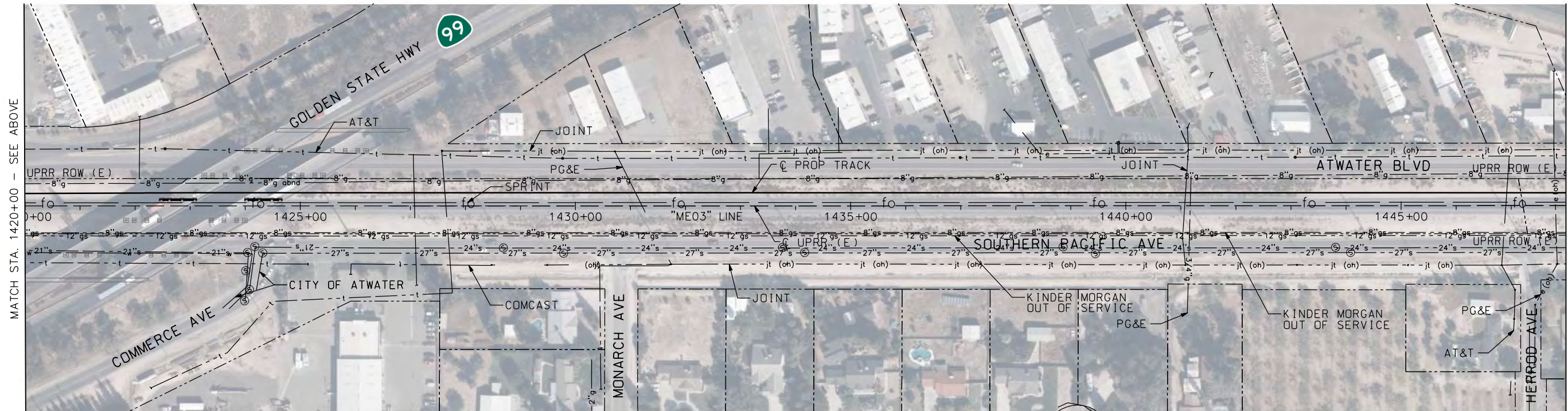
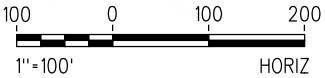


SAN JOAQUIN REGIONAL RAIL COMMISSION
ALTAMONT CORRIDOR EXPRESS
VALLEY RAIL - MERCED EXTENSION
SEGMENT 3
EXISTING UTILITIES
STA. 1336+00 TO STA. 1392+00

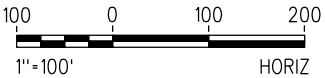
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242 OF 287



PLAN



PLAN



\$DATE \$TIME \$USER \$DGN\$SPEC

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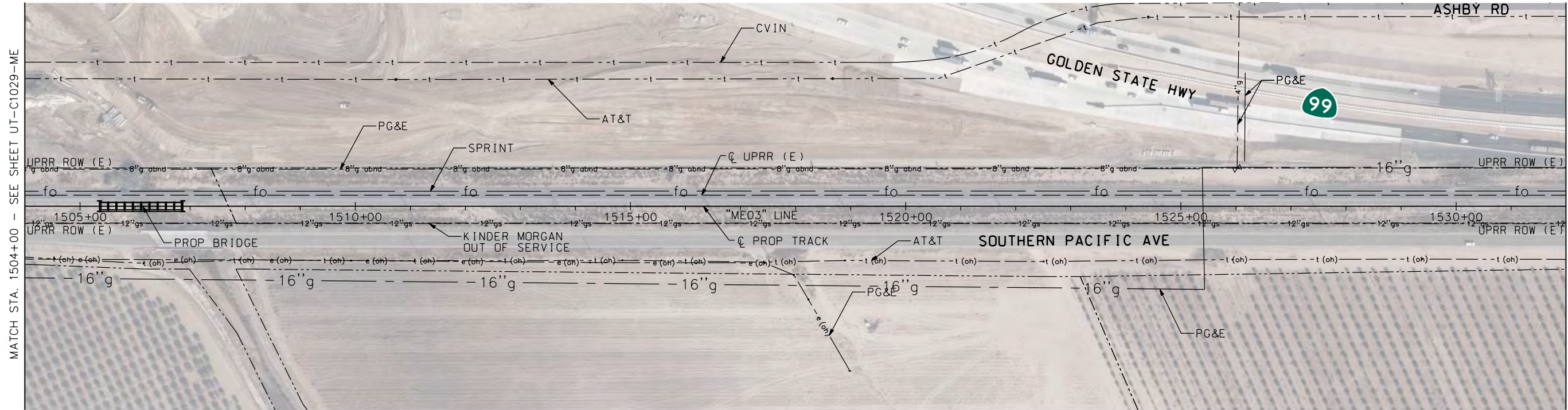
DESIGNED BY
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CHECKED BY
D. HARTMAN
IN CHARGE
D. COWIN
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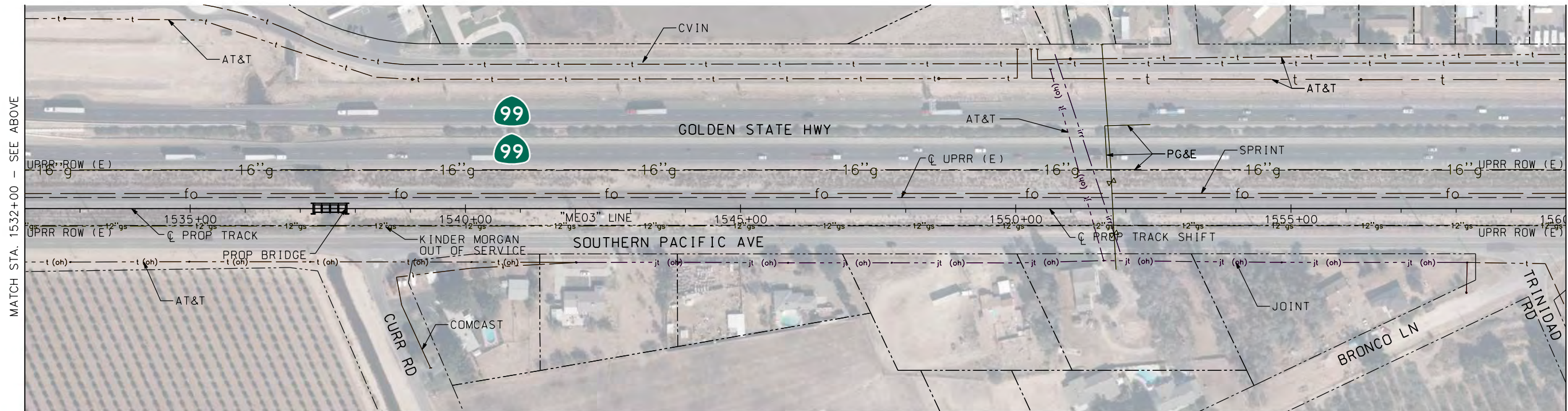
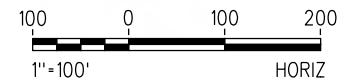


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ALTAMONT CORRIDOR EXPRESS
VALLEY RAIL – MERCED EXTENSION
SEGMENT 3
EXISTING UTILITIES
STA. 1392+00 TO STA. 1448+00

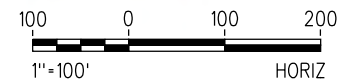
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CODE
DRAWING NO.
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SHEET NO.
243 OF 287



PLAN



PLAN



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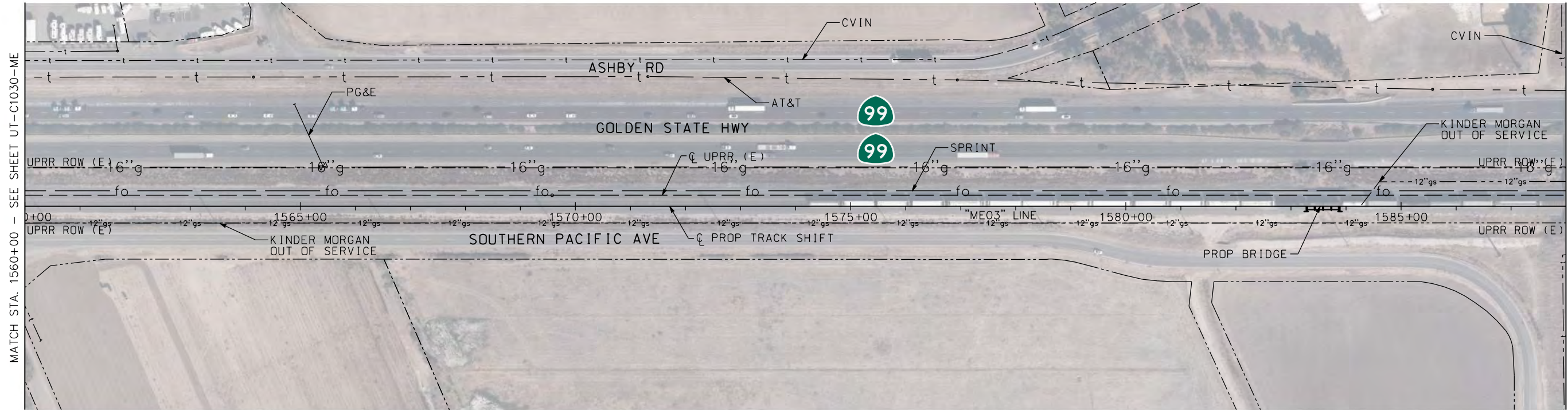
DESIGNED BY
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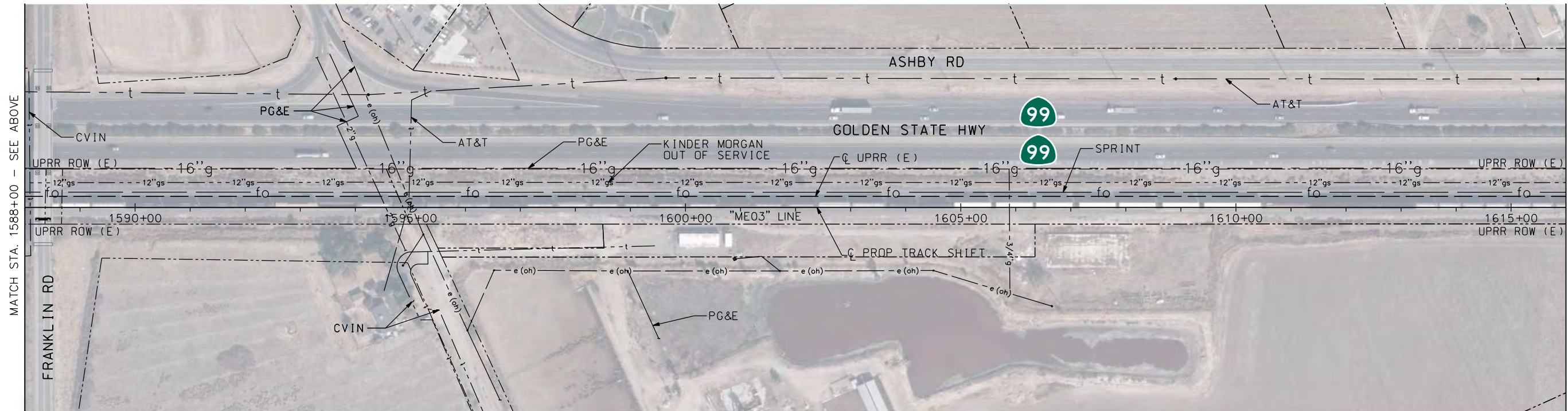


SAN JOAQUIN REGIONAL RAIL COMMISSION
ALTAMONT CORRIDOR EXPRESS
VALLEY RAIL - MERCED EXTENSION
SEGMENT 3
EXISTING UTILITIES
STA. 1504+00 TO STA. 1560+00

ENVIRONMENTAL ALTERNATIVE
CODE
DRAWING NO.
UT-C1030-ME
SCALE
AS SHOWN
SHEET NO.
245 OF 287



PLAN



PLAN

\$DATE \$TIME \$USER \$DGN\$SPEC

NOT FOR CONSTRUCTION

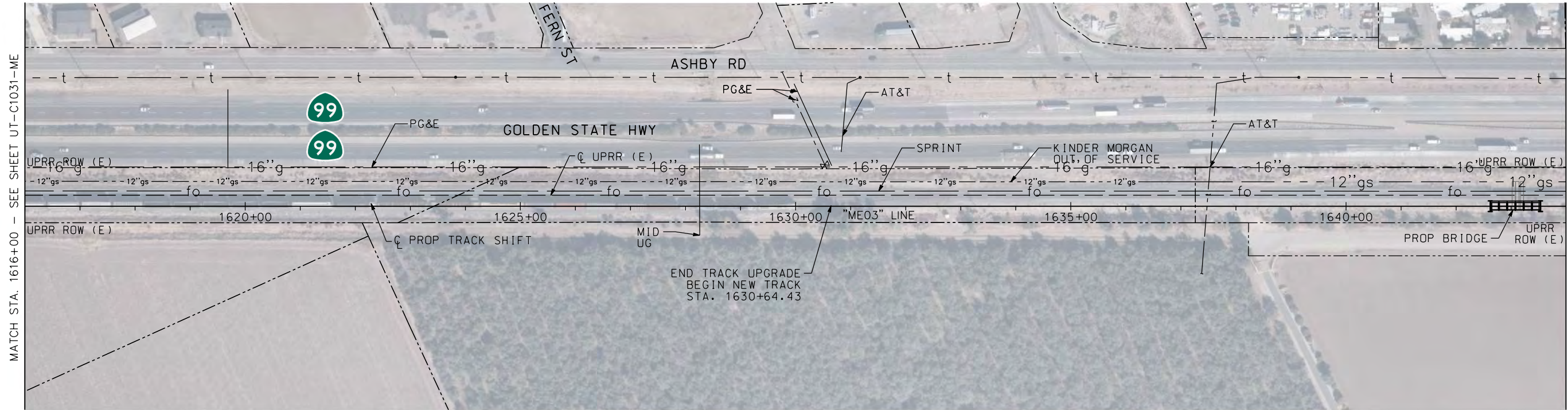
DESIGNED BY
A. SHIELDS
DRAWN BY
D. LEE
CHECKED BY
D. HARTMAN
IN CHARGE
D. COWIN
DATE
11/03/21

TRANSPORTATION
AECOM
AECOM USA, Inc.
300 Lakeside Drive, Suite 400
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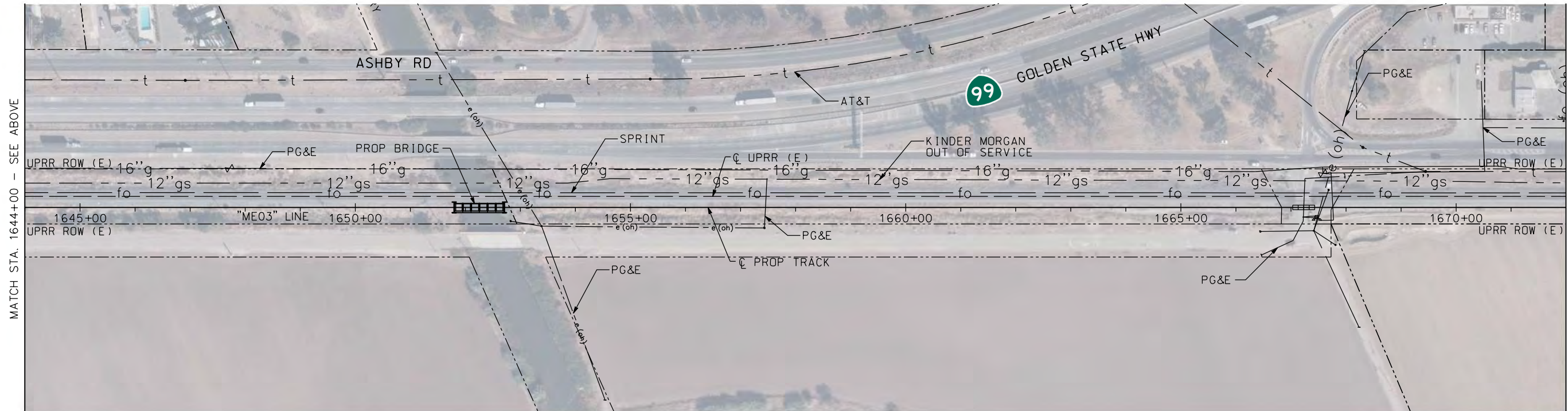
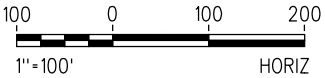


SAN JOAQUIN REGIONAL RAIL COMMISSION
ALTAMONT CORRIDOR EXPRESS
VALLEY RAIL - MERCED EXTENSION
SEGMENT 3
EXISTING UTILITIES
STA. 1560+00 TO STA. 1616+00

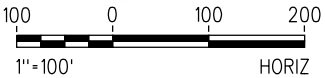
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CODE
DRAWING NO.
UT-C1031-ME
SCALE
AS SHOWN
SHEET NO.
246 OF 287



PLAN



PLAN



\$DGNSPEC \$TIME \$DATE \$USER

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A. SHIELDS
DRAWN BY
D. LEE
CHECKED BY
D. HARTMAN
IN CHARGE
D. COWIN
DATE
11/03/21

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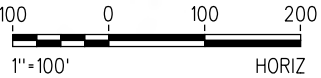


SAN JOAQUIN REGIONAL RAIL COMMISSION
ALTAMONT CORRIDOR EXPRESS
VALLEY RAIL - MERCED EXTENSION
SEGMENT 3
EXISTING UTILITIES
STA. 1616+00 TO STA. 1672+00

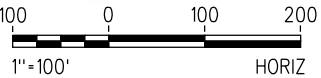
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CODE
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UT-C1032-ME
SCALE
AS SHOWN
SHEET NO.
247 OF 287



PLAN



PLAN



 RIGHT OF WAY

NOT FOR CONSTRUCTION

\$DGNSPEC
\$TIME
\$DATE
\$USER

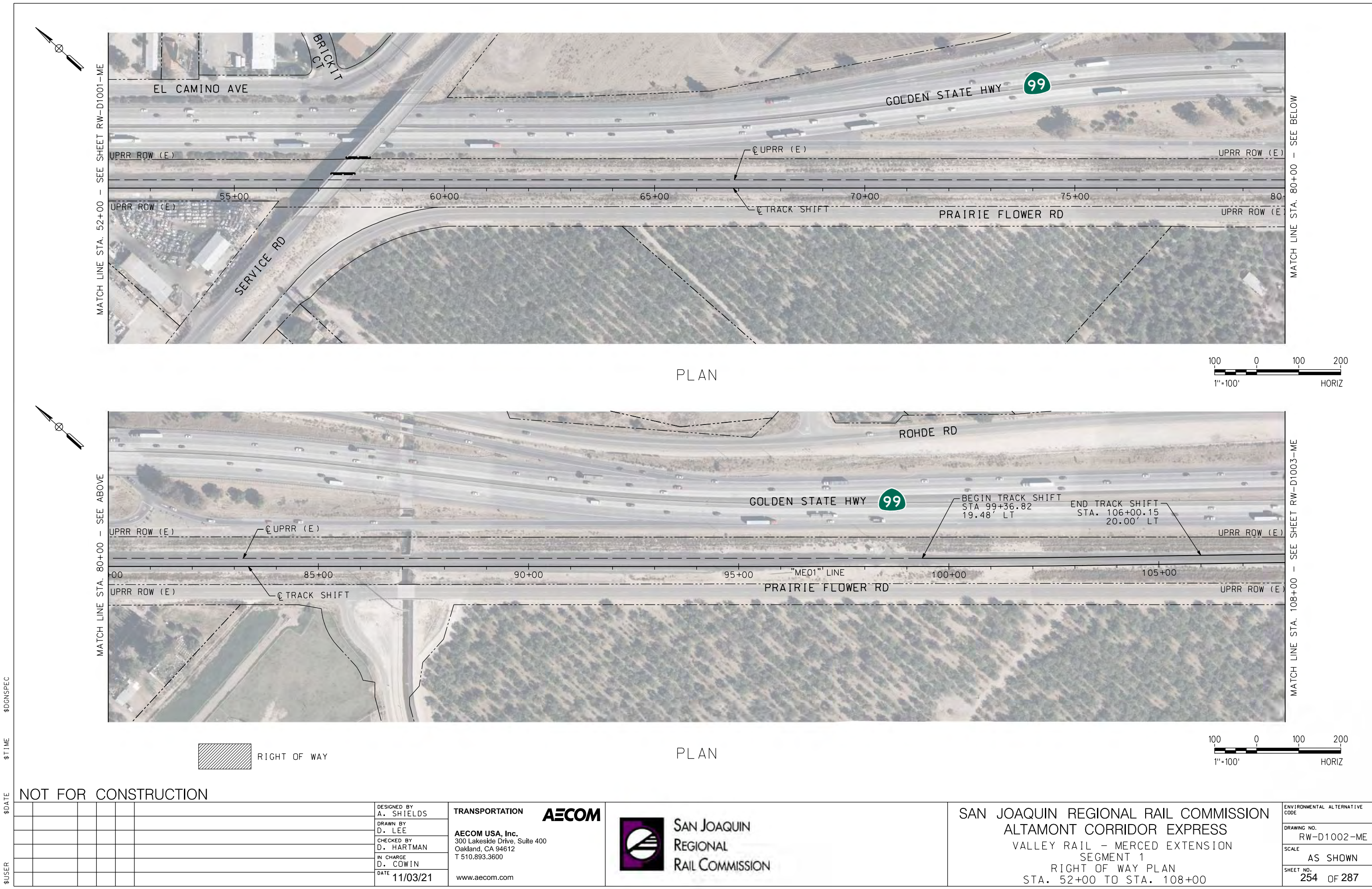
DESIGNED BY
A. SHIELDS
DRAWN BY
D. LEE
CHECKED BY
D. HARTMAN
IN CHARGE
D. COWIN
DATE
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ALTAMONT CORRIDOR EXPRESS
VALLEY RAIL - MERCED EXTENSION
SEGMENT 1
RIGHT OF WAY PLAN
STA. 23+20.13 TO STA. 52+00

ENVIRONMENTAL ALTERNATIVE CODE
DRAWING NO. RW-D1001-ME
SCALE AS SHOWN
SHEET NO. 253 OF 287



\$DATE \$TIME \$USER \$DGN \$SPEC

NOT FOR CONSTRUCTION

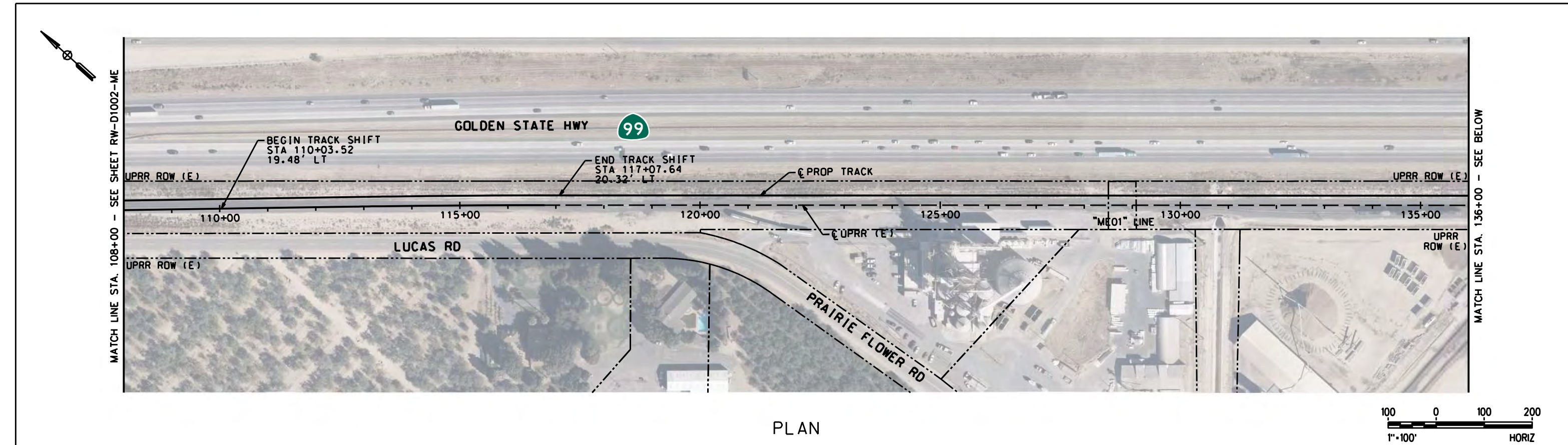
DESIGNED BY
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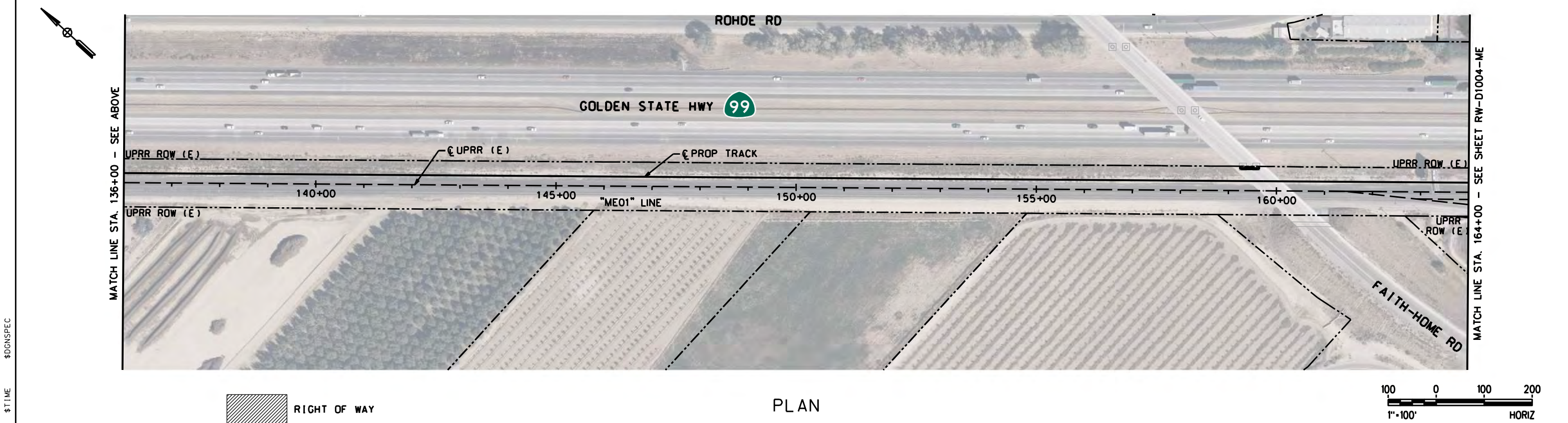


