



Appendix I Public Scoping and Draft EIR Summary Reports



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STOCKTON **DIAMOND**



PUBLIC SCOPING SUMMARY REPORT

Public Comment Period: Aug. 19 – Oct. 3, 2020



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Introduction

The Stockton Diamond Grade Separation Project is a critical element in the San Joaquin Regional Rail Commission’s (SJRR) and San Joaquin Joint Powers Authority’s (SJJA) vision to expand intercity and commuter rail service between the housing rich Central Valley and economic growth in the Bay Area, increasing the jobs to housing balance within the Northern California Megaregion. As our communities continue to grow and evolve, demands for increased goods and needed infrastructure for mobility continue to increase. Reliable travel options that link residents to jobs and other key destinations are critical as freeways and local roads become further congested.

Today, the tracks of two major railways intersect at-grade in the City of Stockton at what is called the Stockton Diamond. This rail intersection, located just south of Downtown Stockton near Aurora Street South and East Scotts Avenue is the busiest, most congested rail bottleneck in California resulting in significant congestion and delays to service that moves valuable goods and people throughout the Central Valley as well as freight out to the larger national network. The existing crossing impacts reliability and efficiency of freight and passenger rail services that operate on the same rail lines. Train backups also cause local delays at crossing and potential vehicle, rail, bike and pedestrian conflicts.

Overview

PROJECT PURPOSE

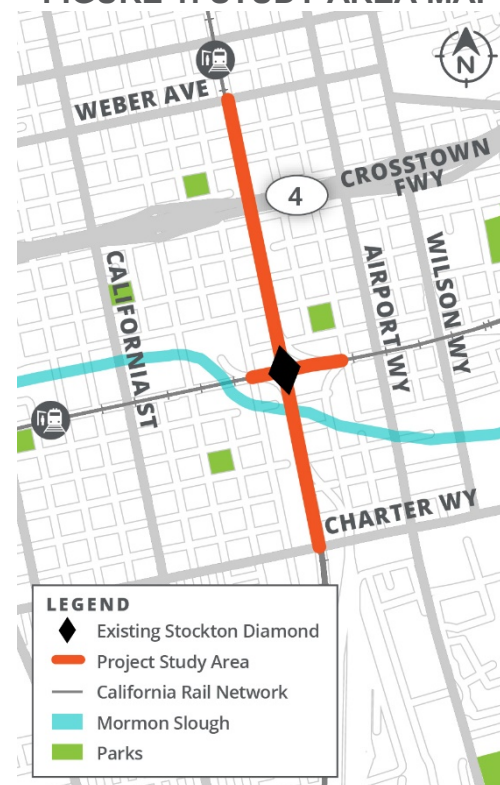
A collaboration between the San Joaquin Regional Rail Commission (SJRR) and the private entities BNSF Railway (BNSF) and Union Pacific Railroad (UP) as well as regional partner agencies, the project proposes to identify feasible concepts that will separate the two rail lines with a flyover bridge at the Stockton Diamond. The grade separation will improve freight movement, reduce delays, decrease fuel consumption and improve freight access to the Port of Stockton.

PROJECT BENEFITS

Stimulate Mobility: Improve regional passenger and freight rail efficiency and travel reliability by reducing conflicting train movements

Enhance Safety: Improve Stockton residents’ access, safety and mobility across the tracks through crossing enhancements or closures

FIGURE 1: STUDY AREA MAP





Economic Vitality: Reducing delays will result in increased throughput, goods movement and train velocity. This decreases fuel consumption and leads to cost savings

Inspire Connections: Support faster, more reliable passenger rail travel and expansion of service linking residents to family, jobs and recreational destinations throughout Northern California

Sustainability: Improve air quality through reduction of greenhouse gas caused by trains and vehicles who sit idling due to congestion and delays