SAN JOAQUIN REGIONAL RAIL COMMISSION
ALTAMONT CORRIDOR EXPRESS
VALLEY RAIL - MERCED EXTENSION
SEGMENT 1
RIGHT OF WAY PLAN
STA. 52+00 TO STA. 108+00

ENVIRONMENTAL ALTERNATIVE
CODE
DRAWING NO.
RW-D1002-ME
SCALE
AS SHOWN
SHEET NO.
254 OF 287



PLAN



PLAN

 RIGHT OF WAY

\$DGNSPEC \$TIME \$DATE \$USER

NOT FOR CONSTRUCTION

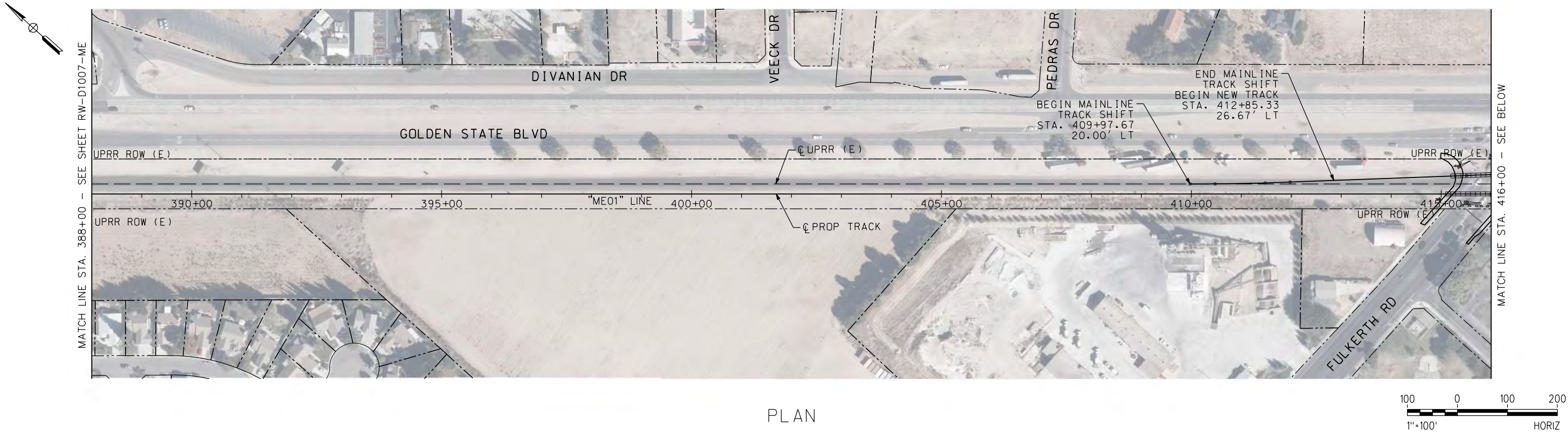
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A. SHIELDS
DRAWN BY
D. LEE
CHECKED BY
D. HARTMAN
IN CHARGE
D. COWIN
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ALTAMONT CORRIDOR EXPRESS
VALLEY RAIL - MERCED EXTENSION
SEGMENT 1
RIGHT OF WAY PLAN
STA. 108+00 TO STA. 164+00

ENVIRONMENTAL ALTERNATIVE
CODE
DRAWING NO.
RW-D1003-ME
SCALE
AS SHOWN
SHEET NO.
255 OF 287



PLAN



PLAN

 RIGHT OF WAY

\$DATE \$TIME \$USER \$DGN \$SPEC

NOT FOR CONSTRUCTION

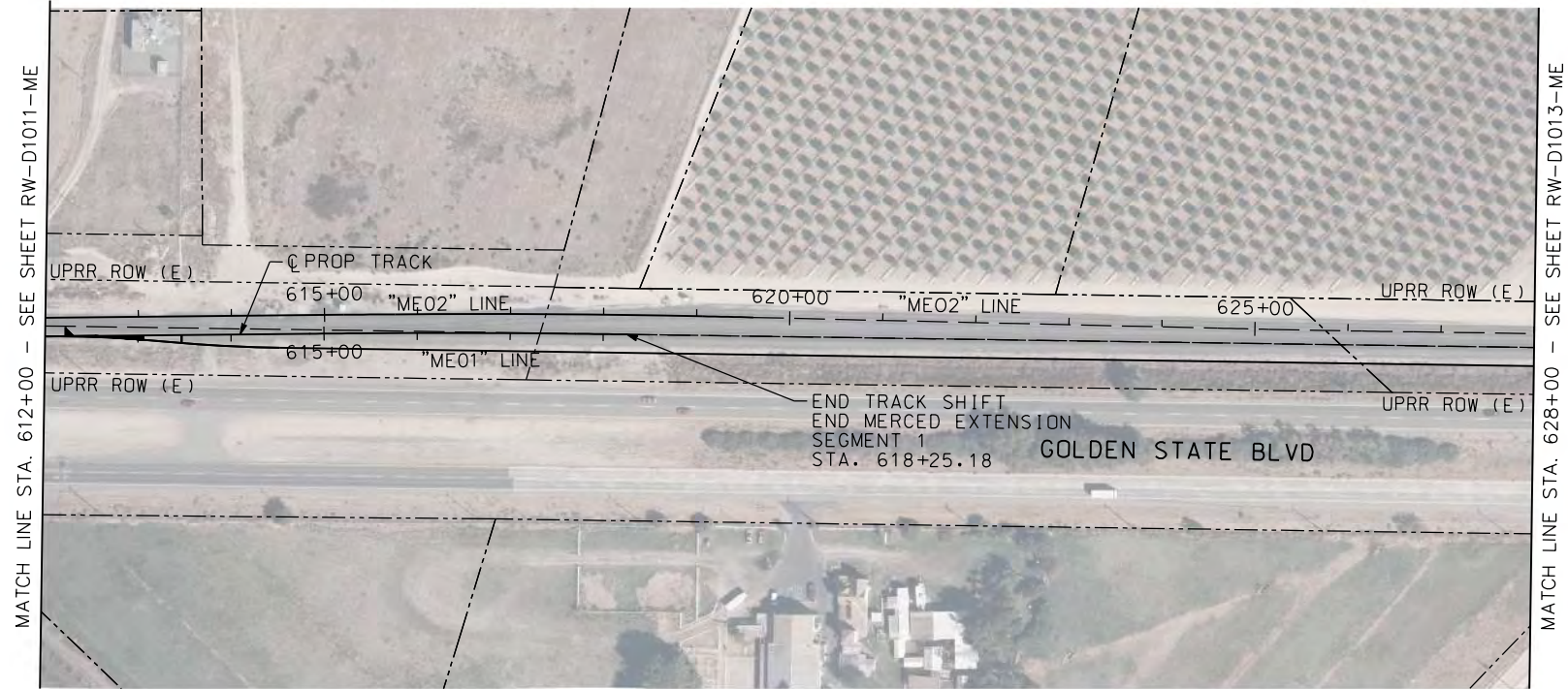
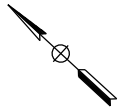
DESIGNED BY
A. SHIELDS
DRAWN BY
D. LEE
CHECKED BY
D. HARTMAN
IN CHARGE
D. COWIN
DATE
11/03/21

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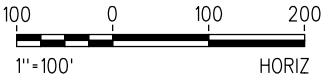


SAN JOAQUIN REGIONAL RAIL COMMISSION
ALTAMONT CORRIDOR EXPRESS
VALLEY RAIL - MERCED EXTENSION
SEGMENT 1
RIGHT OF WAY PLAN
STA. 388+00 TO STA. 444+00

ENVIRONMENTAL ALTERNATIVE
CODE
DRAWING NO.
RW-D1008-ME
SCALE
AS SHOWN
SHEET NO.
260 OF 287



PLAN



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DRAWN BY D. LEE
CHECKED BY D. HARTMAN
IN CHARGE D. COWIN
DATE 11/03/21

TRANSPORTATION



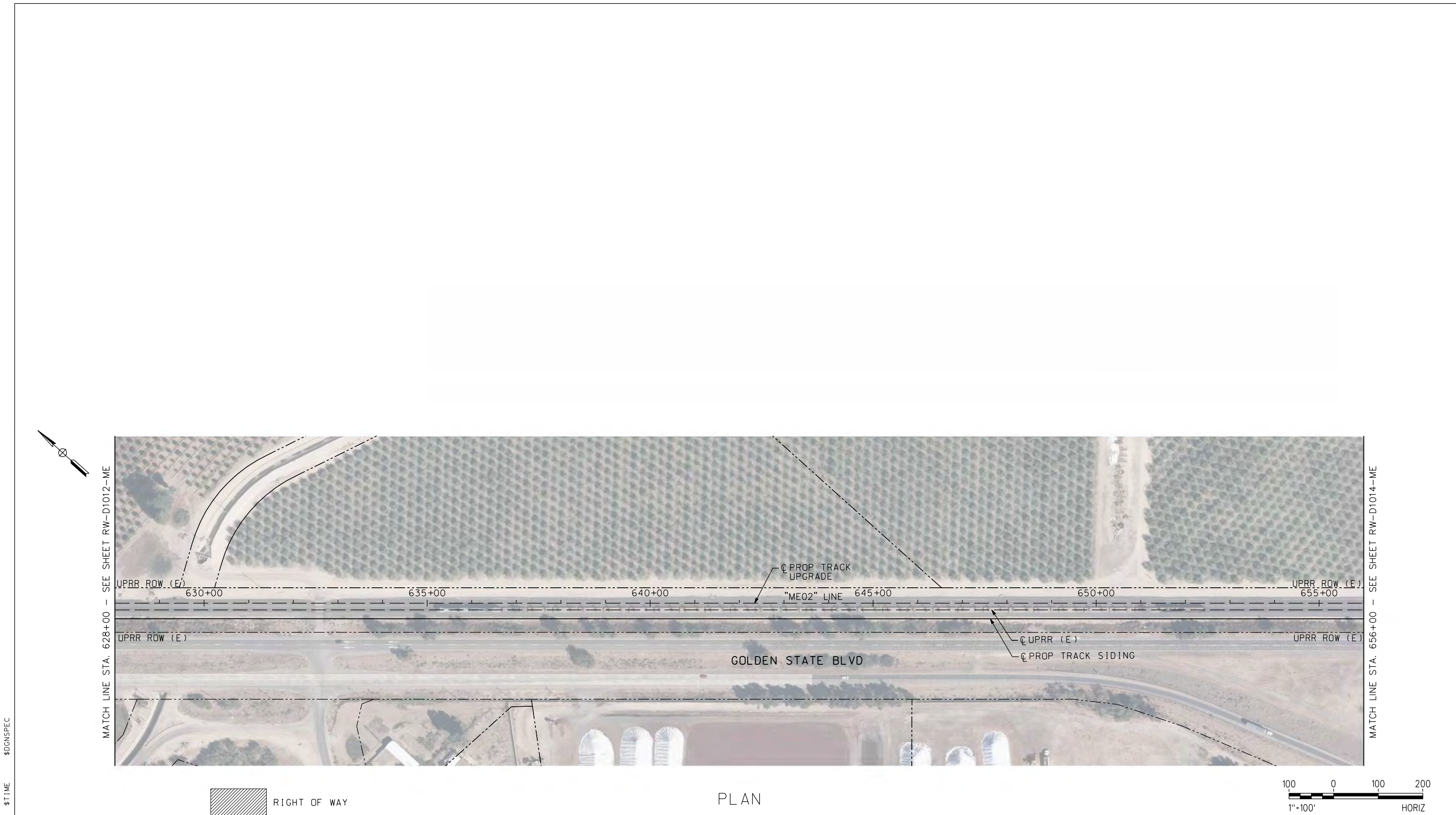
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SAN JOAQUIN REGIONAL RAIL COMMISSION
ALTAMONT CORRIDOR EXPRESS
VALLEY RAIL – MERCED EXTENSION
SEGMENT 1
RIGHT OF WAY PLAN
STA. 612+00 TO STA. 628+00

ENVIRONMENTAL ALTERNATIVE CODE
DRAWING NO. RW-D1012-ME
SCALE AS SHOWN
SHEET NO. 264 OF 287



 RIGHT OF WAY

PLAN

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					DESIGNED BY A. SHIELDS	<div>TRANSPORTATION</div> <div></div> <div> SAN JOAQUIN REGIONAL RAIL COMMISSION</div>	<div>SAN JOAQUIN REGIONAL RAIL COMMISSION</div> <div>ALTAMONT CORRIDOR EXPRESS</div> <div>VALLEY RAIL – MERCED EXTENSION</div> <div>SEGMENT 2</div> <div>RIGHT OF WAY PLAN</div> <div>STA. 628+00 TO STA. 656+00</div>	ENVIRONMENTAL ALTERNATIVE CODE
					DRAWN BY D. LEE			DRAWING NO. RW-D1013-ME
					CHECKED BY D. HARTMAN			SCALE AS SHOWN
					IN CHARGE D. COWIN			SHEET NO. 265 OF 287
					DATE 11/03/21			

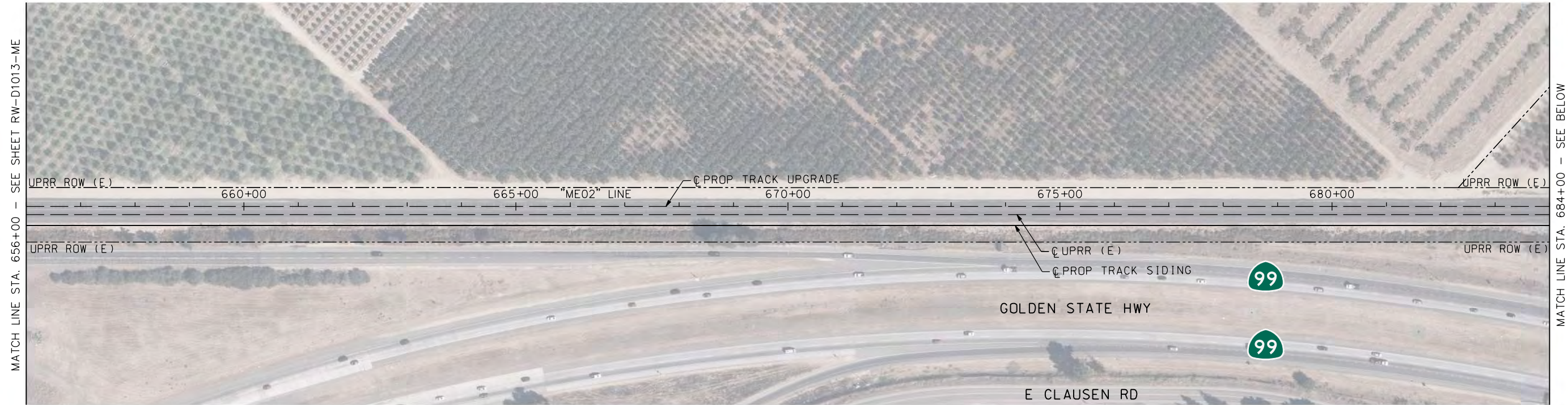
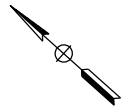
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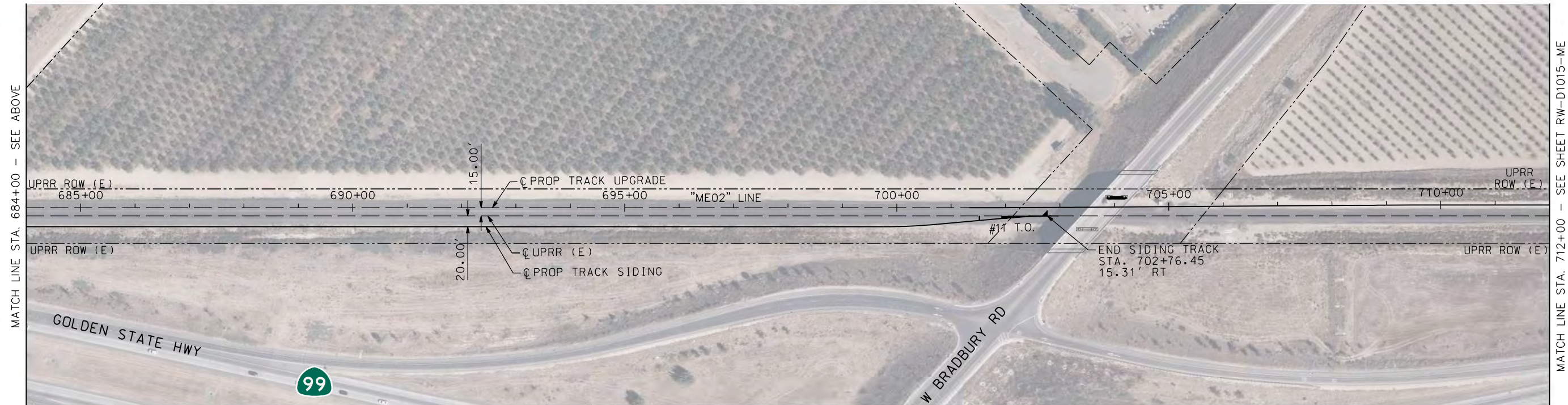
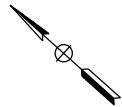
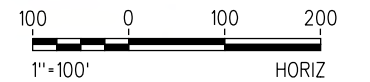
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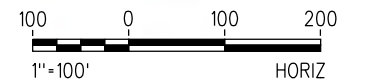
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CHECKED BY D. HARTMAN
IN CHARGE D. COWIN
DATE 11/03/21

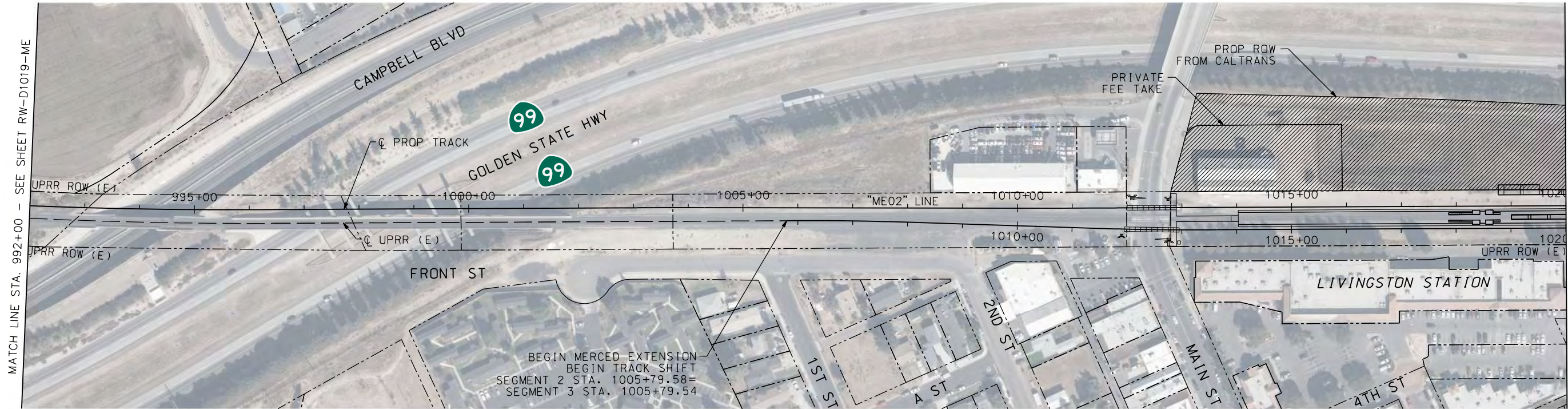
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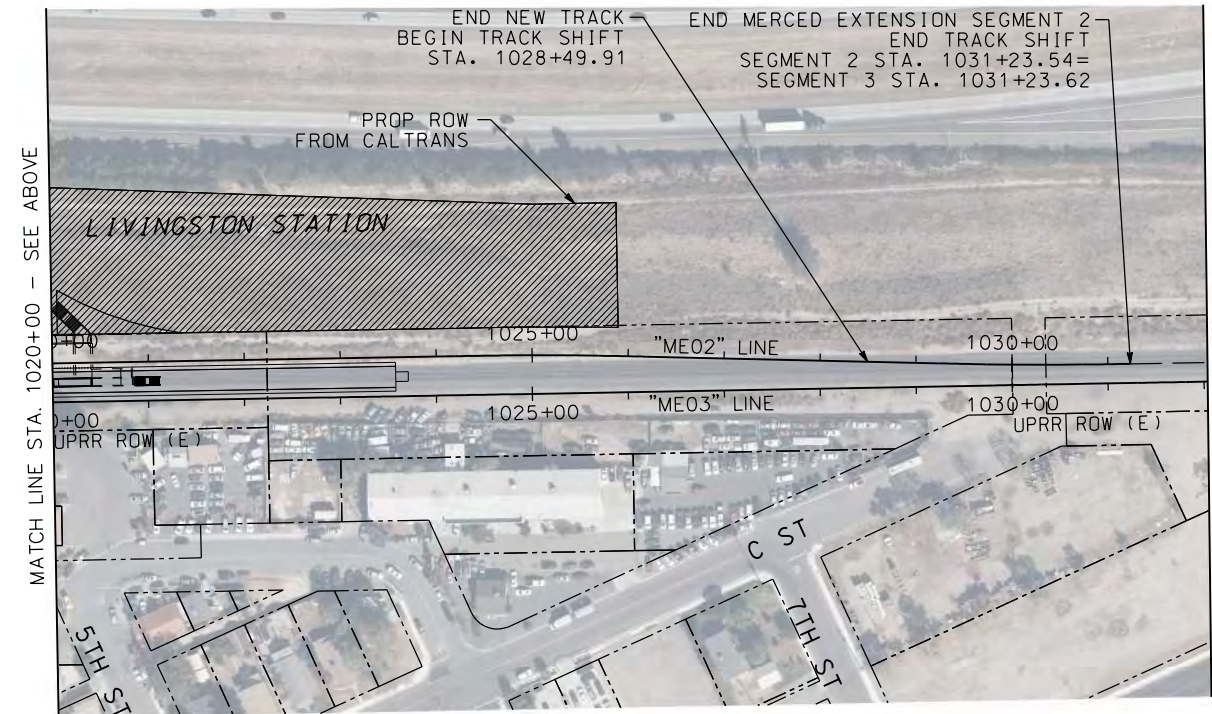
SAN JOAQUIN
REGIONAL
RAIL COMMISSION

SAN JOAQUIN REGIONAL RAIL COMMISSION
ALTAMONT CORRIDOR EXPRESS
VALLEY RAIL – MERCED EXTENSION
SEGMENT 2
RIGHT OF WAY PLAN
STA. 656+00 TO STA. 712+00

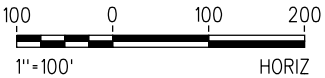
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DRAWING NO. RW-D1014-ME
SCALE AS SHOWN
SHEET NO. 266 OF 287



PLAN



PLAN



 RIGHT OF WAY

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D. LEE
CHECKED BY
D. HARTMAN
IN CHARGE
D. COWIN
DATE
11/03/21

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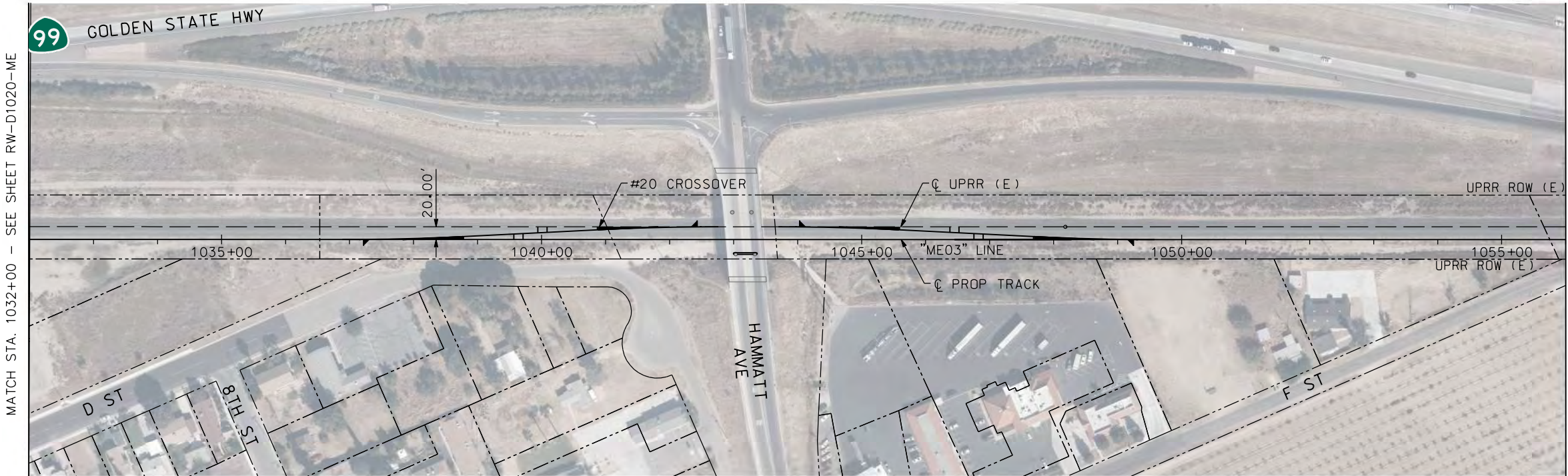
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ALTAMONT CORRIDOR EXPRESS
VALLEY RAIL - MERCED EXTENSION
SEGMENT 2
RIGHT OF WAY PLAN
STA. 992+00 TO STA. 1032+00

ENVIRONMENTAL ALTERNATIVE
CODE
DRAWING NO.
RW-D1020-ME
SCALE
AS SHOWN
SHEET NO.
272 OF 287

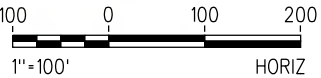
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RIGHT OF WAY



PLAN



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DRAWN BY D. LEE
CHECKED BY D. HARTMAN
IN CHARGE D. COWIN
DATE 11/03/21

TRANSPORTATION



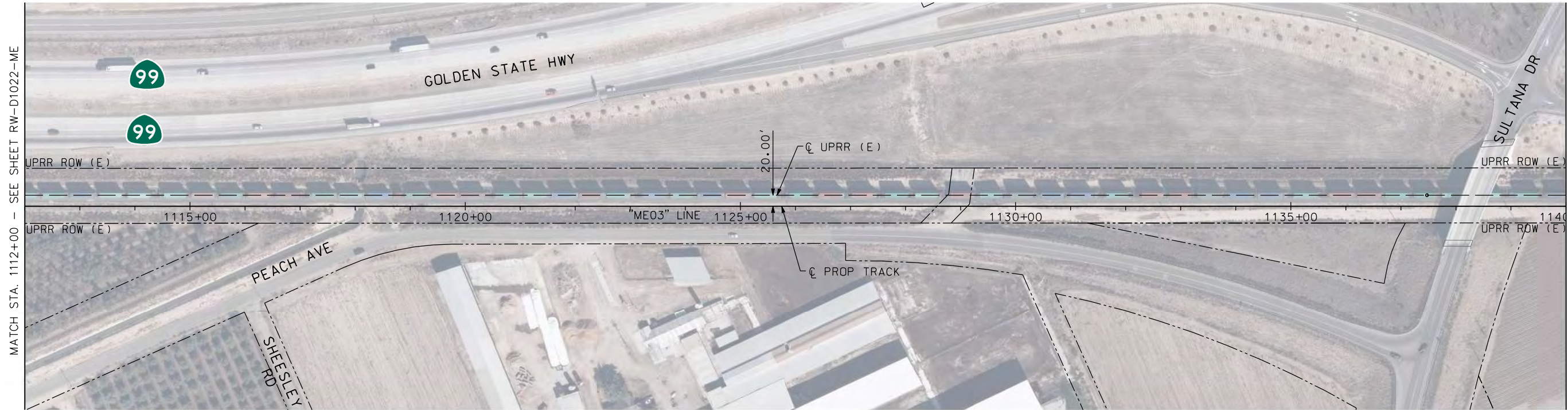
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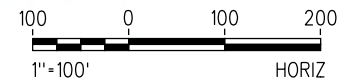


SAN JOAQUIN REGIONAL RAIL COMMISSION
ALTAMONT CORRIDOR EXPRESS
VALLEY RAIL – MERCED EXTENSION
SEGMENT 3
RIGHT OF WAY PLAN
STA. 1032+00 TO STA. 1056+00

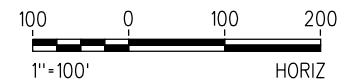
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SHEET NO. 273 OF 287



PLAN



PLAN



RIGHT OF WAY

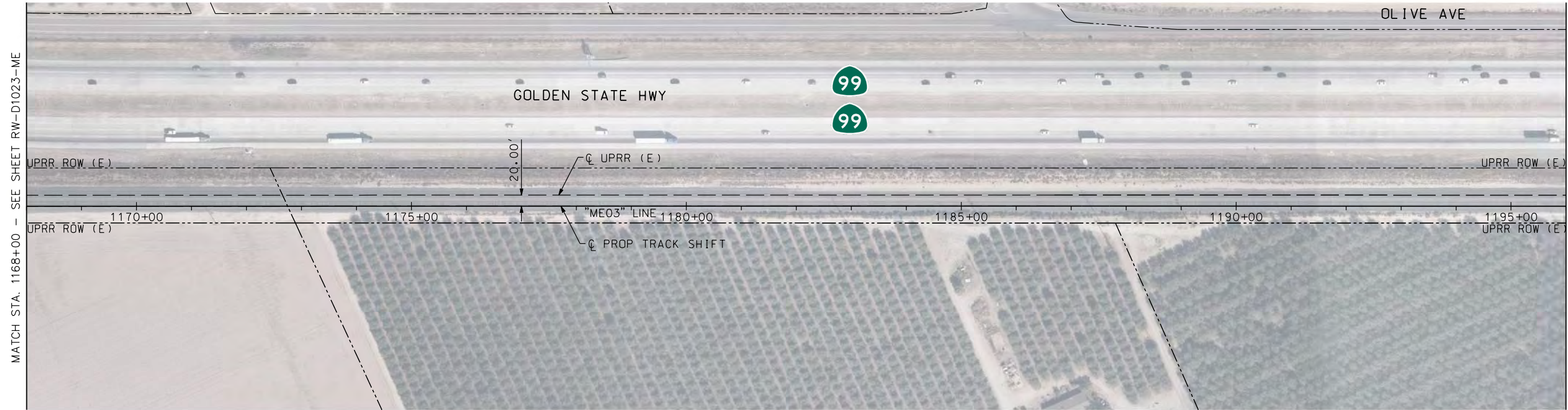
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CHECKED BY D. HARTMAN
IN CHARGE D. COWIN
DATE 11/03/21

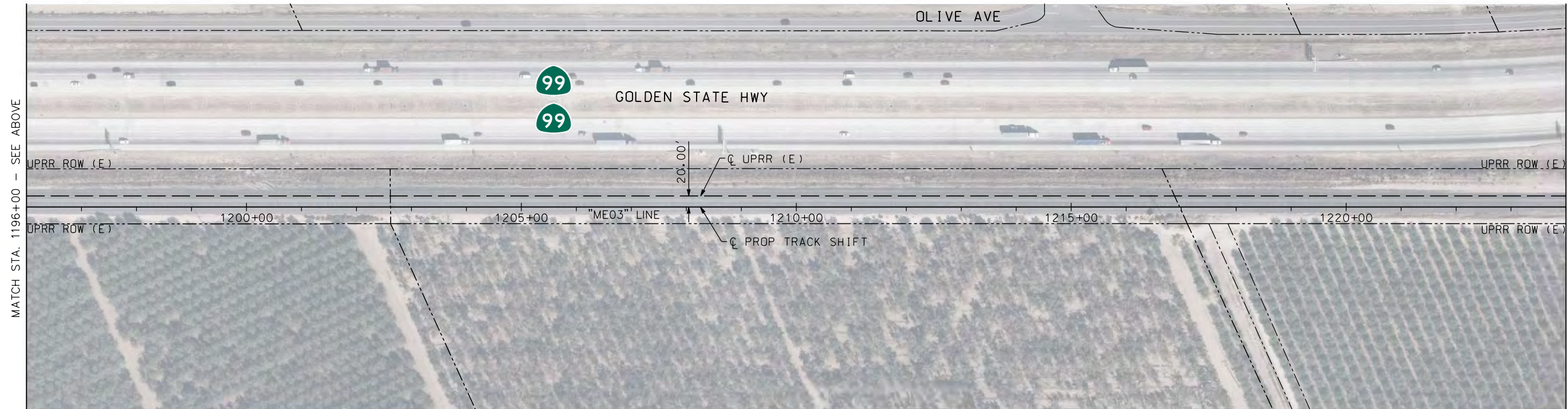
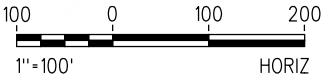
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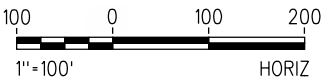
SAN JOAQUIN REGIONAL RAIL COMMISSION ALTAMONT CORRIDOR EXPRESS VALLEY RAIL – MERCED EXTENSION SEGMENT 3 RIGHT OF WAY PLAN STA. 1112+00 TO STA. 1168+00	ENVIRONMENTAL ALTERNATIVE CODE DRAWING NO. RW-D1023-ME SCALE AS SHOWN SHEET NO. 275 OF 287
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PLAN



PLAN



 RIGHT OF WAY

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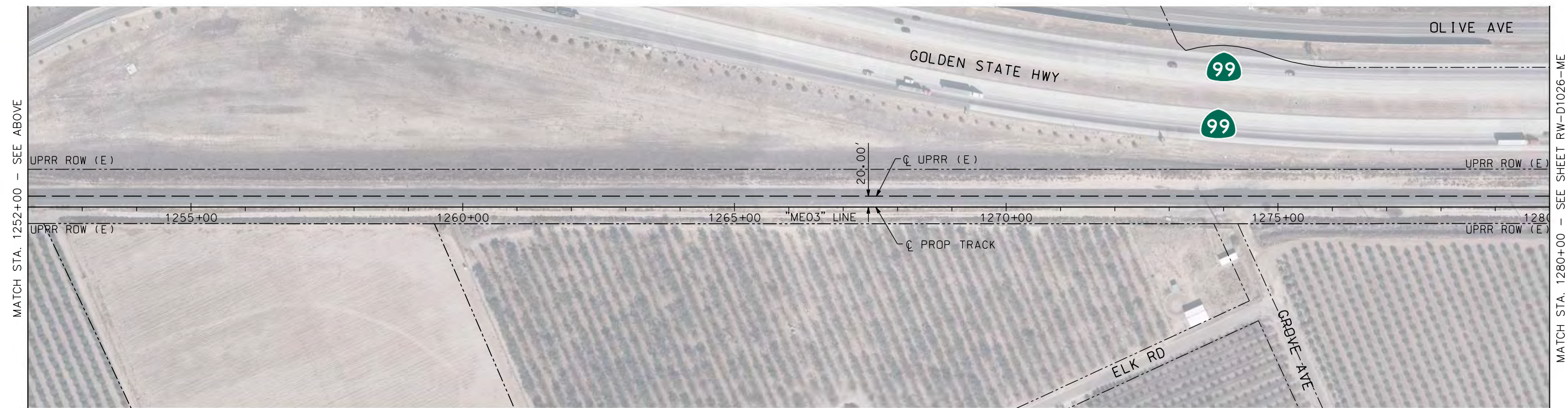
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CHECKED BY
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IN CHARGE
D. COWIN
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ALTAMONT CORRIDOR EXPRESS
VALLEY RAIL – MERCED EXTENSION
SEGMENT 3
RIGHT OF WAY PLAN
STA. 1168+00 TO STA. 1224+00

ENVIRONMENTAL ALTERNATIVE
CODE
DRAWING NO.
RW-D1024-ME
SCALE
AS SHOWN
SHEET NO.
276 OF 287

 RIGHT OF WAY

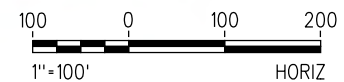
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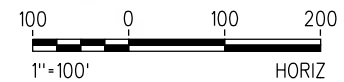
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PLAN



PLAN



 RIGHT OF WAY

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DESIGNED BY A. SHIELDS
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CHECKED BY D. HARTMAN
IN CHARGE D. COWIN
DATE 11/03/21

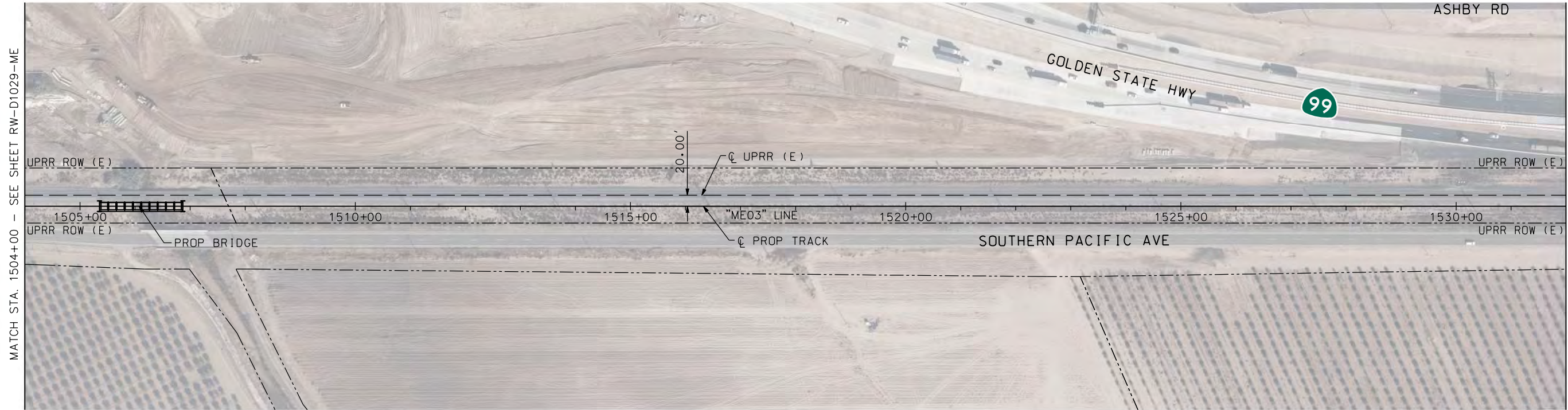
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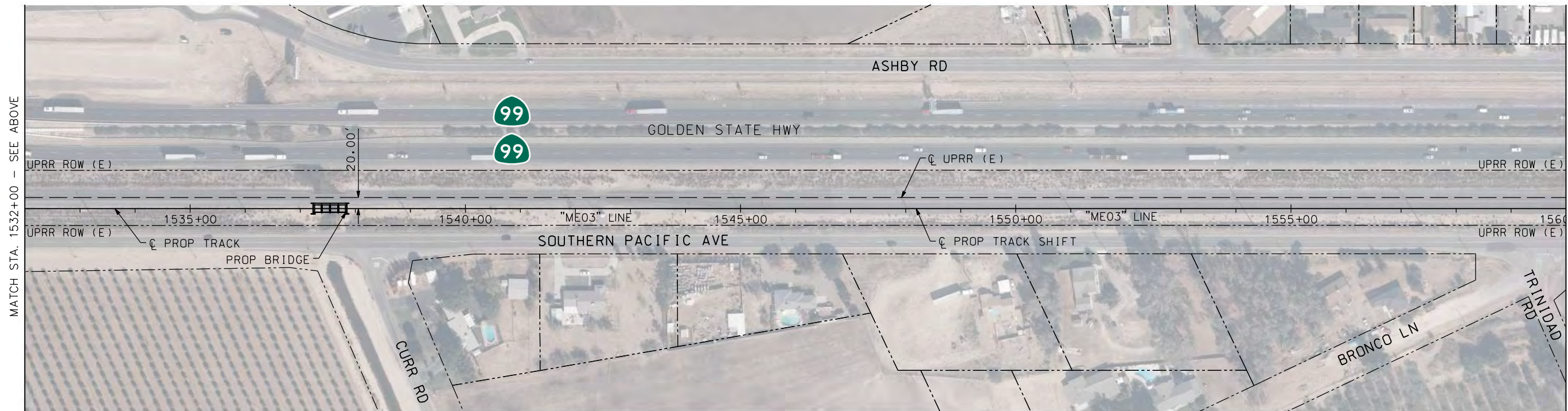
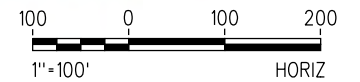
SAN JOAQUIN
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RAIL COMMISSION

SAN JOAQUIN REGIONAL RAIL COMMISSION
ALTAMONT CORRIDOR EXPRESS
VALLEY RAIL – MERCED EXTENSION
SEGMENT 3
RIGHT OF WAY PLAN
STA. 1392+00 TO STA. 1448+00

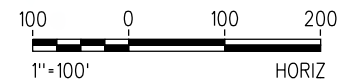
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DRAWING NO. RW-D1028-ME
SCALE AS SHOWN
SHEET NO. 280 OF 287



PLAN




PLAN



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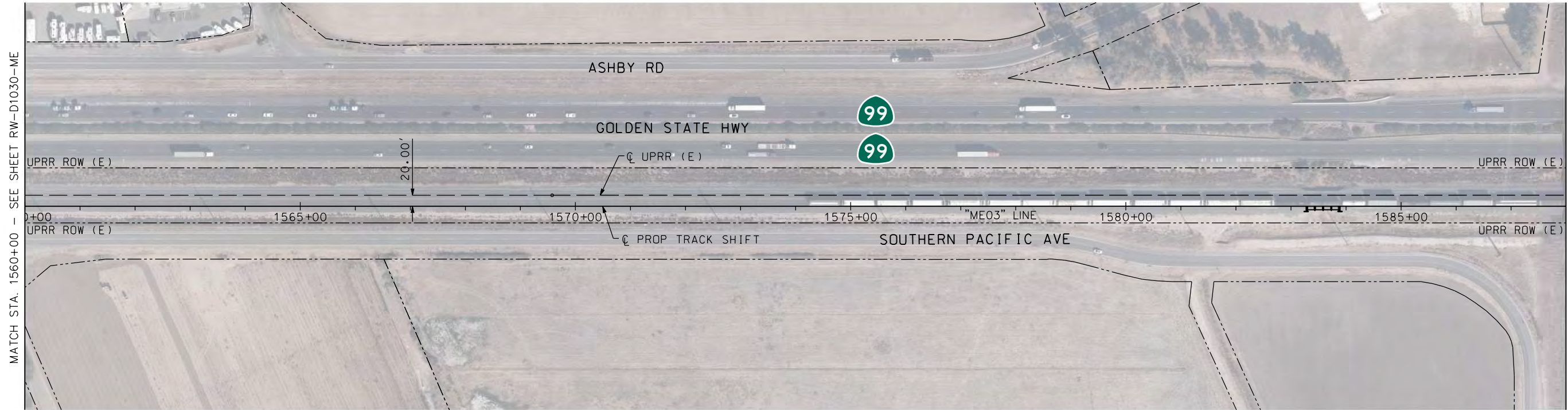
DESIGNED BY A. SHIELDS
DRAWN BY D. LEE
CHECKED BY D. HARTMAN
IN CHARGE D. COWIN
DATE 11/03/21

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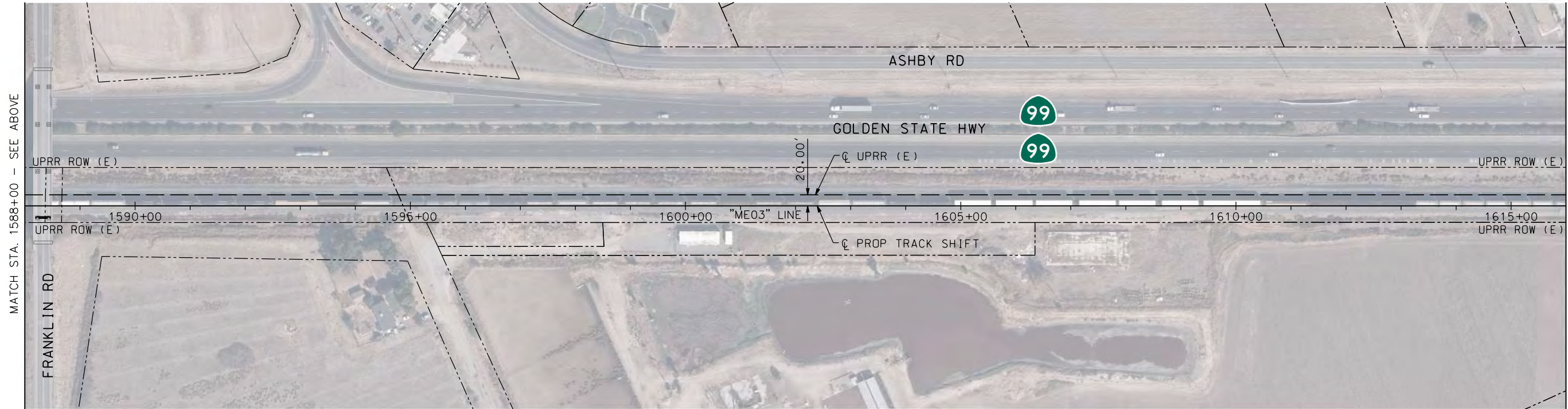
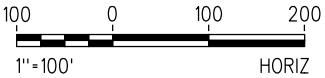
	SAN JOAQUIN REGIONAL RAIL COMMISSION
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SAN JOAQUIN REGIONAL RAIL COMMISSION ALTAMONT CORRIDOR EXPRESS VALLEY RAIL – MERCED EXTENSION SEGMENT 3 RIGHT OF WAY PLAN STA. 1504+00 TO STA. 1560+00

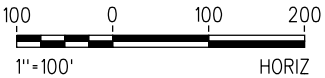
ENVIRONMENTAL ALTERNATIVE CODE
DRAWING NO. RW-D1030-ME
SCALE AS SHOWN
SHEET NO. 282 OF 287



PLAN



PLAN



 RIGHT OF WAY

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\$DATE \$TIME \$USER \$DGN\$SPEC

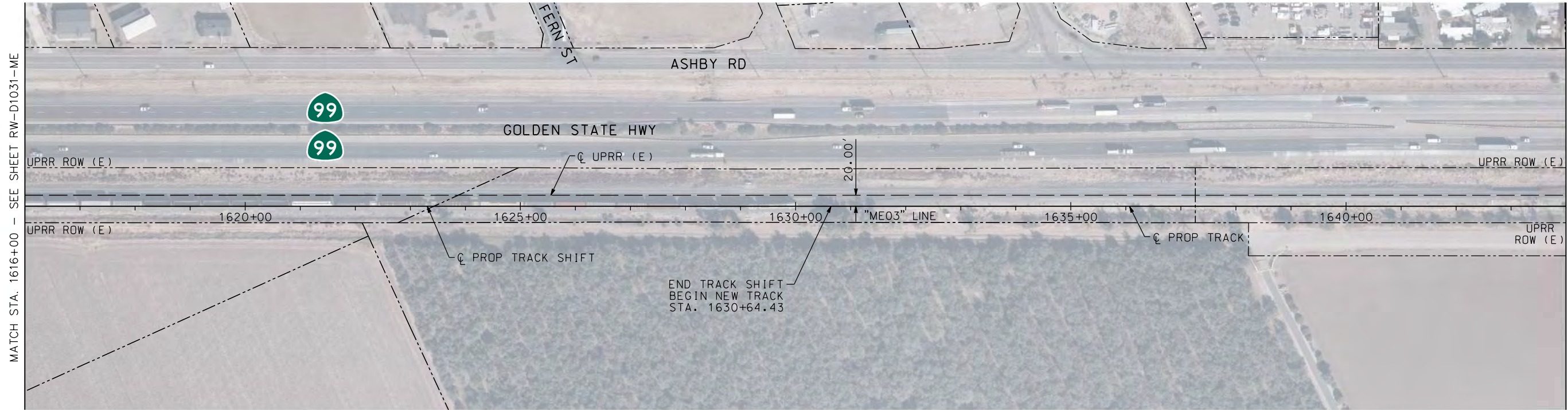
DESIGNED BY
A. SHIELDS
DRAWN BY
D. LEE
CHECKED BY
D. HARTMAN
IN CHARGE
D. COWIN
DATE
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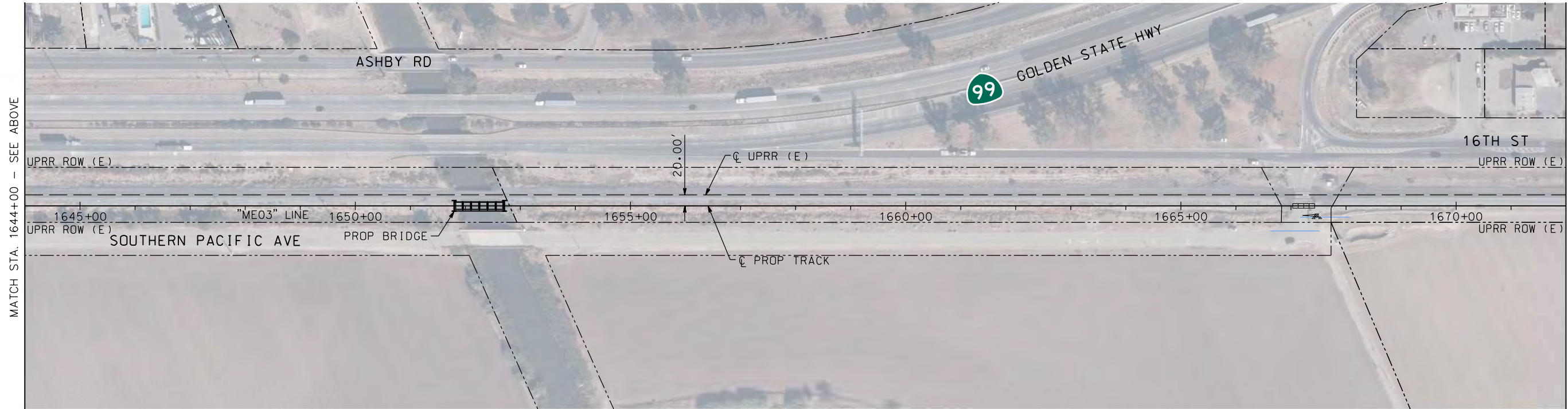
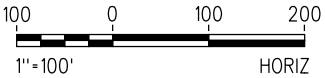


SAN JOAQUIN REGIONAL RAIL COMMISSION
ALTAMONT CORRIDOR EXPRESS
VALLEY RAIL – MERCED EXTENSION
SEGMENT 3
RIGHT OF WAY PLAN
STA. 1560+00 TO STA. 1616+00

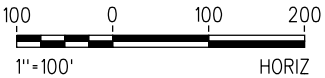
ENVIRONMENTAL ALTERNATIVE
CODE
DRAWING NO.
RW-D1031-ME
SCALE
AS SHOWN
SHEET NO.
283 OF 287



PLAN



PLAN



 RIGHT OF WAY

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Appendix D

**ACE Ceres–Merced Extension
Ridership, Revenue, and Benefits Report
Updates to the Draft EIR**

Appendix D, *ACE Ceres–Merced Extension Ridership, Revenue, and Benefits Report* has been updated.
Updates are shown with underlined text.

To: Dan Leavitt, Manager of Regional Initiatives

Cc: _____

Subject: ACE Ceres-Merced Extension Project EIR – Ridership, Revenue, and Benefits Technical Memorandum

From: Lincoln James, AECOM (Authored by Laura McWethy, AECOM)

Date: January 27, 2021, revised July 22, 2021

Introduction

This technical memorandum summarizes the methodology used to create ridership forecasts for the ACE Ceres-Merced Extension Project. This memorandum describes the process of developing the ridership forecasts, including key assumptions and inputs such as demographic data and conceptual operating plans, as well as the describing the ridership forecasts.

Ridership Methodology

The ridership forecasts were developed using the ACE Passenger Rail Forecasting Model ("ACE Model"). AECOM developed and has used the ACE Model to forecast ridership for recent and ongoing plans and projects to implement service improvements to the Altamont Corridor Express (ACE) and San Joaquins services, including the *ACEforward* program and the Valley Rail Sacramento Extension.

The ACE Model considers both intercity and commuter passengers and is based on the Amtrak forecasting model developed by AECOM. The ACE Model was calibrated to match existing ACE ridership and updated to account for future short- and long-term investments in the passenger rail network in Northern California, including select connections with BART.

The ACE Model is an incremental model that only forecasts rail ridership, as opposed to total travel by all modes. The model pivots off of existing ridership and service by station pair and the forecasts are based on demographic growth and service characteristics such as depart/arrival times of day, travel time between station pairs and train headways. In cases where there is no existing service, a proxy station pair that has similar characteristics to the new station pair is assigned, and the base ridership is adjusted to account for differences in market size and service. Each train is modeled separately, which allows for time-of-day factoring for both departure and arrival times. Connections are explicitly modeled, and factored lower to reflect the lower appeal of a required transfer. The model produces ridership forecasts that are unconstrained with regard to train capacity and parking capacity. To account for situations where the demand may be greater than the proposed service, the ridership results can be post-processed to reduce ridership to match available capacity at key choke points. The capacity analysis (found in the last section of this document) confirmed that the forecasts presented here can be accommodated within the maximum capacity of 10-car trains.

Demographic Assumptions

In addition to the rail service operating plan, demographic forecasts are one of the key inputs to the ACE Model. Demographic growth forecasts from Moody's Economy.com procured in 2013 were used in the ACE Model to generate trips on both ACE. These forecasts are based on detailed national and regional econometric modeling and provide corridor-wide consistency with respect to key measures of growth, including population, income, and employment. This dataset is a custom forecast of demographic data at the county level, and includes low, base, and high forecasts of total population, total non-farm employment, and total personal income.

The ACE Model, however, requires demographic data for each station. To translate county-level demographic data to smaller-scale station-level data, AECOM employed a custom geographic information system (GIS) application to calculate the population and employment contained within buffers around each station. Buffers ranging in radius from five to twenty miles around stations were used, and the weighted average population and employment for each buffer were inputted into the ACE Model.

The ACE Model was previously updated to reflect demographics from the 2018 Alameda County Transportation Commission (ACTC) travel demand forecasting model ("ACTC Model") which includes demographic forecasts for Plan Bay Area 2050. For this analysis, percentage changes in demographic data by jurisdiction from the base (2013) model to the updated (2018) model were estimated for analysis years of 2030 and 2040. These jurisdictional-level percentage changes were applied to ACE Model base demographic data associated with each station, with consideration to the geographic location, catchment area, and other characteristics of each station. This allows the demographics used in this analysis to be consistent with other planning projects in the region.

Model Refinements

Additional adjustments were made to the ACE model to improve the ridership forecasts and better match station catchment areas and characteristics. First, the population buffers resulting from AECOM's GIS application were revised around Ceres, Modesto, and Ripon stations. Prior to refinements, the buffers were created using straight-line distances around the stations and did not include highway access travel times or a measure of the directionality of the system, which is the standard procedure, but do not represent the unique characteristics of accessing some of the stations. In this particular area, it is expected that residents on the northwest side of the stations would choose to travel to the more inbound station to board ACE, rather than driving outbound and then taking an ACE train inbound, as it would reduce both the ACE travel time and the access drive time to the station. For example, a passenger that resides in northern Modesto may choose to drive inbound to Ripon to board an ACE train rather than drive outbound to the Modesto station to then board an inbound ACE train. Similarly, a passenger residing to the north/northwest of Ceres may rather drive inbound to Modesto rather than outbound to Ceres to board an inbound ACE train. Because of this potential situation, a portion of the population that was assigned to Ceres in the buffer process was shifted to Modesto, and

a portion of the population assigned to Modesto was shifted to Ripon. These shifts allow the model to better reflect demand at these stations.

Proxy station assignments, which are described briefly in the Methodology section above, also were thoroughly vetted to ensure the similarity between a proxy station and the corresponding station for which it is a proxy. Several factors were considered when improving the match between a proxy station and corresponding/new station. One factor is whether a new station is an end-of-line station; if so, then a proxy station that also is an end-of-line station is likely a good choice as a proxy, as they typically have a larger ridership draw. Demographics around a station matter as well. Stations in relatively high employment areas should be matched with a proxy that also is in a high employment area; similarly, stations in less dense or more rural areas should be matched with proxy stations in less dense areas. Distance between stations is also a factor. When a proxy station is chosen for a new station, the distance between the proxy station and other ACE stations should be similar to the distance between the new station and other ACE stations. Proxy station assignments were reviewed and revised based on the considerations described above. For example, the station pair of Merced to Modesto is a shorter-distance pair that includes an end of the line station and a moderate commute market. For this pair, the existing Stockton to Vasco station pair is used as the proxy to match with those characteristics. Downtown Manteca to Tracy uses the proxy station pair of Lathrop-Manteca to Tracy, as Downtown Manteca is located close to Lathrop-Manteca, but the existing ridership is factored down based on the addition of new stations in the area of Lathrop-Manteca.

Scenarios and Forecasts

The scenarios and resulting forecasts are described below. Ridership impacts, including passenger revenue (order-of-magnitude estimate only), parking demand at stations, and reduction in vehicle miles traveled (VMT), are also presented. For the ACE extension to Merced, the ridership analysis does not include the HSR project effect on ACE ridership (or vice versa). As the ridership does not include any impacts from HSR, this also extends to further components of ridership such as parking demand and VMT reductions. There are two reasons for this:

1. While the HSR extension to Merced is an adopted project, the exact timing and frequency of HSR service to Merced is still a work in progress;
2. The project team has analyzed the ACE extension to Merced on its own as a separate independent utility project from HSR. This is best done by not including any potential ridership effects due to transfers between ACE and HSR.

Similarly, the Valley Link project has not been factored into the ridership analysis for the ACE extension to Merced as the Valley Link project is not yet formally approved (but may be approved in Spring 2021). Though the Valley Link project would likely increase ACE ridership between Merced and Lathrop, it will likely decrease trips along the existing ACE line, and the project is not yet fully funded all the way to Lathrop and may be built in phases from west to

east. The Merced-Bakersfield HSR Interim Service and Valley Link will be addressed under the cumulative impacts section of the EIR.

The ridership modeling considers two future years: 2030, which assumes the full operating plan for 4 roundtrips each weekday; and a long-term horizon year (2040), which also assumes 4 roundtrips each weekday while capturing future population and employment growth along the route in the next 15–20 years. The assumption for each of these years for both build and no build are summarized in Table 1.

Table 1: Scenario Descriptions

	2030	2040
No Build	Existing ACE service No Valley Link service No California High-Speed Rail service	Existing ACE service No Valley Link service No California High-Speed Rail service
Build-Atwater	ACE with Sacramento and Merced Extensions, Atwater station No Valley Link service No California High-Speed Rail service	ACE with Sacramento and Merced Extensions, Atwater station No Valley Link service No California High-Speed Rail service
Build-Livingston	ACE with Sacramento and Merced Extensions, Livingston station No Valley Link service No California High-Speed Rail service	ACE with Sacramento and Merced Extensions, Livingston station No Valley Link service No California High-Speed Rail service

No Build Scenario

For 2030 No Build, inbound and outbound ACE service includes the extensions to Natomas and Ceres, with the following roundtrip train service and bus connections:

- Two direct trains between Stockton and San Jose
- One direct train between Ceres and San Jose with connecting bus service between Ceres and Merced
- One direct train between Natomas and San Jose
- One direct train between Natomas and Stockton
- Three trains between Ceres and Natomas via the Natomas Extension with connecting bus service between Ceres and Merced. These three trains also connect at North Lathrop to other inbound ACE trains with service to San Jose.
- Four buses between Ceres and Merced, connecting to the trains at Ceres.

No Build inbound and outbound ACE train service is shown in Table 2 and Table 3, respectively. Existing Amtrak intercity services in the region also was assumed for 2030 No Build, including San Joaquins and Capitol Corridor services. For the 2040 No Build, ACE service is the same as the ACE service used in 2030 No Build.

Table 2: No Build ACE Timetable – Inbound

	A01	A03	A05	A07	A09	302	204	304
Merced	3:09					3:59	4:59	5:59
Atwater	3:26					4:16	5:16	6:16
Turlock	3:55					4:45	5:45	6:45
Ceres	4:17					5:05	6:05	7:05
Modesto	4:25					5:13	6:13	7:13
Ripon	4:36					5:24	6:24	7:24
Manteca	4:44					5:32	6:32	7:32
North Lathrop						5:41	6:41	7:41
Stockton		5:33	6:33	7:33	8:39	5:52	6:52	7:52
Lodi				7:18	8:25	6:09	7:09	8:09
Elk Grove				6:56	7:56	6:31	7:31	8:31
Sutterville				6:42	7:42	6:45	7:45	8:45
Midtown Sacramento				6:36	7:36	6:51	7:51	8:51
North Sacramento				6:29	7:29	6:58	7:58	8:58
Natomas				6:19	7:19	7:09	8:09	9:09
North Lathrop		5:45	6:45	7:45		5:45	6:45	7:45
Lathrop-Manteca	4:52	5:52	6:52	7:52		5:52	6:52	7:52
Tracy	5:04	6:04	7:04	8:04		6:04	7:04	8:04
Vasco	5:33	6:33	7:33	8:33		6:33	7:33	8:33
Livermore	5:38	6:38	7:38	8:38		6:38	7:38	8:38
Pleasanton	5:46	6:46	7:46	8:46		6:46	7:46	8:46
Fremont	6:08	7:08	8:08	9:08		7:08	8:08	9:08
Great America	6:26	7:26	8:26	9:26		7:26	8:26	9:26
Santa Clara	6:33	7:33	8:33	9:33		7:33	8:33	9:33
San Jose	6:45	7:45	8:45	9:45		7:45	8:45	9:45

*Grey highlighted timestamps are transfers to another train.

**Orange highlighted rows are stations that are part of the Ceres-Merced bus service.

Table 3: No Build ACE Timetable – Outbound

	A98	A04	A06	A08	A10	215	315	217
Merced		18:41				19:52	20:52	21:52
Atwater		18:27				19:38	20:38	21:38
Turlock		18:01				19:12	20:12	21:12
Ceres		17:43				18:55	19:55	20:55
Modesto		17:37				18:49	19:49	20:49
Ripon		17:25				18:37	19:37	20:37
Manteca		17:17				18:28	19:28	20:28
North Lathrop						▶ 18:20	▶ 19:20	▶ 20:20
Stockton	14:28		▶ 18:28	19:27	20:27	18:07	19:07	20:07
Lodi	14:44		18:44			17:53	18:53	19:53
Elk Grove	15:06		19:06			17:31	18:31	19:31
Sutterville	15:20		19:20			17:17	18:17	19:17
Midtown Sacramento	15:26		19:26			17:11	18:11	19:11
North Sacramento	15:33		19:33			17:04	18:04	19:04
Natomas	15:41		19:41			16:51	17:51	18:51
North Lathrop			18:16	19:16	20:16	18:16	19:16	20:16
Lathrop Manteca		17:10	18:10	19:10	20:10	18:10	19:10	20:10
Tracy		16:51	17:51	18:51	19:51	17:51	18:51	19:51
Vasco		16:22	17:22	18:22	19:22	17:22	18:22	19:22
Livermore		16:17	17:17	18:17	19:17	17:17	18:17	19:17
Pleasanton		16:08	17:08	18:08	19:08	17:08	18:08	19:08
Fremont		15:45	16:45	17:45	18:45	16:45	17:45	18:45
Great America		15:29	16:29	17:29	18:29	16:29	17:29	18:29
Santa Clara		15:20	16:20	17:20	18:20	16:20	17:20	18:20
San Jose		15:15	16:15	17:15	18:15	16:15	17:15	18:15

*Grey highlighted timestamps are transfers to another train.

**Orange highlighted rows are stations that are part of the Ceres-Merced bus service.

Build Scenarios

The build scenarios included the same non-ACE service as the No Build (San Joaquins and Capitol Corridor Amtrak services for 2030 and the Amtrak services). For ACE, the build includes all the No Build service and converts the Ceres-Merced bus connection to rail, converting three bus stops to rail stations and improving travel times to these markets. Two versions of the build were tested:

one version with a station at Atwater and the other version with a station at Livingston. The full inbound and outbound ACE schedules for the build runs are provided in Table 4 and Table 5, respectively.

Table 4: Build Atwater/Livingston ACE Timetable – Inbound

Station	A01	A03	A05	A07	A09	302	204	304
Merced	3:43					4:31	5:31	6:31
Atwater/Livingston**	3:57/4:01					4:45/4:49	5:45/5:49	6:45/6:49
Turlock	4:08					4:56	5:56	6:56
Ceres	4:17					5:05	6:05	7:05
Modesto	4:25					5:13	6:13	7:13
Ripon	4:36					5:24	6:24	7:24
Manteca	4:44					5:32	6:32	7:32
North Lathrop						5:41	6:41	7:41
Stockton		5:33	6:33	7:33	8:39	5:52	6:52	7:52
Lodi				7:18	8:25	6:09	7:09	8:09
Elk Grove				6:56	7:56	6:31	7:31	8:31
Sutterville				6:42	7:42	6:45	7:45	8:45
Midtown Sacramento				6:36	7:36	6:51	7:51	8:51
North Sacramento				6:29	7:29	6:58	7:58	8:58
Natomas				6:19	7:19	7:09	8:09	9:09
North Lathrop		5:45	6:45	→ 7:45		→ 5:45	→ 6:45	→ 7:45
Lathrop-Manteca	4:52	5:52	6:52	7:52		5:52	6:52	7:52
Tracy	5:04	6:04	7:04	8:04		6:04	7:04	8:04
Vasco	5:33	6:33	7:33	8:33		6:33	7:33	8:33
Livermore	5:38	6:38	7:38	8:38		6:38	7:38	8:38
Pleasanton	5:46	6:46	7:46	8:46		6:46	7:46	8:46
Fremont	6:08	7:08	8:08	9:08		7:08	8:08	9:08
Great America	6:26	7:26	8:26	9:26		7:26	8:26	9:26
Santa Clara	6:33	7:33	8:33	9:33		7:33	8:33	9:33
San Jose	6:45	7:45	8:45	9:45		7:45	8:45	9:45

*Grey highlighted timestamps indicate transfers to another train.

**The first timestamp in a cell refers to Atwater and the second timestamp refers to Livingston in the Atwater and Livingston Build scenarios, respectively.

Table 5: Build Atwater/Livingston ACE Timetable – Outbound

Station	A98	A04	A06	A08	A10	215	315	217
Merced		18:17				19:35	20:35	21:35
Atwater/ Livingston**		18:03/17:59				19:21/19:17	20:21/20:17	21:21/21:17
Turlock		17:52				19:10	20:10	21:10
Ceres		17:43				18:55	19:55	20:55
Modesto		17:37				18:49	19:49	20:49
Ripon		17:25				18:37	19:37	20:37
Manteca		17:17				18:28	19:28	20:28
North Lathrop						▶ 18:20	▶ 19:20	▶ 20:20
Stockton	14:28		→18:28	19:27	20:27	18:07	19:07	20:07
Lodi	14:44		18:44			17:53	18:53	19:53
Elk Grove	15:06		19:06			17:31	18:31	19:31
Sutterville	15:20		19:20			17:17	18:17	19:17
Midtown Sacramento	15:26		19:26			17:11	18:11	19:11
North Sacramento	15:33		19:33			17:04	18:04	19:04
Natomas	15:41		19:41			16:51	17:51	18:51
North Lathrop			18:16	19:16	20:16	18:16	19:16	20:16
Lathrop-Manteca		17:10	18:10	19:10	20:10	18:10	19:10	20:10
Tracy		16:51	17:51	18:51	19:51	17:51	18:51	19:51
Vasco		16:22	17:22	18:22	19:22	17:22	18:22	19:22
Livermore		16:17	17:17	18:17	19:17	17:17	18:17	19:17
Pleasanton		16:08	17:08	18:08	19:08	17:08	18:08	19:08
Fremont		15:45	16:45	17:45	18:45	16:45	17:45	18:45
Great America		15:29	16:29	17:29	18:29	16:29	17:29	18:29
Santa Clara		15:20	16:20	17:20	18:20	16:20	17:20	18:20
San Jose		15:15	16:15	17:15	18:15	16:15	17:15	18:15

*Grey highlighted timestamps indicate transfers to another train.

**The first timestamp in a cell refers to Atwater and the second timestamp refers to Livingston in the Atwater and Livingston Build scenarios, respectively.

Forecast Results

The forecasted annual and daily ACE ridership in Years 2030 and 2040 is shown in Table 6 below for the No Build, Build-Atwater, and Build-Livingston scenarios. Annual revenue, person miles travelled (PMT), and automobile VMT avoided are also shown in Table 6. Revenue is calculated based on the ridership forecasts, but is not an input into the model, meaning fares do not affect ridership numbers directly in the model. Unmodeled attributes such as fare are indirectly included in the incremental model through the baseline ridership, in that it is assumed that the proposed fares will be the same or similar to the existing fares. In cases where there is not existing ridership, such as for the extensions, proxy station pairs are assigned which are assumed to have similar characteristics, including market size, service levels, and fares.

The revenue was calculated as the ridership forecast for each station pair multiplied by the existing fare for each station pair. For new station pairs, fares were interpolated based on existing fares. As auto travel is not included in the ACE model, the VMT was estimated based on train miles by station pair multiplied by ridership and adjusted for average auto occupancy. All new ridership is assumed to be diverted from automobiles.

Overall ridership and the other metrics in both build scenarios are very similar in both 2030 and 2040. Overall ridership in the build scenarios is about 12 percent higher than in the No Build scenario, and annual revenue is about 10 percent higher than in the No Build. The Atwater and Livingston runs have similar total ridership.

Table 6: Forecasted Ridership, Revenue, & Auto VMT Avoided

	2030			2040		
	No Build	ATW	LVG	No Build	ATW	LVG
Annual Ridership	3,735,500	4,180,900	4,176,800	4,797,100	5,367,500	5,364,100
Daily Ridership	14,760	16,530	16,510	18,960	21,220	21,200
Annual Revenue (\$)	24,511,200	27,041,500	27,033,900	31,632,200	34,872,800	34,872,300
Annual PMT	199,178,400	223,606,100	223,043,600	257,031,900	288,276,300	287,851,800
Annual Auto VMT Avoided	-	24,375,000	23,966,200	-	31,122,800	30,671,000

Combined station ons and offs (boardings and alightings) for each scenario and forecast year are shown below in Table 7. Relative to the No Build Scenario, ridership in the build scenarios is forecasted to increase significantly at Merced, Atwater/Livingston, and Turlock stations as these stations are converting from bus to rail service; moderately at Modesto, Ripon, and Downtown Manteca stations (on the order of 15 percent); and (in general) slightly along the Natomas Extension stations and for ACE stations from Stockton to San Jose (on the order of 5 percent).

There are not significant differences in station-level ridership between the two build scenarios; however, there is slightly more ridership at Atwater in the Build-Atwater scenario compared to at

Livingston in the Build-Livingston scenario. Furthermore, there is slightly less ridership at Merced in the Build-Atwater scenario compared to the Build-Livingston scenario, which suggests that Atwater is an attractive option for some passengers who would otherwise board an ACE train at Merced.

Table 7: ACE Station Ons & Offs

Station	2030			2040		
	No Build	ATW	LVG	No Build	ATW	LVG
Merced	31,900	251,500	257,000	41,500	319,700	335,300
Atwater	17,100	115,300	-	22,000	149,100	-
Livingston	-	-	106,200	-	-	130,800
Turlock	32,400	177,600	177,000	41,700	229,700	228,700
Ceres	153,200	151,200	151,300	196,000	193,500	193,500
Modesto	340,400	401,200	401,100	436,800	515,700	514,500
Ripon	209,500	245,000	244,200	276,700	322,600	322,600
Downtown Manteca	136,700	156,300	155,800	181,200	206,700	206,700
Natomas	295,300	317,200	316,900	371,800	399,700	399,000
North Sacramento	235,500	248,300	248,100	295,600	311,800	311,300
Midtown Sacramento	460,200	483,800	483,600	575,900	605,900	604,900
Sutterville	261,800	271,500	271,300	329,000	341,300	340,900
Elk Grove	331,300	350,000	349,900	413,600	437,400	436,800
Lodi	141,500	158,500	158,400	178,400	200,100	199,600
Stockton	283,100	320,000	319,200	370,600	417,900	417,900
North Lathrop	209,700	209,700	209,700	282,200	282,200	282,200
Lathrop/Manteca	168,500	179,400	179,200	216,200	230,000	230,000
Tracy	664,500	693,700	693,100	886,800	924,800	924,800
Vasco	229,100	239,100	238,400	287,800	299,500	299,300
Livermore	244,100	250,500	250,200	306,000	313,700	313,400
Pleasanton	787,400	807,700	806,800	983,700	1,007,300	1,007,700
Fremont	344,400	357,300	357,600	436,800	453,200	453,400
Great America	1,406,200	1,467,600	1,468,900	1,829,500	1,909,800	1,910,800
Santa Clara	94,200	98,400	98,500	122,700	128,300	128,300
San Jose	393,000	411,000	411,300	511,700	535,300	535,600
Total Ons & Offs	7,471,000	8,361,800	8,353,700	9,594,200	10,735,200	10,728,000

Forecasted weekday parking demand at several stations is shown in Table 8 for each scenario and forecast year, which are proportional to the station-level ridership. The SJRRC expects that approximately 72 percent of riders would drive to stations, based on data obtained from the SJRRC in their 2014 ACE Customer Satisfaction Survey. Stations between San Jose and Modesto and stations on the extension to Sacramento do not see any changes in parking demand, as new activity at these stations is related primarily to the attraction end of trips, given the

directionality of the system (i.e., trips are in-bound in the AM and out-bound in the PM). Ceres sees a slight decrease in parking demand, as some riders will shift to the new stations which may be closer to their home end. Turlock, Atwater/Livingston, and Merced all see big increases in parking demand for the build scenarios relative to the No Build Scenario, as they now have rail service as opposed to the less attractive bus shuttle service in the No Build Scenario. The largest forecasted increases in weekday parking demand in the build scenarios relative to the No Build scenario are at Merced, Atwater/Livingston, and Turlock. Modesto and Ripon are forecasted to have moderate increases in weekday parking demand, and all other stations are forecasted to have only slight increases in parking demand.

Table 8: Estimated Weekday Parking Demand

Station	2030			2040		
	No Build	ATW	LVG	No Build	ATW	LVG
Merced	45	358	366	59	455	477
Atwater	24	164	-	31	212	-
Livingston	-	-	151	-	-	186
Turlock	46	253	252	59	327	325
Ceres	218	215	215	279	275	275
Modesto	484	484	484	622	622	622
Ripon	298	298	298	394	394	394
Downtown Manteca	195	195	195	258	258	258
Natomas	<u>420</u>	<u>420</u>	<u>420</u>	<u>529</u>	<u>529</u>	<u>529</u>
North Sacramento	<u>335</u>	<u>335</u>	<u>335</u>	<u>421</u>	<u>421</u>	<u>421</u>
Midtown Sacramento	<u>655</u>	<u>655</u>	<u>655</u>	<u>819</u>	<u>819</u>	<u>819</u>
Sutterville	<u>373</u>	<u>373</u>	<u>373</u>	<u>468</u>	<u>468</u>	<u>468</u>
Elk Grove	<u>471</u>	<u>471</u>	<u>471</u>	<u>589</u>	<u>589</u>	<u>589</u>
Lodi	<u>201</u>	<u>201</u>	<u>201</u>	<u>254</u>	<u>254</u>	<u>254</u>
Stockton	403	403	403	527	527	527
North Lathrop	298	298	298	402	402	402
Lathrop/Manteca	240	240	240	308	308	308
Tracy	946	946	946	1,262	1,262	1,262
Vasco	326	326	326	410	410	410
Livermore	347	347	347	435	435	435
Pleasanton	1,120	1,120	1,120	1,400	1,400	1,400
Fremont	490	490	490	622	622	622

Capacity Analysis

This section summarizes the capacity analysis for ridership forecasts for the ACE Ceres-Merced Extension Project, and it builds upon the ACE Core Capacity Analysis undertaken in February of 2018 as part of the SJPA-SJRRRC Valley Rail TIRCP Analysis. The same methodology was also undertaken in this analysis as was conducted in the 2018 ACE Extension Lathrop to

Ceres/Merced EIR.

At present, the extensions to both Merced and Natomas are planned without an increase in the four daily round trips on the existing route to San Jose. To accommodate increases in ridership expected with these extensions, SJRRC is currently implementing procurement of additional train cars and locomotives, as well as platform lengthening projects to existing stations.

Table 9 presents the existing and proposed service changes to each train for the future forecasts, showing which trains are extended to Merced and Natomas.

Table 9: Future Year Service Changes by Train

<u>Train</u>	<u>Existing (Stockton – San Jose)</u>		<u>Extensions</u>			
	<u>Departs</u>	<u>Arrives</u>	<u>Origin</u>	<u>Destination</u>	<u>Departs</u>	<u>Arrives</u>
<u>ACE01</u>	<u>4:10 AM</u>	<u>6:22 AM</u>	<u>Merced</u>	<u>San Jose</u>	<u>3:09 AM</u>	<u>6:45 AM</u>
<u>ACE03</u>	<u>5:35 AM</u>	<u>7:47 AM</u>	<u>Stockton</u>	<u>San Jose</u>	<u>5:33 AM</u>	<u>7:45 AM</u>
<u>ACE05</u>	<u>6:40 AM</u>	<u>8:52 AM</u>	<u>Stockton</u>	<u>San Jose</u>	<u>6:33 AM</u>	<u>8:45 AM</u>
<u>ACE07</u>	<u>7:05 AM</u>	<u>9:17 AM</u>	<u>Natomas</u>	<u>San Jose</u>	<u>6:19 AM</u>	<u>9:45 AM</u>
<u>ACE04</u>	<u>3:35 PM</u>	<u>5:47 PM</u>	<u>San Jose</u>	<u>Merced</u>	<u>3:15 PM</u>	<u>6:41 PM</u>
<u>ACE06</u>	<u>4:35 PM</u>	<u>6:47 PM</u>	<u>San Jose</u>	<u>Natomas</u>	<u>4:15 PM</u>	<u>7:41 PM</u>
<u>ACE08</u>	<u>5:35 PM</u>	<u>7:47 PM</u>	<u>San Jose</u>	<u>Stockton</u>	<u>5:15 PM</u>	<u>7:27 PM</u>
<u>ACE10</u>	<u>6:38 PM</u>	<u>8:50 PM</u>	<u>San Jose</u>	<u>Stockton</u>	<u>6:15 PM</u>	<u>8:27 PM</u>

In addition to the four round trips traveling on the existing route, three roundtrips are planned to operate between Merced and Natomas and one round trip between Stockton and Natomas. These trains would connect with the trains traveling on the existing route, increasing the overall service on the existing route. The extension of ACE service to Ceres would include new rail stations at North Lathrop, Manteca, Ripon, Modesto, and Ceres. The extension of ACE service to Merced would include new rail stations at Turlock, Livingston or Atwater, and Merced. The extension of ACE service to Natomas would include new stations at Lodi, Elk Grove, City College, Sacramento Midtown, Old North Sacramento, and Natomas. The ridership forecasts tested station locations at both Livingston and Atwater, and for the most conservative estimates of capacity utilization, this analysis will use the Atwater Station, as it produced slightly higher ridership overall.

With the extensions, ridership is expected to surpass 4.1 million in the year 2030 and over 5.3 million in 2040. Table 10 and Table 11 break down the forecast ridership by markets (rows) and route segments (columns, labeled A – E) for the Build Scenario. Existing markets are shaded orange, while new markets accessed by the extensions are shaded blue.

Table 10: 2030 Ridership Forecast

	Existing Markets/Service
	New Markets/Service

Route Segment:	A Stockton – San Jose	B Merced – San Jose (direct)	C Merced – San Jose (transfer)	D Sacramento – San Jose	E Merced – Sacramento	Total
Daily Round Trips:	3	1	*	**	3½	7½
Within Sacramento Area	-	-	-	45,000	380,500	425,500
Sacramento Area to/from SJV-West	-	-	-	45,000	35,000	80,000
Sacramento Area to/from SJV-East	-	-	-	-	382,200	382,200
Sacramento Area to/from Tri Valley	-	-	-	134,400	-	134,400
Sacramento Area to/from Fremont	-	-	-	66,000	-	66,000
Sacramento Area to/from Silicon Valley	-	-	-	315,900	-	315,900
Within San Joaquin Valley-East	-	31,100	-	-	120,500	151,600
SJV-East to/from SJV-West	-	36,900	49,600	-	44,200	130,700
SJV-East to/from Tri Valley	-	74,200	98,200	-	-	172,400
SJV-East to/from Fremont	-	30,700	40,300	-	-	71,000
SJV-East to/from Silicon Valley	-	191,000	247,600	-	-	438,600
Within San Joaquin Valley-West	57,700	100	-	-	-	57,800
SJV-West to/from Tri Valley	237,900	41,200	-	-	-	279,100
SJV-West to/from Fremont	96,600	16,900	-	-	-	113,500
SJV-West to/from Silicon Valley	580,700	103,200	-	-	-	683,900
Within Tri Valley	44,700	13,700	-	-	-	58,400
Tri Valley to/from Fremont	62,100	19,500	-	-	-	81,600
Tri Valley to/from Silicon Valley	388,700	124,300	-	-	-	513,000
Fremont to/from Silicon Valley	18,500	6,800	-	-	-	25,300
Within Silicon Valley	100	-	-	-	-	100
Annual Ridership Total	1,487,000	689,600	435,700	606,300	962,400	4,181,000

Notes: * 3 Merced – Sacramento trains (Column E) connect with 3 Stockton – San Jose trains (Column A): transfer at North Lathrop

** 1 Stockton – San Jose train (Column A) begins/ends in Sacramento

(½) 1 “half train” operates only between Sacramento and Stockton

Table 11: 2040 Ridership Forecast

	Existing Markets/Service
	New Markets/Service

Route Segment:	A Stockton – San Jose	B Merced – San Jose (direct)	C Merced – San Jose (transfer)	D Sacramento – San Jose	E Merced – Sacramento	Total
Daily Round Trips:	3	1	*	**	3½	7½
Within Sacramento Area	-	-	-	55,800	471,600	527,400
Sacramento Area to/from SJV-West	-	-	-	58,200	45,300	103,500
Sacramento Area to/from SJV-East	-	-	-	-	488,700	488,700
Sacramento Area to/from Tri Valley	-	-	-	164,000	-	164,000
Sacramento Area to/from Fremont	-	-	-	82,000	-	82,000
Sacramento Area to/from Silicon Valley	-	-	-	403,200	-	403,200
Within San Joaquin Valley-East	-	40,500	-	-	156,600	197,100
SJV-East to/from SJV-West	-	48,600	65,200	-	57,100	170,900
SJV-East to/from Tri Valley	-	92,200	122,100	-	-	214,300
SJV-East to/from Fremont	-	39,400	51,700	-	-	91,100
SJV-East to/from Silicon Valley	-	251,600	326,200	-	-	577,800
Within San Joaquin Valley-West	80,000	200	-	-	-	80,200
SJV-West to/from Tri Valley	304,400	52,800	-	-	-	357,200
SJV-West to/from Fremont	125,800	22,000	-	-	-	147,800
SJV-West to/from Silicon Valley	777,000	138,100	-	-	-	915,100
Within Tri Valley	53,900	16,500	-	-	-	70,400
Tri Valley to/from Fremont	76,000	23,800	-	-	-	99,800
Tri Valley to/from Silicon Valley	488,300	156,100	-	-	-	644,400
Fremont to/from Silicon Valley	23,700	8,700	-	-	-	32,400
Within Silicon Valley	100	100	-	-	-	200
Annual Ridership Total	1,929,200	890,600	565,200	763,200	1,219,300	5,367,500

Notes: * 3 Merced – Sacramento trains (Column E) connect with 3 Stockton – San Jose trains (Column A): transfer at North Lathrop

** 1 Stockton – San Jose train (Column A) begins/ends in Sacramento

(½) 1 “half train” operates only between Sacramento and Stockton

The travel patterns for the future year forecast change from existing conditions, so the ridership forecast was post-processed to convert the model output (annual ridership numbers by train and market flow) to an estimated average daily peak link load. As such, the average daily midweek ridership numbers are not precise estimates of actual daily travel but are intended to represent an approximate value of how many riders may travel on a daily basis. The following procedure was applied:

- 1) Convert the annual market flows by train to average mid-week daily numbers by applying the following factors, for each train:
 - a) Annual to Daily factor – 253 days of weekday service per year
 - b) Mid-week peak factor based on October 2017 ridership – 104 percent of weekly average
- 2) Sum up market flows contributing to the peak link load, which is typically between Fremont and Pleasanton (the dividing line between the Tri-Valley market and the Silicon Valley markets):
 - a) Natomas Extension to/from Silicon Valley
 - b) Merced Extension to/from Silicon Valley
 - c) Stockton-Lathrop-Tracy to/from Silicon Valley
 - d) Tri-Valley to/from Silicon Valley
- 3) Compare the Build market flows to the existing market flows and adjust for consistency.
- 4) Adjust ridership distribution for riders traveling entirely on the existing route to account for train loading from the extensions. This step may adjust the individual train loadings and not be entirely consistent with the outputs directly out of the model but allows the analysis to match existing train loadings.
- 5) Compare the peak link loads by train and market to the capacity of each train to determine capacity utilization.

Table 12 and Table 13 present the 2030 and 2040 ridership and capacity utilization with the Sacramento and Merced Extensions.

Since crews are not able to reconfigure the trains at the Tamien Layover Facility, the same consists used for the AM trains must also be used for the PM trains. Also, the train consists serving each AM origin must match the train consists serving the same PM destination to meet equipment rotation requirements.

After accounting for ridership loads coming from the extensions, all trains are within the seated capacity of 10-car trains. In 2030, the Natomas-San Jose market, which only has one daily roundtrip (A06/A07), requires the full 10-car train. The Merced-Stockton-San Jose markets have more daily service (both direct trains and transfer opportunities), so riders are able to spread out the demand over multiple trains, leading to shorter requirements for the individual trains (7-, 8-, or 9-car trains).

In 2040, all trains require 10-car trains, and it is assumed that some riders would shift to a different train on the existing route (Stockton to/from San Jose), where there are more options due to train loadings (i.e., the train starting at Stockton will be significantly less full than the trains starting at Merced or Natomas). There is the potential for some standee riders if riders do not choose to shift to different departure times, but the total load can be

accommodated within the seated capacity of all 10-car trains.

Table 12: 2030 Build ACE Capacity Utilization

	Departs Merced^a Stockton^b Natomas^c	Arrives San Jose	Average Train Ridership (Tues.- Thurs.)	Percent of Daily Ridership	Average Fremont/ Pleasanton Link Load	Seated Train Capacity (train length in cars)
ACE01	3:09 AM ^a	6:45 AM	1,173	10%	917	1,182 (9)
ACE03	5:33 AM ^b	7:45 AM	1,369	12%	1,045	1,061 (8)
ACE05	6:33 AM ^b	8:45 AM	1,240	11%	865	919 (7)
ACE07	6:19 AM ^c	9:45 AM	1,994	17%	1,317	1,324 (10)
	Departs San Jose	Arrives a, b, c				
ACE04	3:15 PM	6:41 PM ^a	1,640	14%	1,157	1,182 (9)
ACE06	4:15 PM	7:41 PM ^c	2,148	18%	1,311	1,324 (10)
ACE08	5:15 PM	7:27 PM ^b	1,252	11%	932	1,061 (8)
ACE10	6:15 PM	8:27 PM ^b	865	7%	744	919 (7)
	Total		11,681	100%		

Table 13: 2040 Build ACE Capacity Utilization

	Departs Merced^a Stockton^b Natomas^c	Arrives San Jose	Average Train Ridership (Tues.- Thurs.)	Percent of Daily Ridership	Average Fremont/ Pleasanton Link Load	Seated Train Capacity (train length in cars)
ACE01	3:09 AM ^a	6:45 AM	1,593	11%	1,274	1,324 (10)
ACE03	5:33 AM ^b	7:45 AM	1,728	12%	1,324	1,324 (10)
ACE05	6:33 AM ^b	8:45 AM	1,790	12%	1,322	1,324 (10)
ACE07	6:19 AM ^c	9:45 AM	2,150	15%	1,323	1,324 (10)
	Departs San Jose	Arrives a, b, c		-		
ACE04	3:15 PM	6:41 PM ^a	1,899	13%	1,299	1,324 (10)
ACE06	4:15 PM	7:41 PM ^c	2,347	16%	1,317	1,324 (10)
ACE08	5:15 PM	7:27 PM ^b	1,711	12%	1,310	1,324 (10)
ACE10	6:15 PM	8:27 PM ^b	1,469	10%	1,318	1,324 (10)
	Total		14,688	100%		

While the core will experience the highest link loads as discussed above, the capacity analysis did examine the trains between Merced and Natomas, to ensure there were no additional capacity issues. For 2030, the maximum train link load for the three roundtrips would fill a four-car train to 88 percent seated capacity, and for 2040, the maximum load would fill a five-car train to 87 percent seated capacity. As such, the non-core trains would not require longer trains than existing service for both 2030 and 2040.

Appendix E

ACE Ceres–Merced Extension

Opinion of Probable Cost Report

Updates to the Draft EIR

Appendix E, *Opinion of Probable Cost Report* has been updated. Updates are shown with underlined text and ~~striketrough text~~. Updates are limited to Section 6 and the first two pages of Attachment C. Due to limited space, the updates to “Base Cost” and “Total Price” in Attachment C are not shown with striketrough text; however, updates are shown in underlined text.

ACE Ceres-Merced Extension Opinion of Probable Cost Report

March 2021

Prepared for: SJRRC

Authored by: AECOM



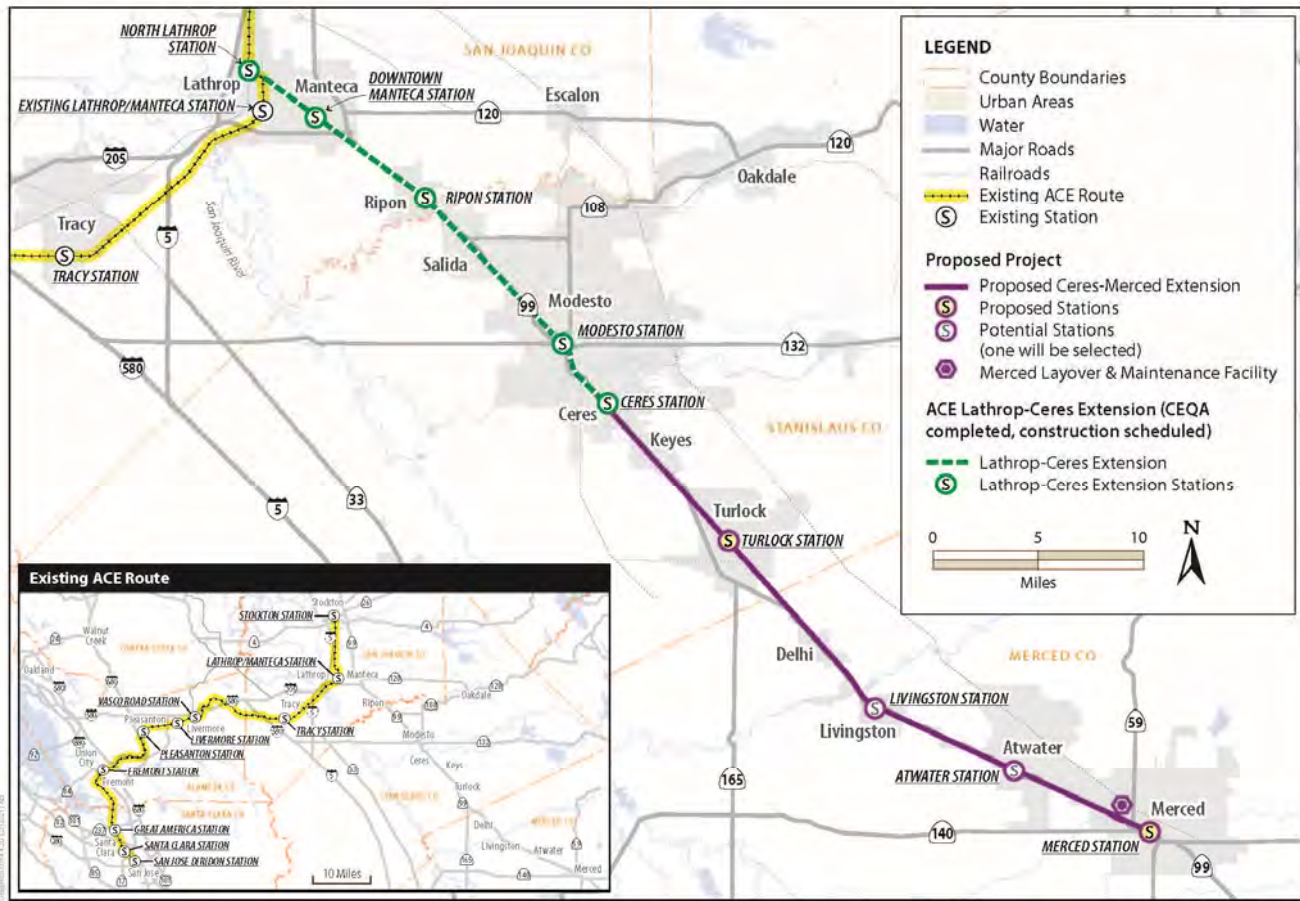
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List of Acronyms and Abbreviations

AC	Acres
ACE	Altamont Corridor Express
BART	Bay Area Rapid Transit
BCY	Bank Cubic Yard
CER	Conceptual Engineering Report
CY	Cubic Yard
Dog House	Signal house
EPC	Engineer-procure-construct
FCY	Fill Cubic Yard
HVAC	Heating, ventilation, and air conditioning
I&C	Instrumentation and controls
kV	Kilovolt(s)
LED	Light-emitting diode
LF	Lineal Feet
LS	Lump Sum
mW	Megawatt(s)
SF	Square Feet
SJRRC	San Joaquin Regional Rail Commission
TF	Track Feet
V	Volt(s)
WBS	Work Breakdown Structure
WC	Work Category

General Map of the Project



Section 1: Introduction to the Estimate

1.1 General Introduction

The AECOM team prepared a comprehensive cost estimate for the ACE Ceres-Merced Extension Project (Project).

This document is to summarize the costs from the 2021 15% preliminary engineering design for the improvements associated with the Merced Extension. The projects include rail improvements, stations and a layover and maintenance facility.

A master work breakdown structure (WBS) has been developed collectively by the AECOM team to provide a tracking framework for design, planning, scheduling, funding, and partnering as the Projects move forward. Work items are introduced with reference to the CSI coding system.

1.2 Overview of the Scope of Work

The Project is proposed by the San Joaquin Regional Rail Commission (SJRRRC) to provide one element of the foundation for SJRRRC's short-term vision of passenger rail services.

The Project includes improvements to UPRR's Fresno Subdivision in order to provide passenger rail service between Ceres and Merced. In order to provide this service, there is a need for various track improvements, new stations, and a layover and maintenance facility.

Section 2: Scope of the Estimate

The Project is divided into station improvements, track improvements and a layover and maintenance facility. There are three stations planned for this segment, which are located in Turlock, Livingston or Atwater and Merced. The track improvements include a combination of siding upgrades and connecting sidings to provide a double track corridor.

Section 3: Development of Cost Estimate

The development of this estimate was an integrated process within the AECOM team in the development of a project design and capital cost estimate. The steps conducted in the development of the Project cost estimate are outlined below.

3.1 Estimate Summary

The Estimate Summary Sheet is a list of key elements that make up a project. It summarizes cost for each key element of work that makes up a project. It also provides the total estimated project cost. For the ACE Ceres-Merced Extension Project, key elements include trackwork, stations, and a layover and maintenance facility. Each key element has a related design and plans, take-off and unit rates worksheet showing the detailed cost development work included in each segment. The Estimate Summary Sheet for this is included in Attachment A.

3.2 Work Breakdown Structure

The Estimate Summary Sheet is based on the Work Break Down Structure (WBS). The WBS was set up to develop a line item identifier for each key element of work for the Project. The WBS is intended to develop integrated costs and schedule for each key element, which can be used for the development of future individual construction contracts or combined with other key elements to produce a construction package in the future.

3.3 Work Categories

Work Categories (WC) for the Project were developed to provide a systematic framework to develop and track the cost and schedule for the Project. It focuses on the key elements for railroad construction. The estimate worksheets (tabs on the Summary Estimate) integrate the descriptions of work elements with the estimate of quantities take-off to develop the cost for each segment of the design. The estimate worksheets can be found in Attachment D.

3.4 Estimate of Quantities

The quantities used to develop the cost estimate for the Project were produced from designs developed by the AECOM design team. AECOM produced work activity quantities from this design work and populated the quantity cells within the estimate worksheets for each work activity. Specific track items such as track hardware, switches, and signals were quantified for pricing. Quantities from design sheets were back checked by AECOM to ensure that all quantities were accounted for throughout the estimate.

3.5 Estimate of Pricing

To develop the pricing for the cost estimate, the quantities developed (as described in Section 3.4) were integrated with standardized pricing based on methodology discussed in Section 4 below. Each item is assigned a consistent unit rate for each of the activities to be used throughout the estimate. A factor was provided to adjust the standard cost rate for the work activities depending upon any differences from the standard rates, allowing for efficiency, markup, and difficulty of the work. This is a judgment based upon a review of the design documents and minimal field review of the work sites.

3.6 Construction Markups

This section describes the basis for the inclusion of construction markups in the estimated cost of the Project.

This Opinion of Probable Cost is classified as a Class 4 estimate as defined by the Association for the Advancement of Cost Engineers (AACE international). Class 4 estimates are prepared based on information where the preliminary engineering is at the 15 percent design level, such as used for detailed strategic planning, business development, project screening, alternative scheme analysis, confirmation of economic and/or technical feasibility, environmental clearance, and preliminary budget approval.

The Class 4 estimating methodology is parametric using equipment and/or system process factors, budgetary vendor quotes, scale-up factors, and parametric and modeling techniques. The expected accuracy ranges for this class of estimate are -15 percent to -30 percent on the low end and +20 percent to +50 percent on the high end.

Table 3-1 lists the probable cost markup to address the specific items listed in the table. The markups are indirect costs incurred by the contractor in the execution of the project.

Table 3-1. CER Opinion of Probable Cost Markup	
Cost Description	Markup (%)
Inter-Agency Fees	0.80
Environmental Mitigation	3.00
Preliminary Engineering	0.00
Design 35%	3.00
Design 65%	3.00
Design 90%	2.00
Design Bid Set	2.00
Construction Management	10.00

Table 3-1. CER Opinion of Probable Cost Markup	
Cost Description	Markup (%)
Program Management	2.00
Agency Administration	2.00
Design Services During Construction	2.00
Railroad Flagging	2.00
Escalation allowance ^a	0.00
Add for whole unit factor	1.000
Total markup factor	1.318
Financing Costs	0.00

^a No escalation is included for the midpoint of construction. Escalation will be added when a construction schedule is finalized.

Section 4: Estimate Methodology Reference Data

4.1 Opinion of Cost

This Opinion of Probable Cost has been prepared from the information available at the time of the estimate. The final construction costs and the total cost of implementation will depend on actual labor and material costs, competitive market conditions, implementation schedule, and other variable factors. As a result, the final costs could vary from the estimate presented in this document. Because of this variance, to help ensure proper evaluation and adequate funding, feasibility and funding needs must be carefully reviewed prior to making specific financial decisions.

4.2 Cost Resources

The following is a list of the various cost resources used in the development of this cost estimate:

- R.S. Means cost data manuals, 2015
- Recent bids and costs for local projects
- 50 plus years of construction experience
- Historical data from the design teams' similar completed projects
- Vendor and/or supplier quotes on equipment and materials where appropriate
- Estimator judgement

4.3 Labor Costs

This Project estimate reflects local area labor rates. The published prevailing trade labor rates are used for the counties that are included in the local area and other California involved counties.

Prevailing labor prices are a burdened rate, including employer payments such as worker's compensation, state taxes, fringe benefits, health and welfare, pensions, vacations/holidays, and training.

A 5 percent allowance for incidental overtime has been included. This calculation has been blended in with the unit rates of line items of work. Pricing includes local hire and SBE participation meeting current standards.

4.4 Materials and Equipment

Materials and equipment costs include the California state sales tax rate plus local sales tax on materials, both temporary and permanent, and purchased equipment and/or subcontracted services that are deemed taxable.

4.5 Escalation

The cost estimate unit costs are based on \$2021.

Section 5: Assumptions, Inclusions, and Exclusions

5.1 General Assumptions and Inclusions

The following general assumptions were used in the development of the estimate:

- The estimate is based on the information contained in the 15% preliminary engineering design drawing packet for the Project.
- The existing operating facility will remain functional during construction.
- Adequate staging areas for office trailers, workforce parking, and staging of materials and laydown areas will be available.
- Contractor's temporary facilities and consumables are included as part of general requirements, including water, wash water, and electricity.
- Storm Water Pollution and Prevention Plan installation and management is included in the site estimate.
- The required road closures and site access points will be provided during construction according to the construction schedule.

5.2 Major Assumptions

The estimate is based on the assumptions that the work will be done on a multi-fragmented general contractor basis, and the contractor will have a reasonable amount of time to complete the work.

It is assumed that the fabricated equipment will be manufactured in the United States. Manufacturing facilities for the track and rail hardware are assumed to be from a U.S. supplier.

The assumed method of procurement is General Contractor. A project of this nature and extent will likely be bid by several specialty major engineer-procure-construct (EPC) contractors qualified to execute a project of this size. Therefore, it will be critical to keep informed of bidding backlog and other market conditions to ensure competitive bids. The timing of the advertisement of the bids and subsequent execution of the successful EPC contractor should be a major priority of the development team.

5.2.1 Geotechnical

Geotechnical assumptions used in the development of the estimate are presented below:

- Class 1 contaminated excavated material, not yet identified, will be hauled to a licensed hazardous waste disposal facility; cost not specifically calculated but included in the “rate” for excavation.
- Asphalt, demolition, and new paving are included.
- Embankment will be from a local borrow source near the construction fill site.

5.2.2 Civil

Civil assumptions used in the development of the Project estimate include site clearing and grading, temporary work for access to structures are included in the rates for the work items. Site improvements will include roads, storm water management, lighting, fencing, station amenities, and landscaping where shown on the plans or as required.

5.2.3 Structural

Cost for the bridges and stations will be in accordance with good engineering practices or designs where available (see Attachment B for typical cross sections of station platforms).

5.2.4 Architectural

Architectural assumptions used in the development of the estimate are pricing for architectural finishes for station facilities. Pricing allowances for streetscape landscaping

and irrigation systems have been included based on landscape areas provided at the stations. Allowances for landscaping are based on an allowance per square foot of surface area.

5.2.5 Railroad Signaling

Signal and signage are included as generally required by operating railroads (see signal types in Attachment C). Signal control buildings, or “dog houses,” are included as well as local power for the signal operation. Some of the signals have been located in the design, but additional signals or signage has been provided as necessary. The location of these signals is based on reasonable assumptions of their need. However, the Union Pacific Railroad will have the final say as to the required signal layout.

5.3 Excluded Costs

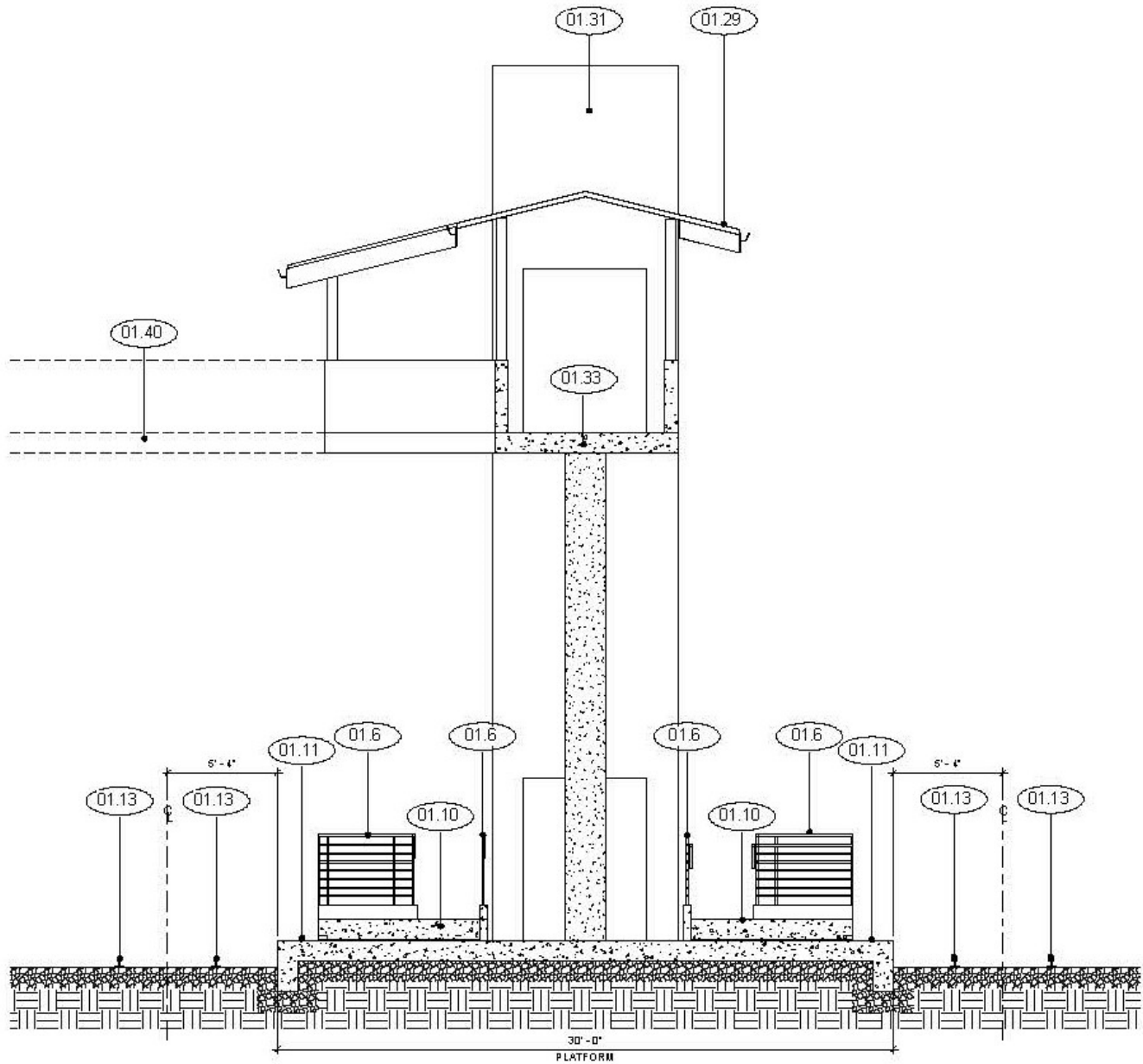
The cost estimate excludes the following costs:

- Remediation and/or mitigation of hazardous waste, unless specifically noted otherwise
- Land acquisition, other than for specific off-site facilities that will require land for those facilities
- Material adjustment allowances above and beyond what is included at the time of the cost estimate

Section 6: Cost Summary

MERCED EXTENSION COST SUMMARY				
SEGMENT NUMBER	SEGMENT TITLE	PROJECT CONSTRUCTION COST	PROJECT ADD-ON PERCENTAGE	PROJECT TOTAL COST
<i>Trackwork</i>				
ME-T1	MERCED EXTENSION TRACK ALIGNMENT	\$278,178,797	1.318	\$366,639,655
<i>Stations</i>				
ME-S1	TURLOCK STATION	\$19,744,418	1.318	\$26,023,143
ME-S2	LIVINGSTON STATION	\$16,029,125	1.318	\$21,126,387
ME-S3	ATWATER STATION	\$20,908,988	1.318	\$27,558,046
ME-S4	MERCED STATION	\$10,951,665	1.318	\$14,434,294
<i>Layover & Maintenance Facility</i>				
ME-LM	MERCED LAYOVER & MAINTENANCE	\$55,763,258	1.318	\$73,495,973
				\$481,490,643
TOTAL PROJECT WITH LIVINGSTON STATION				\$501,719,452
TOTAL PROJECT WITH ATWATER STATION				\$487,922,302
				\$508,151,111

Attachment A: Station Sections



TYPICAL CENTER PLATFORM



TYPICAL SIDE PLATFORM

Attachment B: Signal Type Photos



CANTILEVER SIGNAL



CROSSOVER SIGNAL (ONE END)



GRADE CROSSING SIGNALS AND GATE



INTERMEDIATE SIGNALS (DOUBLE TRACK)



INTERMEDIATE SIGNALS (SINGLE TRACK)



PEDESTRIAN SIGNALS AND GATE

Attachment C: Cost Estimate Back-Up Tables

FRESNO SUBDIVISION

DATE 10/29/2021
Rev1 Rev 2 Rev 3

ME-T1 MERCED EXTENSION TRACK ALIGNMENT

SCC Codes	Estimate Quantity	DESCRIPTION	UNITS	UNIT COSTS	BASE COST	CONTINGENCY	TOTAL PRICE	SUB TOTAL WORK ELEMENT
CIVIL WORKS								\$54,481,387
								\$59,788,646
40.01	144	CLEAR & GRUB LIGHT	AC	\$2,835	<u>\$407,891</u>	40.00%	<u>\$571,048</u>	
40.01	0	CLEAR & GRUB HEAVY	AC	\$5,670	\$0	30.00%	\$0	
40.01	114750	DEMOLITION	SF	\$10	\$1,147,500	30.00%	\$1,491,750	
40.01	181710	EARTHWORK COMMON	BCY	\$30	<u>\$5,451,285</u>	30.00%	<u>\$7,086,671</u>	
40.01	0	EARTHWORK (EXCAVATION ROCK)	BCY	\$60	\$0	30.00%	\$0	
40.01	0	EMBANKMENT	FCY	\$15	\$0	30.00%	\$0	
40.01	363419	BORROW	FCY	\$30	<u>\$10,902,570</u>	30.00%	<u>\$14,173,341</u>	
40.01	0	REMOVE HOV LANE CONTROLS SYSTEM	LF	\$450	\$0	30.00%	\$0	
40.07	0	RECONSTRUCT FREEWAY LANE 580	SF	\$115	\$0	50.00%	\$0	
40.01	0	STRUCTURE EXCAVATION	CY	\$45	\$0	25.00%	\$0	
40.05	0	RETAINING WALLS (1 TO 10 FEET TALL)	SF	\$40	\$0	20.00%	\$0	
40.05	0	RETAINING WALLS (10 TO 20 FEET TALL)	SF	\$70	\$0	30.00%	\$0	
10.08	0	SOIL NAIL WALLS	SF	\$80	\$0	30.00%	\$0	
10.08	0	MSE WALL ROADWAY	SF	\$65	\$0	25.00%	\$0	
40.05	0	SOUND WALL	LF	\$105	\$0	50.00%	\$0	
40.02	340	BOX CULVERT	CY	\$1,500	\$510,000	30.00%	\$663,000	
40.02	111	CORRIGATED METAL CULVERT	LF	\$500	\$55,500	30.00%	\$72,150	
40.02	0	DRAINAGE (DIA-INCH-FOOT)	LF	\$15	\$0	40.00%	\$0	
40.02	0	DRAINAGE (DIA-INCH-FOOT)	LF	\$15	\$0	40.00%	\$0	
40.01	0	IMPORTED BORROW ROADWAY	CY	\$30	\$0	25.00%	\$0	
40.07	118550	ROADWAY CONSTRUCTION (BASE, PAVE, FINISHES)	SF	\$30	\$3,556,500	25.00%	\$4,445,625	
40.07	0	AGGREGATE BASE ROADWAY	CY	\$50	\$0	25.00%	\$0	
40.07	0	ASPHALT CONCRETE ROADWAY	TONS	\$75	\$0	25.00%	\$0	
40.07	0	CONCRETE PAVEMENT	CY	\$240	\$0	20.00%	\$0	
40.07	0	GUARD RAIL ROADWAY	LF	\$35	\$0	25.00%	\$0	
40.07	0	ASPHALT DIKES ROADWAY	LF	\$5	\$0	25.00%	\$0	
40.07	0	STREET RESTORATIONS	SF	\$20	\$0	40.00%	\$0	
50.02	0	SIGNALLED STREET TRAFFIC CONTROL	EACH	\$225,000	\$0	20.00%	\$0	
50.02	0	MODIFIED TRAFFIC SIGNAL	EACH	\$115,000	\$0	20.00%	\$0	
40.02	0	STREET LIGHTING	EACH	\$5,100	\$0	20.00%	\$0	
0	0	TRAFFIC CONTROL	DAYS	\$1,375	\$0	50.00%	\$0	
0	0	MINOR CONCRETE	CY	\$450	\$0	30.00%	\$0	
0	0	K RAIL TEMPORARY	LF	\$35	\$0	30.00%	\$0	
10299	0	PIER PROTECTION	SF	\$1,500	\$15,448,749	30.00%	\$20,083,374	
0	0	STRIPPING	LF	\$2	\$0	20.00%	\$0	
40.06	0	PERMANENT FENCING	LF	\$40	\$0	20.00%	\$0	
0	0	VEHICULAR FENCE GATES	EACH	\$2,250	\$0	20.00%	\$0	
40.04	206737	SILT FENCE and ORANGE FENCE	LF	\$20	<u>\$4,134,740</u>	20.00%	<u>\$4,961,688</u>	
0	0	EROSION CONTROL TEMPORARY	SF	\$10	\$0	30.00%	\$0	
0	0	LANDSCAPING PERMANENT	SY	\$20	\$0	30.00%	\$0	
1	0	UTILITY RELOCATIONS (10% OF CIVIL WORKS)	LS	\$4,800,000	\$4,800,000	30.00%	\$6,240,000	
40.02	0	DEVELOP PERMANENT WATER SUPPLY	LS	\$115,000	\$0	30.00%	\$0	
0	0	YARD LIGHTING	EACH	\$3,000	\$0	20.00%	\$0	
TRACK WORK								\$129,659,804
								\$138,344,655
40.01	6045	REMOVE EXISTING TRACK	TF	\$45	<u>\$272,025</u>	20.00%	<u>\$326,430</u>	
40.01	5	REMOVE EXISTING TURNOUTS	EACH	\$30,000	<u>\$150,000</u>	10.00%	<u>\$165,000</u>	
10.11	50055	SHIFT EXISTING TRACK	TF	\$115	<u>\$5,756,325</u>	20.00%	<u>\$6,907,590</u>	
10.11	35553	UPGRADE EXISTING TRACK	TF	\$350	<u>\$12,443,550</u>	20.00%	<u>\$14,932,260</u>	
10.11	0	TRACK (INCL RAIL, CONCRETE TIES, BALLAST & SUBBALLAST)	TF	\$570	\$0	25.00%	\$0	
10.11	156682	TRACK (INCL RAIL, WOOD TIES, BALLAST & SUBBALLAST)	TF	\$510	<u>\$79,907,820</u>	25.00%	<u>\$99,884,775</u>	
10.12	2380	GRADE CROSSING TRACK COMPLETE (T+T+B+SB+P+AC+TC)	TF	\$850	<u>\$2,023,000</u>	20.00%	<u>\$2,427,600</u>	
10.12	0	TRACK PANELS	SF	\$85	\$0	30.00%	\$0	
10.12	0	CROSSOVER No.15	EACH	\$910,000	\$0	20.00%	\$0	
10.12	8	CROSSOVER No.20	EACH	\$1,135,000	\$9,080,000	20.00%	\$10,896,000	
10.12	0	TURNOUT (#7)	EACH	\$225,000	\$0	10.00%	\$0	
10.12	0	TURNOUT (#8)	EACH	\$240,000	\$0	10.00%	\$0	
10.12	2	TURNOUT (#9)	EACH	\$250,000	\$500,000	10.00%	\$550,000	
10.12	0	TURNOUT (#10)	EACH	\$285,000	\$0	10.00%	\$0	
10.12	0	TURNOUT (#14)	EACH	\$370,000	\$0	10.00%	\$0	
10.12	4	TURNOUT (#15)	EACH	\$400,000	<u>\$1,600,000</u>	10.00%	<u>\$1,760,000</u>	
10.12	1	TURNOUT (#20)	EACH	\$450,000	<u>\$450,000</u>	10.00%	<u>\$495,000</u>	
10.12	0	TURNOUT (#24)	EACH	\$510,000	\$0	10.00%	\$0	
10.12	0	DIAMOND CROSSING	EACH	\$570,000	\$0	10.00%	\$0	
10.12	0	DERAIL	EACH	\$115,000	\$0	10.00%	\$0	
10.12	0	BUMPING POST	EACH	\$30,000	\$0	20.00%	\$0	
10.11	0	UPGRADE MAINTRACK TO CLASS 6	TF	\$115	\$0	30.00%	\$0	
SIGNAL WORK								\$33,642,000
								\$34,998,000
50.02	24	PEDESTRIAN GATES & SIGNALS	EACH	\$115,000	\$2,760,000	20.00%	\$3,312,000	

50.02	7	CANTILEVER SIGNAL	EACH	\$225,000	\$1,575,000	20.00%	\$1,890,000
50.01	17	DOG HOUSE (Signal House)	EACH	\$285,000	\$4,845,000	20.00%	\$5,814,000
40.02	19	NEW ELECTRIC SERVICE	EACH	\$25,000	\$475,000	20.00%	\$570,000
50.01	2	NEW INTERMEDIATE SIGNALS SINGLE TRACK	EACH	\$170,000	\$340,000	20.00%	\$408,000
50.01	0	NEW INTERMEDIATE SIGNALS DOUBLE TRACK	EACH	\$340,000	\$0	20.00%	\$0
50.01	3	NEW TURNOUT SIGNAL	EACH	\$370,000	\$1,110,000	20.00%	\$1,332,000
50.01	8	NEW CROSSOVER SIGNALLING	EACH	\$570,000	\$4,560,000	20.00%	\$5,472,000
50.02	0	NEW GRADE CROSSING SIGNALS	EACH	\$285,000	\$0	20.00%	\$0
50.02	30	NEW CROSSING GATES & SIGNALS	EACH	\$450,000	\$13,500,000	20.00%	\$16,200,000
50.01	0	UPGRADE SIGNALS TO CLASS 6	MILE	\$225,000	\$0	30.00%	\$0

BRIDGE STRUCTURES

\$45,047,496

40.01	0	BRIDGE REMOVAL	SF	\$230	\$0	50.00%	\$0
10.04	0	RAILROAD SHORT BRIDGE CONCRETE	SF	\$450	\$0	30.00%	\$0
10.04	4952	RAILROAD BRIDGE CONCRETE	SF	\$1,025	\$5,075,800	30.00%	\$6,598,540
10.04	20680	RAILROAD BRIDGE STEEL	SF	\$1,155	\$23,885,400	30.00%	\$31,051,020
10.04	0	HIGHWAY BRIDGE CONCRETE	SF	\$450	\$0	50.00%	\$0
10.04	0	HIGHWAY BRIDGE STEEL	SF	\$570	\$0	30.00%	\$0
10.04	10162	TRESTLE BRIDGE STEEL	SF	\$560	\$5,690,720	30.00%	\$7,397,936
10.04	0	PEDESTRIAN BRIDGE	SF	\$450	\$0	30.00%	\$0
	0	BARRIER RAIL PERMANENT	LF	\$115	\$0	25.00%	\$0
10.06	0	UNDERPASS STRUCTURE	CY	\$850	\$0	25.00%	\$0

TRAIN CONTROL

\$0

50.01	0	POSITIVE TRAIN CONTROL	MILE	\$2,270,000	\$0	25.00%	\$0
50.01	0	TRAIN CONTROL SYSTEM	EACH	\$225,000	\$0	30.00%	\$0
50.01	0	TRAIN CONTROL CABLING	LF	\$15	\$0	30.00%	\$0
50.01	0	TRAIN CONTROL DIGITAL CBOSS	EACH	\$570,000	\$0	40.00%	\$0
50.01	0	COMPUTER TRAFFIC MANAGEMENT	LS	\$1,700,000	\$0	30.00%	\$0
40.02	0	COMMERCIAL ELECTRICAL SERVICE	EACH	\$57,000	\$0	25.00%	\$0
40.02	0	LINE UTILITIES WITHIN TRACKWAY	LF	\$35	\$0	30.00%	\$0
40.02	0	LINE UTILITIES CROSSING TRACKS	EACH	\$2,835	\$0	30.00%	\$0
40.02	0	LINE UTILITIES FIBER OPTIC PARALLEL TO TRACKS	LF	\$60	\$0	30.00%	\$0

STATIONS

\$0

20.01	0	STATION PLATFORM STRUCTURES NEW	SF	\$225	\$0	20.00%	\$0
20.01	0	STATION CANOPY	SF	\$85	\$0	20.00%	\$0
20.01	0	STATION PLATFORM STRUCTURES UPGRADE	SF	\$340	\$0	20.00%	\$0
40.02	0	STATION PRIMARY ELECTRICAL SERVICE	EACH	\$57,000	\$0	25.00%	\$0
20.01	0	STATION AMENITIES	SF	\$75	\$0	30.00%	\$0
30.02	0	INSPECTION PIT	SF	\$100	\$0	30.00%	\$0
40.07	0	PARKING LOTS	SPACES	\$3,400	\$0	25.00%	\$0
20.06	0	PARKING STRUCTURES	SPACES	\$22,500	\$0	25.00%	\$0
40.07	0	BUS LANE AND UNLOADING	SF	\$30	\$0	25.00%	\$0
40.02	0	PARKING LOT LIGHTING	SPACES	\$225	\$0	30.00%	\$0
20.07	0	ELEVATORS	EACH	\$510,000	\$0	25.00%	\$0
20.07	0	ESCALATOR	EACH	\$340,000	\$0	25.00%	\$0

RIGHT OF WAY

\$0

60.01	0	ROW LAND ONLY	SF	\$5	\$0	25.00%	\$0
60.01	0	ROW AGRICULTURAL	SF	\$6	\$0	25.00%	\$0
60.01	0	ROW ORCHARDS	SF	\$7	\$0	25.00%	\$0
60.01	0	ROW PAVED AREAS	SF	\$9	\$0	25.00%	\$0
60.01	0	ROW RESIDENTIAL AREA	SF	\$11	\$0	25.00%	\$0
60.01	0	ROW LIGHT INDUSTRIAL AREA	SF	\$16	\$0	25.00%	\$0
60.01	0	ROW HEAVY INDUSTRIAL AREA	SF	\$18	\$0	25.00%	\$0
60.02	0	BUSINESS RELOCATIONS (Value of business, relocation, goodwill, legal, appraisal, etc.)	VALUE	\$1	\$0	0.00%	\$0

TOTAL CONSTRUCTION COST

~~\$262,830,687~~ **\$278,178,797**

FRESNO SUBDIVISION

DATE 2/26/2021
Rev1 Rev 2 Rev 3

ME-S1 TURLOCK STATION

SCC Codes	Estimate Quantity	DESCRIPTION	UNITS	UNIT COSTS	BASE COST	CONTINGENCY	TOTAL PRICE	SUB TOTAL WORK ELEMENT
CIVIL WORKS								\$4,395,318
40.01	3.3	CLEAR & GRUB LIGHT	AC	\$2,500	\$8,250	40.00%	\$11,550	
40.01		CLEAR & GRUB HEAVY	AC	\$5,000	\$0	30.00%	\$0	
40.01	33600	DEMOLITION	SF	\$8	\$268,800	30.00%	\$349,440	
40.01	4500	EARTHWORK COMMON	BCY	\$25	\$112,500	30.00%	\$146,250	
40.01		EARTHWORK (EXCAVATION ROCK)	BCY	\$50	\$0	30.00%	\$0	
40.01		EMBANKMENT	FCY	\$10	\$0	30.00%	\$0	
40.01		BORROW	FCY	\$25	\$0	30.00%	\$0	
40.01		REMOVE HOV LANE CONTROLS SYSTEM	LF	\$400	\$0	30.00%	\$0	
40.07		RECONSTRUCT FREEWAY LANE 580	SF	\$100	\$0	50.00%	\$0	
40.01		STRUCTURE EXCAVATION	CY	\$40	\$0	25.00%	\$0	
40.05		RETAINING WALLS (0 TO 10 FEET TALL)	SF	\$35	\$0	20.00%	\$0	
40.05		RETAINING WALLS (10 TO 20 FEET TALL)	SF	\$60	\$0	30.00%	\$0	
10.08		SOIL NAIL WALLS	SF	\$70	\$0	30.00%	\$0	
10.08		MSE WALL ROADWAY	SF	\$55	\$0	25.00%	\$0	
40.05		SOUND WALL	LF	\$90	\$0	50.00%	\$0	
40.02		BOX CULVERT	CY	\$1,000	\$0	30.00%	\$0	
40.02		BOX CULVERT	CY	\$1,000	\$0	30.00%	\$0	
40.02	9703	DRAINAGE (DIA-INCH-FOOT) - Including Storm Water Management	LF	\$12	\$116,436	40.00%	\$163,010	
40.02		DRAINAGE (DIA-INCH-FOOT)	LF	\$12	\$0	40.00%	\$0	
40.01		IMPORTED BORROW ROADWAY	CY	\$25	\$0	25.00%	\$0	
40.07		ROADWAY CONSTRUCTION (BASE, PAVE, FINISHES)	SF	\$25	\$0	25.00%	\$0	
40.07		AGGREGATE BASE ROADWAY	CY	\$45	\$0	25.00%	\$0	
40.07		ASPHALT CONCRETE ROADWAY	TONS	\$65	\$0	25.00%	\$0	
40.07	28224	SIDEWALK	SF	\$15	\$423,360	30.00%	\$550,368	
40.07		GUARD RAIL ROADWAY	LF	\$30	\$0	25.00%	\$0	
40.07		ASPHALT DIKES ROADWAY	LF	\$4	\$0	25.00%	\$0	
40.07	114200	STREET RESTORATIONS	SF	\$15	\$1,713,000	40.00%	\$2,398,200	
50.02		SIGNALLED STREET TRAFFIC CONTROL	EACH	\$300,000	\$0	20.00%	\$0	
50.02		MODIFIED TRAFFIC SIGNAL	EACH	\$100,000	\$0	20.00%	\$0	
40.02		STREET LIGHTING	EACH	\$4,500	\$0	20.00%	\$0	
		TRAFFIC CONTROL	DAYS	\$1,200	\$0	50.00%	\$0	
		MINOR CONCRETE	CY	\$400	\$0	30.00%	\$0	
		K RAIL TEMPORARY	LF	\$30	\$0	30.00%	\$0	
		CONCRETE BARRIER	LF	\$50	\$0	30.00%	\$0	
		STRIPPING	LF	\$1	\$0	20.00%	\$0	
40.06	3400	PERMANENT FENCING	LF	\$35	\$119,000	20.00%	\$142,800	
		VEHICULAR FENCE GATES	EACH	\$2,000	\$0	20.00%	\$0	
40.04	3500	SILT FENCE and ORANGE FENCE	LF	\$15	\$52,500	20.00%	\$63,000	
40.04		EROSION CONTROL TEMPORARY	SF	\$7	\$0	30.00%	\$0	
40.06		LANDSCAPING PERMANENT	SY	\$15	\$0	30.00%	\$0	
40.02	1	UTILITY RELOCATIONS	LS	\$389,000	\$389,000	30.00%	\$505,700	
40.02	1	DEVELOP PERMANENT WATER SUPPLY	LS	\$50,000	\$50,000	30.00%	\$65,000	
40.02		YARD LIGHTING	EACH	\$2,500	\$0	20.00%	\$0	
TRACK WORK								\$0
40.01		REMOVE EXISTING TRACK	TF	\$40	\$0	20.00%	\$0	
40.01		REMOVE EXISTING TURNOUTS	EACH	\$25,000	\$0	10.00%	\$0	
10.11		SHIFT EXISTING TRACK	TF	\$100	\$0	20.00%	\$0	
10.11		UPGRADE EXISTING TRACK	TF	\$300	\$0	20.00%	\$0	
10.11		TRACK (INCL RAIL, CONCRETE TIES, BALLAST & SUBBALLAST)	TF	\$500	\$0	25.00%	\$0	
10.11		TRACK (INCL RAIL, WOOD TIES, BALLAST & SUBBALLAST)	TF	\$450	\$0	25.00%	\$0	
10.12		GRADE CROSSING TRACK COMPLETE (T+T+SB+P+AC+TC)	TF	\$750	\$0	20.00%	\$0	
10.12		TRACK PANELS	SF	\$75	\$0	30.00%	\$0	
10.12		CROSSOVER No.15	EACH	\$800,000	\$0	20.00%	\$0	
10.12		CROSSOVER No.20	EACH	\$1,000,000	\$0	20.00%	\$0	
10.12		TURNOUT (#7)	EACH	\$200,000	\$0	10.00%	\$0	
10.12		TURNOUT (#8)	EACH	\$210,000	\$0	10.00%	\$0	
10.12		TURNOUT (#9)	EACH	\$220,000	\$0	10.00%	\$0	
10.12		TURNOUT (#10)	EACH	\$250,000	\$0	10.00%	\$0	
10.12		TURNOUT (#14)	EACH	\$325,000	\$0	10.00%	\$0	
10.12		TURNOUT (#15)	EACH	\$350,000	\$0	10.00%	\$0	
10.12		TURNOUT (#20)	EACH	\$400,000	\$0	10.00%	\$0	
10.12		TURNOUT (#24)	EACH	\$450,000	\$0	10.00%	\$0	
10.12		DIAMOND CROSSING	EACH	\$500,000	\$0	10.00%	\$0	
10.12		DERAIL	EACH	\$100,000	\$0	10.00%	\$0	
10.12		BUMPING POST	EACH	\$25,000	\$0	20.00%	\$0	
10.11		UPGRADE MAINTRACK TO CLASS 6	TF	\$100	\$0	30.00%	\$0	
SIGNAL WORK								\$240,000
50.02	2	PEDESTRIAN GATES & SIGNALS	EACH	\$100,000	\$200,000	20.00%	\$240,000	
50.02		CANTILEVER SIGNAL	EACH	\$200,000	\$0	20.00%	\$0	
50.01		DOG HOUSE (Signal House)	EACH	\$250,000	\$0	20.00%	\$0	
40.02		NEW ELECTRIC SERVICE	EACH	\$20,000	\$0	20.00%	\$0	

50.01	NEW INTERMEDIATE SIGNALS SINGLE TRACK	EACH	\$150,000	\$0	20.00%	\$0
50.01	NEW INTERMEDIATE SIGNALS DOUBLE TRACK	EACH	\$300,000	\$0	20.00%	\$0
50.01	NEW TURNOUT SIGNAL	EACH	\$325,000	\$0	20.00%	\$0
50.01	NEW CROSSOVER SIGNALLING	EACH	\$500,000	\$0	20.00%	\$0
50.02	NEW GRADE CROSSING SIGNALS	EACH	\$250,000	\$0	20.00%	\$0
50.02	NEW CROSSING GATES & SIGNALS	EACH	\$400,000	\$0	20.00%	\$0
50.01	UPGRADE SIGNALS TO CLASS 6	MILE	\$200,000	\$0	30.00%	\$0
BRIDGE STRUCTURES						
\$2,646,875						
40.01	BRIDGE REMOVAL	SF	\$200	\$0	50.00%	\$0
10.04	RAILROAD SHORT BRIDGE CONCRETE	SF	\$400	\$0	30.00%	\$0
10.04	RAILROAD AERIAL GUIDEWAY	SF	\$500	\$0	30.00%	\$0
10.04	RAILROAD BRIDGE STEEL	SF	\$500	\$0	30.00%	\$0
10.04	HIGHWAY BRIDGE CONCRETE	SF	\$400	\$0	50.00%	\$0
10.04	HIGHWAY BRIDGE STEEL	SF	\$500	\$0	30.00%	\$0
10.04	TRESTLE BRIDGE STEEL	SF	\$550	\$0	30.00%	\$0
10.04	3 PEDESTRIAN BRIDGE ACCESS STRUCTURE	EA	\$500,000	\$1,500,000	25.00%	\$1,875,000
2470	PEDESTRIAN BRIDGE	SF	\$250	\$617,500	25.00%	\$771,875
10.06	UNDERPASS STRUCTURE	CY	\$750	\$0	25.00%	\$0
TRAIN CONTROL						
\$0						
50.01	POSITIVE TRAIN CONTROL	MILE	\$2,000,000	\$0	25.00%	\$0
50.01	TRAIN CONTROL SYSTEM	EACH	\$200,000	\$0	30.00%	\$0
50.01	TRAIN CONTROL CABLING	LF	\$12	\$0	30.00%	\$0
50.01	TRAIN CONTROL DIGITAL CBOSS	EACH	\$500,000	\$0	40.00%	\$0
50.01	COMPUTER TRAFFIC MANAGEMENT	LS	\$1,500,000	\$0	30.00%	\$0
40.02	COMMERCIAL ELECTRICAL SERVICE	EACH	\$50,000	\$0	25.00%	\$0
40.02	LINE UTILITIES WITHIN TRACKWAY	LF	\$30	\$0	30.00%	\$0
40.02	LINE UTILITIES CROSSING TRACKS	EACH	\$2,500	\$0	30.00%	\$0
40.02	LINE UTILITIES FIBER OPTIC PARALLEL TO TRACKS	LF	\$50	\$0	30.00%	\$0
STATIONS						
\$12,462,225						
20.01	TYPE A SMALL INTERMODEL STATION	EACH	\$13,000,000	\$0	20.00%	\$0
20.01	TYPE K LARGE INTERMODEL STATION	EACH	\$32,000,000	\$0	50.00%	\$0
20.01	28650 STATION PLATFORM STRUCTURES NEW	SF	\$200	\$5,730,000	20.00%	\$6,876,000
20.01	1800 STATION CANOPY	SF	\$125	\$225,000	20.00%	\$270,000
20.01	STATION PLATFORM STRUCTURES UPGRADE	SF	\$300	\$0	20.00%	\$0
40.01	1 STATION PRIMARY ELECTRICAL SERVICE	EACH	\$50,000	\$50,000	10.00%	\$55,000
20.01	28650 STATION AMENITIES	SF	\$65	\$1,862,250	30.00%	\$2,420,925
30.02	INSPECTION PIT	SF	\$90	\$0	30.00%	\$0
40.07	262 PARKING LOTS	SPACES	\$3,000	\$786,000	25.00%	\$982,500
20.06	PARKING STRUCTURES	SPACES	\$20,000	\$0	25.00%	\$0
40.07	BUS LANE AND UNLOADING	SF	\$25	\$0	25.00%	\$0
40.02	262 PARKING LOT LIGHTING	SPACES	\$500	\$131,000	30.00%	\$170,300
20.07	3 ELEVATORS	EACH	\$450,000	\$1,350,000	25.00%	\$1,687,500
20.07	ESCALATOR	EACH	\$300,000	\$0	25.00%	\$0
RIGHT OF WAY						
\$0						
60.01	ROW LAND ONLY	SF	\$4	\$0	25.00%	\$0
60.01	ROW AGRICULTURAL	SF	\$5	\$0	25.00%	\$0
60.01	ROW ORCHARDS	SF	\$6	\$0	25.00%	\$0
60.01	ROW PAVED AREAS	SF	\$8	\$0	25.00%	\$0
60.01	ROW RESIDENTIAL AREA	SF	\$10	\$0	25.00%	\$0
60.01	ROW LIGHT INDUSTRIAL AREA	SF	\$14	\$0	25.00%	\$0
60.01	ROW HEAVY INDUSTRIAL AREA	SF	\$16	\$0	25.00%	\$0
60.02	BUSINESS RELOCATIONS (Value of business, relocation,goodwill, legal,appraisal,etc.)	VALUE	\$1	\$0	0.00%	\$0
TOTAL CONSTRUCTION COST			\$19,744,418			

FRESNO SUBDIVISION

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ME-S2 LIVINGSTON STATION

SCC Codes	Estimate Quantity	DESCRIPTION	UNITS	UNIT COSTS	BASE COST	CONTINGENCY	TOTAL PRICE	SUB TOTAL WORK ELEMENT
CIVIL WORKS								\$1,656,600
40.01	3.3	CLEAR & GRUB LIGHT	AC	\$2,500	\$8,250	40.00%	\$11,550	
40.01		CLEAR & GRUB HEAVY	AC	\$5,000	\$0	30.00%	\$0	
40.01	33600	DEMOLITION	SF	\$8	\$268,800	30.00%	\$349,440	
40.01	8000	EARTHWORK COMMON	BCY	\$25	\$200,000	30.00%	\$260,000	
40.01		EARTHWORK (EXCAVATION ROCK)	BCY	\$50	\$0	30.00%	\$0	
40.01		EMBANKMENT	FCY	\$10	\$0	30.00%	\$0	
40.01		BORROW	FCY	\$25	\$0	30.00%	\$0	
40.01		REMOVE HOV LANE CONTROLS SYSTEM	LF	\$400	\$0	30.00%	\$0	
40.07		RECONSTRUCT FREEWAY LANE 580	SF	\$100	\$0	50.00%	\$0	
40.01		STRUCTURE EXCAVATION	CY	\$40	\$0	25.00%	\$0	
40.05		RETAINING WALLS (0 TO 10 FEET TALL)	SF	\$35	\$0	20.00%	\$0	
40.05		RETAINING WALLS (10 TO 20 FEET TALL)	SF	\$60	\$0	30.00%	\$0	
10.08		SOIL NAIL WALLS	SF	\$70	\$0	30.00%	\$0	
10.08		MSE WALL ROADWAY	SF	\$55	\$0	25.00%	\$0	
40.05		SOUND WALL	LF	\$90	\$0	50.00%	\$0	
40.02		BOX CULVERT	CY	\$1,000	\$0	30.00%	\$0	
40.02		BOX CULVERT	CY	\$1,000	\$0	30.00%	\$0	
40.02	9703	DRAINAGE (DIA-INCH-FOOT) - Including Storm Water Management	LF	\$12	\$116,436	40.00%	\$163,010	
40.02		DRAINAGE (DIA-INCH-FOOT)	LF	\$12	\$0	40.00%	\$0	
40.01		IMPORTED BORROW ROADWAY	CY	\$25	\$0	25.00%	\$0	
40.07		ROADWAY CONSTRUCTION (BASE, PAVE, FINISHES)	SF	\$25	\$0	25.00%	\$0	
40.07		AGGREGATE BASE ROADWAY	CY	\$45	\$0	25.00%	\$0	
40.07		ASPHALT CONCRETE ROADWAY	TONS	\$65	\$0	25.00%	\$0	
40.07	20900	SIDEWALK	SF	\$15	\$313,500	30.00%	\$407,550	
40.07		GUARD RAIL ROADWAY	LF	\$30	\$0	25.00%	\$0	
40.07		ASPHALT DIKES ROADWAY	LF	\$4	\$0	25.00%	\$0	
40.07		STREET RESTORATIONS	SF	\$15	\$0	40.00%	\$0	
50.02		SIGNALLED STREET TRAFFIC CONTROL	EACH	\$300,000	\$0	20.00%	\$0	
50.02		MODIFIED TRAFFIC SIGNAL	EACH	\$100,000	\$0	20.00%	\$0	
40.02		STREET LIGHTING	EACH	\$4,500	\$0	20.00%	\$0	
		TRAFFIC CONTROL	DAYS	\$1,200	\$0	50.00%	\$0	
		MINOR CONCRETE	CY	\$400	\$0	30.00%	\$0	
		K RAIL TEMPORARY	LF	\$30	\$0	30.00%	\$0	
		CONCRETE BARRIER	LF	\$50	\$0	30.00%	\$0	
		STRIPPING	LF	\$1	\$0	20.00%	\$0	
40.06	3800	PERMANENT FENCING	LF	\$35	\$133,000	20.00%	\$159,600	
		VEHICULAR FENCE GATES	EACH	\$2,000	\$0	20.00%	\$0	
40.04	3500	SILT FENCE and ORANGE FENCE	LF	\$15	\$52,500	20.00%	\$63,000	
40.04		EROSION CONTROL TEMPORARY	SF	\$7	\$0	30.00%	\$0	
40.06		LANDSCAPING PERMANENT	SY	\$15	\$0	30.00%	\$0	
40.02	1	UTILITY RELOCATIONS	LS	\$136,500	\$136,500	30.00%	\$177,450	
40.02	1	DEVELOP PERMANENT WATER SUPPLY	LS	\$50,000	\$50,000	30.00%	\$65,000	
40.02		YARD LIGHTING	EACH	\$2,500	\$0	20.00%	\$0	
TRACK WORK								\$0
40.01		REMOVE EXISTING TRACK	TF	\$40	\$0	20.00%	\$0	
40.01		REMOVE EXISTING TURNOUTS	EACH	\$25,000	\$0	10.00%	\$0	
10.11		SHIFT EXISTING TRACK	TF	\$100	\$0	20.00%	\$0	
10.11		UPGRADE EXISTING TRACK	TF	\$300	\$0	20.00%	\$0	
10.11		TRACK (INCL RAIL, CONCRETE TIES, BALLAST & SUBBALLAST)	TF	\$500	\$0	25.00%	\$0	
10.11		TRACK (INCL RAIL, WOOD TIES, BALLAST & SUBBALLAST)	TF	\$450	\$0	25.00%	\$0	
10.12		GRADE CROSSING TRACK COMPLETE (T+T+SB+P+AC+TC)	TF	\$750	\$0	20.00%	\$0	
10.12		TRACK PANELS	SF	\$75	\$0	30.00%	\$0	
10.12		CROSSOVER No.15	EACH	\$800,000	\$0	20.00%	\$0	
10.12		CROSSOVER No.20	EACH	\$1,000,000	\$0	20.00%	\$0	
10.12		TURNOUT (#7)	EACH	\$200,000	\$0	10.00%	\$0	
10.12		TURNOUT (#8)	EACH	\$210,000	\$0	10.00%	\$0	
10.12		TURNOUT (#9)	EACH	\$220,000	\$0	10.00%	\$0	
10.12		TURNOUT (#10)	EACH	\$250,000	\$0	10.00%	\$0	
10.12		TURNOUT (#14)	EACH	\$325,000	\$0	10.00%	\$0	
10.12		TURNOUT (#15)	EACH	\$350,000	\$0	10.00%	\$0	
10.12		TURNOUT (#20)	EACH	\$400,000	\$0	10.00%	\$0	
10.12		TURNOUT (#24)	EACH	\$450,000	\$0	10.00%	\$0	
10.12		DIAMOND CROSSING	EACH	\$500,000	\$0	10.00%	\$0	
10.12		DERAIL	EACH	\$100,000	\$0	10.00%	\$0	
10.12		BUMPING POST	EACH	\$25,000	\$0	20.00%	\$0	
10.11		UPGRADE MAINTRACK TO CLASS 6	TF	\$100	\$0	30.00%	\$0	
SIGNAL WORK								\$240,000
50.02	2	PEDESTRIAN GATES & SIGNALS	EACH	\$100,000	\$200,000	20.00%	\$240,000	
50.02		CANTILEVER SIGNAL	EACH	\$200,000	\$0	20.00%	\$0	
50.01		DOG HOUSE (Signal House)	EACH	\$250,000	\$0	20.00%	\$0	
40.02		NEW ELECTRIC SERVICE	EACH	\$20,000	\$0	20.00%	\$0	

50.01	NEW INTERMEDIATE SIGNALS SINGLE TRACK	EACH	\$150,000	\$0	20.00%	\$0	
50.01	NEW INTERMEDIATE SIGNALS DOUBLE TRACK	EACH	\$300,000	\$0	20.00%	\$0	
50.01	NEW TURNOUT SIGNAL	EACH	\$325,000	\$0	20.00%	\$0	
50.01	NEW CROSSOVER SIGNALLING	EACH	\$500,000	\$0	20.00%	\$0	
50.02	NEW GRADE CROSSING SIGNALS	EACH	\$250,000	\$0	20.00%	\$0	
50.02	NEW CROSSING GATES & SIGNALS	EACH	\$400,000	\$0	20.00%	\$0	
50.01	UPGRADE SIGNALS TO CLASS 6	MILE	\$200,000	\$0	30.00%	\$0	
BRIDGE STRUCTURES							\$2,812,500
40.01	BRIDGE REMOVAL	SF	\$200	\$0	50.00%	\$0	
10.04	RAILROAD SHORT BRIDGE CONCRETE	SF	\$400	\$0	30.00%	\$0	
10.04	RAILROAD AERIAL GUIDEWAY	SF	\$500	\$0	30.00%	\$0	
10.04	RAILROAD BRIDGE STEEL	SF	\$500	\$0	30.00%	\$0	
10.04	HIGHWAY BRIDGE CONCRETE	SF	\$400	\$0	50.00%	\$0	
10.04	HIGHWAY BRIDGE STEEL	SF	\$500	\$0	30.00%	\$0	
10.04	TRESTLE BRIDGE STEEL	SF	\$550	\$0	30.00%	\$0	
10.04	1 PEDESTRIAN TUNNEL ACCESS STRUCTURE	EA	\$2,250,000	\$2,250,000	25.00%	\$2,812,500	
	BARRIER RAIL PERMANENT	LF	\$100	\$0	25.00%	\$0	
10.06	UNDERPASS STRUCTURE	CY	\$750	\$0	25.00%	\$0	
TRAIN CONTROL							\$0
50.01	POSITIVE TRAIN CONTROL	MILE	\$2,000,000	\$0	25.00%	\$0	
50.01	TRAIN CONTROL SYSTEM	EACH	\$200,000	\$0	30.00%	\$0	
50.01	TRAIN CONTROL CABLING	LF	\$12	\$0	30.00%	\$0	
50.01	TRAIN CONTROL DIGITAL CBOSS	EACH	\$500,000	\$0	40.00%	\$0	
50.01	COMPUTER TRAFFIC MANAGEMENT	LS	\$1,500,000	\$0	30.00%	\$0	
40.02	COMMERCIAL ELECTRICAL SERVICE	EACH	\$50,000	\$0	25.00%	\$0	
40.02	LINE UTILITIES WITHIN TRACKWAY	LF	\$30	\$0	30.00%	\$0	
40.02	LINE UTILITIES CROSSING TRACKS	EACH	\$2,500	\$0	30.00%	\$0	
40.02	LINE UTILITIES FIBER OPTIC PARALLEL TO TRACKS	LF	\$50	\$0	30.00%	\$0	
STATIONS							\$10,743,025
20.01	TYPE A SMALL INTERMODEL STATION	EACH	\$13,000,000	\$0	20.00%	\$0	
20.01	TYPE K LARGE INTERMODEL STATION	EACH	\$32,000,000	\$0	50.00%	\$0	
20.01	27150 STATION PLATFORM STRUCTURES NEW	SF	\$200	\$5,430,000	20.00%	\$6,516,000	
20.01	1800 STATION CANOPY	SF	\$125	\$225,000	20.00%	\$270,000	
20.01	STATION PLATFORM STRUCTURES UPGRADE	SF	\$300	\$0	20.00%	\$0	
40.01	1 STATION PRIMARY ELECTRICAL SERVICE	EACH	\$50,000	\$50,000	10.00%	\$55,000	
20.01	27150 STATION AMENITIES	SF	\$65	\$1,764,750	30.00%	\$2,294,175	
30.02	INSPECTION PIT	SF	\$90	\$0	30.00%	\$0	
40.07	239 PARKING LOTS	SPACES	\$3,000	\$717,000	25.00%	\$896,250	
20.06	PARKING STRUCTURES	SPACES	\$20,000	\$0	25.00%	\$0	
40.07	17800 BUS LANE AND UNLOADING	SF	\$25	\$445,000	25.00%	\$556,250	
40.02	239 PARKING LOT LIGHTING	SPACES	\$500	\$119,500	30.00%	\$155,350	
20.07	ELEVATORS	EACH	\$450,000	\$0	25.00%	\$0	
20.07	ESCALATOR	EACH	\$300,000	\$0	25.00%	\$0	
RIGHT OF WAY							\$577,000
60.01	ROW LAND ONLY	SF	\$4	\$0	25.00%	\$0	
60.01	ROW AGRICULTURAL	SF	\$5	\$0	25.00%	\$0	
60.01	ROW ORCHARDS	SF	\$6	\$0	25.00%	\$0	
60.01	23950 ROW PAVED AREAS	SF	\$8	\$191,600	25.00%	\$239,500	
60.01	ROW RESIDENTIAL AREA	SF	\$10	\$0	25.00%	\$0	
60.01	9000 ROW LIGHT INDUSTRIAL BUILDING	SF	\$30	\$270,000	25.00%	\$337,500	
60.01	ROW HEAVY INDUSTRIAL AREA	SF	\$16	\$0	25.00%	\$0	
	BUSINESS RELOCATIONS (Value of business, relocation,goodwill, legal,appraisal,etc.)	VALUE	\$1	\$0	0.00%	\$0	
60.02							
TOTAL CONSTRUCTION COST							\$16,029,125

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ME-S3 ATWATER STATION

SCC Codes	Estimate Quantity	DESCRIPTION	UNITS	UNIT COSTS	BASE COST	CONTINGENCY	TOTAL PRICE	SUB TOTAL WORK ELEMENT
CIVIL WORKS								\$2,323,500
40.01	3.3	CLEAR & GRUB LIGHT	AC	\$2,500	\$8,250	40.00%	\$11,550	
40.01		CLEAR & GRUB HEAVY	AC	\$5,000	\$0	30.00%	\$0	
40.01	33600	DEMOLITION	SF	\$8	\$268,800	30.00%	\$349,440	
40.01	4500	EARTHWORK COMMON	BCY	\$25	\$112,500	30.00%	\$146,250	
40.01		EARTHWORK (EXCAVATION ROCK)	BCY	\$50	\$0	30.00%	\$0	
40.01		EMBANKMENT	FCY	\$10	\$0	30.00%	\$0	
40.01		BORROW	FCY	\$25	\$0	30.00%	\$0	
40.01		REMOVE HOV LANE CONTROLS SYSTEM	LF	\$400	\$0	30.00%	\$0	
40.07		RECONSTRUCT FREEWAY LANE 580	SF	\$100	\$0	50.00%	\$0	
40.01		STRUCTURE EXCAVATION	CY	\$40	\$0	25.00%	\$0	
40.05		RETAINING WALLS (0 TO 10 FEET TALL)	SF	\$35	\$0	20.00%	\$0	
40.05		RETAINING WALLS (10 TO 20 FEET TALL)	SF	\$60	\$0	30.00%	\$0	
10.08		SOIL NAIL WALLS	SF	\$70	\$0	30.00%	\$0	
10.08		MSE WALL ROADWAY	SF	\$55	\$0	25.00%	\$0	
40.05		SOUND WALL	LF	\$90	\$0	50.00%	\$0	
40.02		BOX CULVERT	CY	\$1,000	\$0	30.00%	\$0	
40.02		BOX CULVERT	CY	\$1,000	\$0	30.00%	\$0	
40.02	9703	DRAINAGE (DIA-INCH-FOOT) - Including Storm Water Management	LF	\$12	\$116,436	40.00%	\$163,010	
40.02		DRAINAGE (DIA-INCH-FOOT)	LF	\$12	\$0	40.00%	\$0	
40.01		IMPORTED BORROW ROADWAY	CY	\$25	\$0	25.00%	\$0	
40.07		ROADWAY CONSTRUCTION (BASE, PAVE, FINISHES)	SF	\$25	\$0	25.00%	\$0	
40.07		AGGREGATE BASE ROADWAY	CY	\$45	\$0	25.00%	\$0	
40.07		ASPHALT CONCRETE ROADWAY	TONS	\$65	\$0	25.00%	\$0	
40.07	36700	SIDEWALK	SF	\$15	\$550,500	30.00%	\$715,650	
40.07		GUARD RAIL ROADWAY	LF	\$30	\$0	25.00%	\$0	
40.07		ASPHALT DIKES ROADWAY	LF	\$4	\$0	25.00%	\$0	
40.07		STREET RESTORATIONS	SF	\$15	\$0	40.00%	\$0	
50.02		SIGNALLED STREET TRAFFIC CONTROL	EACH	\$300,000	\$0	20.00%	\$0	
50.02		MODIFIED TRAFFIC SIGNAL	EACH	\$100,000	\$0	20.00%	\$0	
40.02		STREET LIGHTING	EACH	\$4,500	\$0	20.00%	\$0	
		TRAFFIC CONTROL	DAYS	\$1,200	\$0	50.00%	\$0	
		MINOR CONCRETE	CY	\$400	\$0	30.00%	\$0	
		K RAIL TEMPORARY	LF	\$30	\$0	30.00%	\$0	
		CONCRETE BARRIER	LF	\$50	\$0	30.00%	\$0	
		STRIPPING	LF	\$1	\$0	20.00%	\$0	
40.06	3800	PERMANENT FENCING	LF	\$35	\$133,000	20.00%	\$159,600	
		VEHICULAR FENCE GATES	EACH	\$2,000	\$0	20.00%	\$0	
40.04	3500	SILT FENCE and ORANGE FENCE	LF	\$15	\$52,500	20.00%	\$63,000	
40.04		EROSION CONTROL TEMPORARY	SF	\$7	\$0	30.00%	\$0	
40.06		LANDSCAPING PERMANENT	SY	\$15	\$0	30.00%	\$0	
40.02	1	UTILITY RELOCATIONS	LS	\$500,000	\$500,000	30.00%	\$650,000	
40.02	1	DEVELOP PERMANENT WATER SUPPLY	LS	\$50,000	\$50,000	30.00%	\$65,000	
40.02		YARD LIGHTING	EACH	\$2,500	\$0	20.00%	\$0	
TRACK WORK								\$0
40.01		REMOVE EXISTING TRACK	TF	\$40	\$0	20.00%	\$0	
40.01		REMOVE EXISTING TURNOUTS	EACH	\$25,000	\$0	10.00%	\$0	
10.11		SHIFT EXISTING TRACK	TF	\$100	\$0	20.00%	\$0	
10.11		UPGRADE EXISTING TRACK	TF	\$300	\$0	20.00%	\$0	
10.11		TRACK (INCL RAIL, CONCRETE TIES, BALLAST & SUBBALLAST)	TF	\$500	\$0	25.00%	\$0	
10.11		TRACK (INCL RAIL, WOOD TIES, BALLAST & SUBBALLAST)	TF	\$450	\$0	25.00%	\$0	
10.12		GRADE CROSSING TRACK COMPLETE (T+T+SB+P+AC+TC)	TF	\$750	\$0	20.00%	\$0	
10.12		TRACK PANELS	SF	\$75	\$0	30.00%	\$0	
10.12		CROSSOVER No.15	EACH	\$800,000	\$0	20.00%	\$0	
10.12		CROSSOVER No.20	EACH	\$1,000,000	\$0	20.00%	\$0	
10.12		TURNOUT (#7)	EACH	\$200,000	\$0	10.00%	\$0	
10.12		TURNOUT (#8)	EACH	\$210,000	\$0	10.00%	\$0	
10.12		TURNOUT (#9)	EACH	\$220,000	\$0	10.00%	\$0	
10.12		TURNOUT (#10)	EACH	\$250,000	\$0	10.00%	\$0	
10.12		TURNOUT (#14)	EACH	\$325,000	\$0	10.00%	\$0	
10.12		TURNOUT (#15)	EACH	\$350,000	\$0	10.00%	\$0	
10.12		TURNOUT (#20)	EACH	\$400,000	\$0	10.00%	\$0	
10.12		TURNOUT (#24)	EACH	\$450,000	\$0	10.00%	\$0	
10.12		DIAMOND CROSSING	EACH	\$500,000	\$0	10.00%	\$0	
10.12		DERAIL	EACH	\$100,000	\$0	10.00%	\$0	
10.12		BUMPING POST	EACH	\$25,000	\$0	20.00%	\$0	
10.11		UPGRADE MAINTRACK TO CLASS 6	TF	\$100	\$0	30.00%	\$0	
SIGNAL WORK								\$240,000
50.02	2	PEDESTRIAN GATES & SIGNALS	EACH	\$100,000	\$200,000	20.00%	\$240,000	
50.02		CANTILEVER SIGNAL	EACH	\$200,000	\$0	20.00%	\$0	
50.01		DOG HOUSE (Signal House)	EACH	\$250,000	\$0	20.00%	\$0	
40.02		NEW ELECTRIC SERVICE	EACH	\$20,000	\$0	20.00%	\$0	

50.01	NEW INTERMEDIATE SIGNALS SINGLE TRACK	EACH	\$150,000	\$0	20.00%	\$0	
50.01	NEW INTERMEDIATE SIGNALS DOUBLE TRACK	EACH	\$300,000	\$0	20.00%	\$0	
50.01	NEW TURNOUT SIGNAL	EACH	\$325,000	\$0	20.00%	\$0	
50.01	NEW CROSSOVER SIGNALLING	EACH	\$500,000	\$0	20.00%	\$0	
50.02	NEW GRADE CROSSING SIGNALS	EACH	\$250,000	\$0	20.00%	\$0	
50.02	NEW CROSSING GATES & SIGNALS	EACH	\$400,000	\$0	20.00%	\$0	
50.01	UPGRADE SIGNALS TO CLASS 6	MILE	\$200,000	\$0	30.00%	\$0	
BRIDGE STRUCTURES							\$2,812,500
40.01	BRIDGE REMOVAL	SF	\$200	\$0	50.00%	\$0	
10.04	RAILROAD SHORT BRIDGE CONCRETE	SF	\$400	\$0	30.00%	\$0	
10.04	RAILROAD AERIAL GUIDEWAY	SF	\$500	\$0	30.00%	\$0	
10.04	RAILROAD BRIDGE STEEL	SF	\$500	\$0	30.00%	\$0	
10.04	HIGHWAY BRIDGE CONCRETE	SF	\$400	\$0	50.00%	\$0	
10.04	HIGHWAY BRIDGE STEEL	SF	\$500	\$0	30.00%	\$0	
10.04	TRESTLE BRIDGE STEEL	SF	\$550	\$0	30.00%	\$0	
10.04	1 PEDESTRIAN TUNNEL ACCESS STRUCTURE	EA	\$2,250,000	\$2,250,000	25.00%	\$2,812,500	
	BARRIER RAIL PERMANENT	LF	\$100	\$0	25.00%	\$0	
10.06	UNDERPASS STRUCTURE	CY	\$750	\$0	25.00%	\$0	
TRAIN CONTROL							\$0
50.01	POSITIVE TRAIN CONTROL	MILE	\$2,000,000	\$0	25.00%	\$0	
50.01	TRAIN CONTROL SYSTEM	EACH	\$200,000	\$0	30.00%	\$0	
50.01	TRAIN CONTROL CABLING	LF	\$12	\$0	30.00%	\$0	
50.01	TRAIN CONTROL DIGITAL CBOSS	EACH	\$500,000	\$0	40.00%	\$0	
50.01	COMPUTER TRAFFIC MANAGEMENT	LS	\$1,500,000	\$0	30.00%	\$0	
40.02	COMMERCIAL ELECTRICAL SERVICE	EACH	\$50,000	\$0	25.00%	\$0	
40.02	LINE UTILITIES WITHIN TRACKWAY	LF	\$30	\$0	30.00%	\$0	
40.02	LINE UTILITIES CROSSING TRACKS	EACH	\$2,500	\$0	30.00%	\$0	
40.02	LINE UTILITIES FIBER OPTIC PARALLEL TO TRACKS	LF	\$50	\$0	30.00%	\$0	
STATIONS							\$9,934,163
20.01	TYPE A SMALL INTERMODEL STATION	EACH	\$13,000,000	\$0	20.00%	\$0	
20.01	TYPE K LARGE INTERMODEL STATION	EACH	\$32,000,000	\$0	50.00%	\$0	
20.01	27150 STATION PLATFORM STRUCTURES NEW	SF	\$200	\$5,430,000	20.00%	\$6,516,000	
20.01	1800 STATION CANOPY	SF	\$125	\$225,000	20.00%	\$270,000	
20.01	STATION PLATFORM STRUCTURES UPGRADE	SF	\$300	\$0	20.00%	\$0	
40.01	1 STATION PRIMARY ELECTRICAL SERVICE	EACH	\$50,000	\$50,000	10.00%	\$55,000	
20.01	27150 STATION AMENITIES	SF	\$65	\$1,764,750	30.00%	\$2,294,175	
30.02	INSPECTION PIT	SF	\$90	\$0	30.00%	\$0	
40.07	172 PARKING LOTS	SPACES	\$3,000	\$516,000	25.00%	\$645,000	
20.06	PARKING STRUCTURES	SPACES	\$20,000	\$0	25.00%	\$0	
40.07	1350 BUS LANE AND UNLOADING	SF	\$25	\$33,750	25.00%	\$42,188	
40.02	172 PARKING LOT LIGHTING	SPACES	\$500	\$86,000	30.00%	\$111,800	
20.07	ELEVATORS	EACH	\$450,000	\$0	25.00%	\$0	
20.07	ESCALATOR	EACH	\$300,000	\$0	25.00%	\$0	
RIGHT OF WAY							\$5,598,825
60.01	ROW LAND ONLY	SF	\$4	\$0	25.00%	\$0	
60.01	ROW AGRICULTURAL	SF	\$5	\$0	25.00%	\$0	
60.01	ROW ORCHARDS	SF	\$6	\$0	25.00%	\$0	
60.01	87320 ROW PAVED AREAS	SF	\$8	\$698,560	25.00%	\$873,200	
60.01	ROW RESIDENTIAL AREA	SF	\$10	\$0	25.00%	\$0	
60.01	19350 ROW LIGHT INDUSTRIAL BUILDING	SF	\$30	\$580,500	25.00%	\$725,625	
60.01	ROW HEAVY INDUSTRIAL AREA	SF	\$16	\$0	25.00%	\$0	
	BUSINESS RELOCATIONS (Value of business, relocation,goodwill, 4 legal,appraisal,etc.)	VALUE	\$1,000,000	\$4,000,000	0.00%	\$4,000,000	
60.02							
TOTAL CONSTRUCTION COST							\$20,908,988

FRESNO SUBDIVISION

DATE 2/26/2021
Rev1 Rev 2 Rev 3

ME-S4 MERCED STATION

SCC Codes	Estimate Quantity	DESCRIPTION	UNITS	UNIT COSTS	BASE COST	CONTINGENCY	TOTAL PRICE	SUB TOTAL WORK ELEMENT
CIVIL WORKS								\$1,190,602
40.01	1	CLEAR & GRUB LIGHT	AC	\$2,500	\$2,500	40.00%	\$3,500	
40.01		CLEAR & GRUB HEAVY	AC	\$5,000	\$0	30.00%	\$0	
40.01	28000	DEMOLITION	SF	\$8	\$224,000	30.00%	\$291,200	
40.01	7250	EARTHWORK COMMON	BCY	\$25	\$181,250	30.00%	\$235,625	
40.01		EARTHWORK (EXCAVATION ROCK)	BCY	\$50	\$0	30.00%	\$0	
40.01		EMBANKMENT	FCY	\$10	\$0	30.00%	\$0	
40.01		BORROW	FCY	\$25	\$0	30.00%	\$0	
40.01		REMOVE HOV LANE CONTROLS SYSTEM	LF	\$400	\$0	30.00%	\$0	
40.07		RECONSTRUCT FREEWAY LANE 580	SF	\$100	\$0	50.00%	\$0	
40.01		STRUCTURE EXCAVATION	CY	\$40	\$0	25.00%	\$0	
40.05		RETAINING WALLS (0 TO 10 FEET TALL)	SF	\$35	\$0	20.00%	\$0	
40.05		RETAINING WALLS (10 TO 20 FEET TALL)	SF	\$60	\$0	30.00%	\$0	
10.08		SOIL NAIL WALLS	SF	\$70	\$0	30.00%	\$0	
10.08		MSE WALL ROADWAY	SF	\$55	\$0	25.00%	\$0	
40.05		SOUND WALL	LF	\$90	\$0	50.00%	\$0	
40.02		BOX CULVERT	CY	\$1,000	\$0	30.00%	\$0	
40.02		BOX CULVERT	CY	\$1,000	\$0	30.00%	\$0	
40.02	2940	DRAINAGE (DIA-INCH-FOOT)	LF	\$12	\$35,284	40.00%	\$49,397	
40.02		DRAINAGE (DIA-INCH-FOOT)	LF	\$12	\$0	40.00%	\$0	
40.01		IMPORTED BORROW ROADWAY	CY	\$25	\$0	25.00%	\$0	
40.07		ROADWAY CONSTRUCTION (BASE, PAVE, FINISHES)	SF	\$25	\$0	25.00%	\$0	
40.07		AGGREGATE BASE ROADWAY	CY	\$45	\$0	25.00%	\$0	
40.07		ASPHALT CONCRETE ROADWAY	TONS	\$65	\$0	25.00%	\$0	
40.07	15500	SIDEWALK	SF	\$15	\$232,500	30.00%	\$302,250	
40.07		GUARD RAIL ROADWAY	LF	\$30	\$0	25.00%	\$0	
40.07		ASPHALT DIKES ROADWAY	LF	\$4	\$0	25.00%	\$0	
40.07		STREET RESTORATIONS	SF	\$15	\$0	40.00%	\$0	
50.02		SIGNALLED STREET TRAFFIC CONTROL	EACH	\$300,000	\$0	20.00%	\$0	
50.02		MODIFIED TRAFFIC SIGNAL	EACH	\$100,000	\$0	20.00%	\$0	
40.02		STREET LIGHTING	EACH	\$4,500	\$0	20.00%	\$0	
		TRAFFIC CONTROL	DAYS	\$1,200	\$0	50.00%	\$0	
		MINOR CONCRETE	CY	\$400	\$0	30.00%	\$0	
		K RAIL TEMPORARY	LF	\$30	\$0	30.00%	\$0	
		CONCRETE BARRIER	LF	\$50	\$0	30.00%	\$0	
		STRIPPING	LF	\$1	\$0	20.00%	\$0	
40.06	1115	PERMANENT FENCING	LF	\$35	\$39,025	20.00%	\$46,830	
		VEHICULAR FENCE GATES	EACH	\$2,000	\$0	20.00%	\$0	
40.04	3350	SILT FENCE and ORANGE FENCE	LF	\$15	\$50,250	20.00%	\$60,300	
		EROSION CONTROL TEMPORARY	SF	\$7	\$0	30.00%	\$0	
		LANDSCAPING PERMANENT	SY	\$15	\$0	30.00%	\$0	
	1	UTILITY RELOCATIONS	LS	\$105,000	\$105,000	30.00%	\$136,500	
40.02	1	DEVELOP PERMANENT WATER SUPPLY	LS	\$50,000	\$50,000	30.00%	\$65,000	
		YARD LIGHTING	EACH	\$2,500	\$0	20.00%	\$0	
TRACK WORK								\$0
40.01		REMOVE EXISTING TRACK	TF	\$40	\$0	20.00%	\$0	
40.01		REMOVE EXISTING TURNOUTS	EACH	\$25,000	\$0	10.00%	\$0	
10.11		SHIFT EXISTING TRACK	TF	\$100	\$0	20.00%	\$0	
10.11		UPGRADE EXISTING TRACK	TF	\$300	\$0	20.00%	\$0	
10.11		TRACK (INCL RAIL, CONCRETE TIES, BALLAST & SUBBALLAST)	TF	\$500	\$0	25.00%	\$0	
10.11		TRACK (INCL RAIL, WOOD TIES, BALLAST & SUBBALLAST)	TF	\$450	\$0	25.00%	\$0	
10.12		GRADE CROSSING TRACK COMPLETE (T+T+SB+P+AC+TC)	TF	\$750	\$0	20.00%	\$0	
10.12		TRACK PANELS	SF	\$75	\$0	30.00%	\$0	
10.12		CROSSOVER No.15	EACH	\$800,000	\$0	20.00%	\$0	
10.12		CROSSOVER No.20	EACH	\$1,000,000	\$0	20.00%	\$0	
10.12		TURNOUT (#7)	EACH	\$200,000	\$0	10.00%	\$0	
10.12		TURNOUT (#8)	EACH	\$210,000	\$0	10.00%	\$0	
10.12		TURNOUT (#9)	EACH	\$220,000	\$0	10.00%	\$0	
10.12		TURNOUT (#10)	EACH	\$250,000	\$0	10.00%	\$0	
10.12		TURNOUT (#14)	EACH	\$325,000	\$0	10.00%	\$0	
10.12		TURNOUT (#15)	EACH	\$350,000	\$0	10.00%	\$0	
10.12		TURNOUT (#20)	EACH	\$400,000	\$0	10.00%	\$0	
10.12		TURNOUT (#24)	EACH	\$450,000	\$0	10.00%	\$0	
10.12		DIAMOND CROSSING	EACH	\$500,000	\$0	10.00%	\$0	
10.12		DERAIL	EACH	\$100,000	\$0	10.00%	\$0	
10.12		BUMPING POST	EACH	\$25,000	\$0	20.00%	\$0	
10.11		UPGRADE MAINTRACK TO CLASS 6	TF	\$100	\$0	30.00%	\$0	
SIGNAL WORK								\$0
50.02		PEDESTRIAN GATES & SIGNALS	EACH	\$100,000	\$0	20.00%	\$0	
50.02		CANTILEVER SIGNAL	EACH	\$200,000	\$0	20.00%	\$0	
50.01		DOG HOUSE (Signal House)	EACH	\$250,000	\$0	20.00%	\$0	
40.02		NEW ELECTRIC SERVICE	EACH	\$20,000	\$0	20.00%	\$0	

FRESNO SUBDIVISION - TRACK 135

DATE 3/31/2021
Rev1 Rev 2 Rev 3

ME-LM MERCED LAYOVER & MAINTENANCE

SCC Codes	Estimate Quantity	DESCRIPTION	UNITS	UNIT COSTS	BASE COST	CONTINGENCY	TOTAL PRICE	SUB TOTAL WORK ELEMENT
CIVIL WORKS								\$23,718,048
40.01	5	CLEAR & GRUB LIGHT	AC	\$2,500	\$12,500	40.00%	\$17,500	
40.01		CLEAR & GRUB HEAVY	AC	\$5,000	\$0	30.00%	\$0	
40.01	155000	DEMOLITION	SF	\$8	\$1,240,000	30.00%	\$1,612,000	
40.01		EARTHWORK COMMON	BCY	\$25	\$0	30.00%	\$0	
40.01		EARTHWORK (EXCAVATION ROCK)	BCY	\$50	\$0	30.00%	\$0	
40.01	70000	EMBANKMENT	FCY	\$10	\$700,000	30.00%	\$910,000	
40.01	70000	BORROW	FCY	\$25	\$1,750,000	30.00%	\$2,275,000	
40.01		REMOVE HOV LANE CONTROLS SYSTEM	LF	\$400	\$0	30.00%	\$0	
40.07		RECONSTRUCT FREEWAY LANE 580	SF	\$100	\$0	50.00%	\$0	
40.01		STRUCTURE EXCAVATION	CY	\$40	\$0	25.00%	\$0	
40.05		RETAINING WALLS (0 TO 10 FEET TALL)	SF	\$35	\$0	20.00%	\$0	
40.05		RETAINING WALLS (10 TO 20 FEET TALL)	SF	\$60	\$0	30.00%	\$0	
10.08		SOIL NAIL WALLS	SF	\$70	\$0	30.00%	\$0	
10.08		MSE WALL ROADWAY	SF	\$55	\$0	25.00%	\$0	
40.05		SOUND WALL	LF	\$90	\$0	50.00%	\$0	
40.02		BOX CULVERT	CY	\$1,000	\$0	30.00%	\$0	
40.02		BOX CULVERT	CY	\$1,000	\$0	30.00%	\$0	
40.02		DRAINAGE (DIA-INCH-FOOT)	LF	\$12	\$0	40.00%	\$0	
40.02		DRAINAGE (DIA-INCH-FOOT)	LF	\$12	\$0	40.00%	\$0	
40.01		IMPORTED BORROW ROADWAY	CY	\$25	\$0	25.00%	\$0	
40.07	128650	ROADWAY CONSTRUCTION (BASE, PAVE, FINISHES)	SF	\$15	\$1,929,750	25.00%	\$2,412,188	
40.07		AGGREGATE BASE ROADWAY	CY	\$45	\$0	25.00%	\$0	
40.07		ASPHALT CONCRETE ROADWAY	SF	\$4	\$0	25.00%	\$0	
40.07		CONCRETE PAVEMENT	CY	\$210	\$0	20.00%	\$0	
10.08		CIVIL WORK TYPE C	LF	\$7,124	\$0	30.00%	\$0	
10.08		CIVIL WORK TYPE G	SF	\$1,500	\$0	30.00%	\$0	
40.07		STREET RESTORATIONS	SF	\$15	\$0	40.00%	\$0	
50.02		SIGNALLED STREET TRAFFIC CONTROL	EACH	\$300,000	\$0	20.00%	\$0	
50.02		MODIFIED TRAFFIC SIGNAL	EACH	\$100,000	\$0	20.00%	\$0	
40.02		STREET LIGHTING	EACH	\$4,500	\$0	20.00%	\$0	
40.02		TRAFFIC CONTROL	DAYS	\$1,200	\$0	50.00%	\$0	
30.02	210000	SHOP BUILDINGS	SF	\$50	\$10,500,000	30.00%	\$13,650,000	
30.02		CONTAINER	EACH	\$7,500	\$0	30.00%	\$0	
30.02	8120	INSPECTION PITS	SF	\$90	\$730,800	30.00%	\$950,040	
		STRIPPING	LF	\$1	\$0	20.00%	\$0	
40.06	10560	PERMANENT FENCING	LF	\$35	\$369,600	20.00%	\$443,520	
40.06		3 VEHICULAR FENCE GATES	EACH	\$5,000	\$15,000	20.00%	\$18,000	
40.04	11100	SILT FENCE and ORANGE FENCE	LF	\$15	\$166,500	20.00%	\$199,800	
40.04		1 TRAIN WASH	LS	\$250,000	\$250,000	30.00%	\$325,000	
40.06		LANDSCAPING PERMANENT	SY	\$15	\$0	30.00%	\$0	
40.02		1 UTILITY RELOCATIONS	LS	\$250,000	\$250,000	30.00%	\$325,000	
40.02		1 DEVELOP PERMANENT WATER SUPPLY	LS	\$100,000	\$100,000	30.00%	\$130,000	
40.02		150 YARD LIGHTING	EACH	\$2,500	\$375,000	20.00%	\$450,000	
TRACK WORK								\$15,514,050
40.01	100	REMOVE EXISTING TRACK	TF	\$40	\$4,000	20.00%	\$4,800	
40.01		REMOVE EXISTING TURNOUTS	EACH	\$25,000	\$0	10.00%	\$0	
10.11		SHIFT EXISTING TRACK	TF	\$100	\$0	20.00%	\$0	
10.11		UPGRADE EXISTING TRACK	TF	\$300	\$0	20.00%	\$0	
10.11	21750	TRACK (INCL RAIL, CONCRETE TIES, BALLAST & SUBBALLAST)	TF	\$500	\$10,875,000	15.00%	\$12,506,250	
10.11		TRACK (INCL RAIL, WOOD TIES, BALLAST & SUBBALLAST)	TF	\$450	\$0	25.00%	\$0	
10.12		GRADE CROSSING TRACK COMPLETE (T+T+B+SB+P+AC+TC)	TF	\$750	\$0	20.00%	\$0	
10.12		TRACK PANELS	LF	\$75	\$0	30.00%	\$0	
10.12		CROSSOVER No.15	EACH	\$800,000	\$0	20.00%	\$0	
10.12		CROSSOVER No.20	EACH	\$1,000,000	\$0	20.00%	\$0	
10.12		TURNOUT (#7)	EACH	\$200,000	\$0	10.00%	\$0	
10.12	13	TURNOUT (#8)	EACH	\$210,000	\$2,730,000	10.00%	\$3,003,000	
10.12		TURNOUT (#9)	EACH	\$220,000	\$0	10.00%	\$0	
10.12		TURNOUT (#11)	EACH	\$250,000	\$0	10.00%	\$0	
10.12		TURNOUT (#14)	EACH	\$325,000	\$0	10.00%	\$0	
10.12		TURNOUT (#15 CURVE)	EACH	\$975,000	\$0	10.00%	\$0	
10.12		TURNOUT (#20)	EACH	\$400,000	\$0	10.00%	\$0	
10.12		TURNOUT (#24)	EACH	\$450,000	\$0	10.00%	\$0	
10.12		DIAMOND CROSSING	EACH	\$500,000	\$0	10.00%	\$0	
10.12		DERAIL	EACH	\$100,000	\$0	10.00%	\$0	
10.12		BUMPING POST	EACH	\$25,000	\$0	20.00%	\$0	
10.11		UPGRADE MAINTRACK TO CLASS 6	TF	\$100	\$0	30.00%	\$0	
SIGNAL WORK								\$264,000
50.02		PEDESTRIAN GATES & SIGNALS	EACH	\$100,000	\$0	20.00%	\$0	
50.02		CANTILEVER SIGNAL	EACH	\$200,000	\$0	20.00%	\$0	
50.01	1	DOG HOUSE (Signal House)	EACH	\$200,000	\$200,000	20.00%	\$240,000	

40.02	1 NEW ELECTRIC SERVICE	EACH	\$20,000	\$20,000	20.00%	\$24,000
50.01	NEW INTERMEDIATE SIGNALS SINGLE TRACK	EACH	\$150,000	\$0	20.00%	\$0
50.01	NEW INTERMEDIATE SIGNALS DOUBLE TRACK	EACH	\$300,000	\$0	20.00%	\$0
50.01	NEW TURNOUT SIGNAL	EACH	\$325,000	\$0	20.00%	\$0
50.01	NEW CROSSOVER SIGNALLING	EACH	\$500,000	\$0	20.00%	\$0
50.02	NEW GRADE CROSSING SIGNALS	EACH	\$250,000	\$0	20.00%	\$0
50.02	NEW CROSSING GATES & SIGNALS	EACH	\$400,000	\$0	20.00%	\$0
50.01	UPGRADE SIGNALS TO CLASS 6	MILE	\$200,000	\$0	30.00%	\$0

BRIDGE STRUCTURES

40.01	BRIDGE REMOVAL	SF	\$200	\$0	50.00%	\$0	
10.04	RAILROAD SHORT BRIDGE CONCRETE	SF	\$400	\$0	30.00%	\$0	0.00
10.04	RAILROAD AERIAL GUIDEWAY	SF	\$500	\$0	30.00%	\$0	0.00
10.04	RAILROAD BRIDGE STEEL	SF	\$500	\$0	30.00%	\$0	0.00
10.04	HIGHWAY BRIDGE CONCRETE	SF	\$400	\$0	50.00%	\$0	0.00
10.04	HIGHWAY BRIDGE STEEL	SF	\$500	\$0	30.00%	\$0	0.00
10.04	TRESTLE BRIDGE STEEL	SF	\$550	\$0	30.00%	\$0	0.00
10.04	PEDESTRIAN BRIDGE	SF	\$400	\$0	30.00%	\$0	
	BARRIER RAIL PERMANENT	LF	\$100	\$0	25.00%	\$0	
10.06	UNDERPASS STRUCTURE	CY	\$750	\$0	25.00%	\$0	

TRAIN CONTROL

50.01	POSITIVE TRAIN CONTROL	MILE	\$2,000,000	\$0	25.00%	\$0
50.01	TRAIN CONTROL SYSTEM	EACH	\$200,000	\$0	30.00%	\$0
50.01	TRAIN CONTROL CABLING	LF	\$12	\$0	30.00%	\$0
50.01	TRAIN CONTROL DIGITAL CBOSS	EACH	\$500,000	\$0	40.00%	\$0
50.01	COMPUTER TRAFFIC MANAGEMENT	LS	\$1,500,000	\$0	30.00%	\$0
40.02	COMMERCIAL ELECTRICAL SERVICE	EACH	\$50,000	\$0	25.00%	\$0
40.02	LINE UTILITIES WITHIN TRACKWAY	LF	\$30	\$0	30.00%	\$0
40.02	LINE UTILITIES CROSSING TRACKS	EACH	\$2,500	\$0	30.00%	\$0
40.02	LINE UTILITIES FIBER OPTIC PARALLEL TO TRACKS	LF	\$50	\$0	30.00%	\$0

STATIONS

20.01	TYPE A SMALL INTERMODEL STATION	EACH	\$13,000,000	\$0	20.00%	\$0
20.01	TYPE K LARGE INTERMODEL STATION	EACH	\$32,000,000	\$0	50.00%	\$0
20.01	STATION PLATFORM STRUCTURES NEW	SF	\$200	\$0	20.00%	\$0
20.01	STATION CANOPY	SF	\$75	\$0	20.00%	\$0
20.01	STATION PLATFORM STRUCTURES UPGRADE	SF	\$300	\$0	20.00%	\$0
40.01	STATION PRIMARY ELECTRICAL SERVICE	EACH	\$50,000	\$0	25.00%	\$0
20.01	STATION AMENITIES	SF	\$65	\$0	30.00%	\$0
30.02	INSPECTION PIT	SF	\$90	\$0	30.00%	\$0
40.07	316 PARKING LOTS	SPACES	\$3,000	\$948,000	25.00%	\$1,185,000
20.06	PARKING STRUCTURES	SPACES	\$20,000	\$0	25.00%	\$0
40.07	BUS LANE AND UNLOADING	SF	\$25	\$0	25.00%	\$0
40.02	316 PARKING LOT LIGHTING	SPACES	\$200	\$63,200	30.00%	\$82,160
20.07	ELEVATORS	EACH	\$450,000	\$0	25.00%	\$0
20.07	ESCALATOR	EACH	\$300,000	\$0	25.00%	\$0

RIGHT OF WAY

60.01	1300000	ROW LAND ONLY	SF	\$4	\$5,200,000	25.00%	\$6,500,000
60.01		ROW AGRICULTURAL	SF	\$5	\$0	25.00%	\$0
60.01		ROW ORCHARDS	SF	\$6	\$0	25.00%	\$0
60.01	500000	ROW PAVED AREAS	SF	\$8	\$4,000,000	25.00%	\$5,000,000
60.01		ROW RESIDENTIAL AREA	SF	\$10	\$0	25.00%	\$0
60.01	200000	ROW LIGHT INDUSTRIAL AREA	SF	\$14	\$2,800,000	25.00%	\$3,500,000
60.01		ROW HEAVY INDUSTRIAL AREA	SF	\$16	\$0	25.00%	\$0
		BUSINESS RELOCATIONS (Value of business, relocation, goodwill, legal, appraisal, etc.)	VALUE	\$1	\$0	0.00%	\$0
60.02							

TOTAL CONSTRUCTION COST

\$55,763,258

Chapter 5

References

The following references are for citations that were included in Chapter 3, *Responses to Comments* of the Final EIR. No additional references were added to the Final EIR, as a result of the revisions to the Draft EIR summarized in Chapter 4, *Text Revisions to the Draft EIR* of the Final EIR.

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