Notice of Preparation

On Aug. 19, 2020, SJRRC [California Environmental Quality Act (CEQA) Lead Agency], in cooperation with the California High Speed Rail Authority [National Environmental Policy Act (NEPA) Lead Agency], under delegation by the Federal Railroad Administration, officially launched the environmental process for the proposed Stockton Diamond Grade Separation project with a Notice of Preparation (NOP) of an Environmental Impact Report (EIR)/Environmental Assessment (EA). The NOP was posted at the State Clearinghouse (SCH#2020080321) and circulated to public agencies and other interested parties in compliance with Section 15082(a) of the CEQA Guidelines and §771.111 of the NEPA Guidelines. The NOP notified the public of the EIR/EA being prepared along with public scoping meeting information and how to provide comments on the project during the formal 45-day public comment period from Aug. 19 to Oct. 3, 2020.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being or have been carried out by the State of California pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated July 23, 2019, and executed by the Federal Railroad Administration and the State of California.

The NOP package can be found in **Attachment A**, including the NOP, Distribution List, and the Notice of Completion & Environmental Document Transmittal.

Public Notification / Outreach

To build awareness about the Project, NOP and subsequent public comment period and scoping meetings, several promotional tactics were deployed. Utilizing an established project website (stocktondiamond.com) and the Altamont Corridor Express (ACE) social media following, the project team posted key information online to drive viewers to the project website and launched social media posts to promote the initial project activities and environmental milestone. Along with these established tools, the team reached out to local media publications, mailed to a large property owners/stakeholder database, sent multiple electronic notices, and conducted public and stakeholder engagement. The graphic below depicts a quick snapshot of the public outreach and engagement numbers during scoping. Further below are details on each outreach tool used.



SCOPING PERIOD BY THE NUMBERS



STOCKTON
DIAMOND

Public Comment Period: Aug. 19 - Oct. 3, 2020

PUBLIC ENGAGEMENT



717

Total Engaged

488

Sign-Ups for Notifications

94

Support Letters

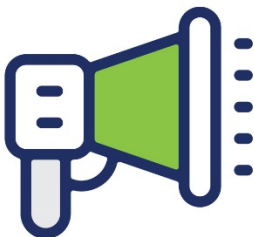
84

Comments

51

Attendees (**4** Public Meetings)

MULTIMEDIA REACH



786,371

Total Reached

337,045

Media Reach (**11** Articles)

171,424

Public Notices (**2** Ads)

151,809

Facebook Reach (**16** Posts)

104,680

Emails (**11** e-Blasts)

12,744

Twitter Impressions (**16** Posts)

6,065

Bilingual Mailer Invites

2,257

Website Users

347

Instagram Likes (**16** Posts)





PUBLIC NOTICE ADVERTISEMENTS

Two public notices for the scoping comment period were published in the Stockton Record on August 19, 2020 as well as Vida en el Valle on August 26, 2020. Copies of the public notice advertisements are included in **Attachment B**.

INVITE MAILER

A bilingual (English and Spanish) invite mailer announcing the virtual public meetings was mailed on August 18, 2020 to 6,065 homeowners within a one-mile radius of the project site and regional stakeholders. Copies of the invite mailer and database methodology are included in **Attachment C**.

MEDIA RELATIONS

Three news release and media advisories were sent to 235 media contacts in the surrounding area, resulting in 11 news articles. Copies of the media releases and news articles are included in **Attachment D**.

WEBSITE

A project-specific website (stocktondiamond.com) was developed to act as the main hub of information for the public to learn about the project and receive updates. The website included:

Page	Sections
Homepage	<ul style="list-style-type: none"> Project, Challenge and Solution Concept, Map, Benefits and Funding Timeline
Environmental	<ul style="list-style-type: none"> Environmental Review and Resource Areas CEQA/NEPA Process Key Activities
Public Engagement	<ul style="list-style-type: none"> News Events Key Activities
Resources	<ul style="list-style-type: none"> Project Materials and FAQ Project Partners
Contact	<ul style="list-style-type: none"> Comment/Sign-up Form

The website was updated regularly to provide timely information on outreach and engagement activities. All inquiries and comments that came through the website were documented and recorded as part of the scoping process. See **Attachment E** for screenshots of the project website.

E-BLASTS

A total of 11 e-blasts were distributed during the 45-day scoping comment period to 101,035 contacts. Eight e-blasts were sent from info@stocktondiamond.com to the project’s stakeholder database list (435 contacts) providing project updates and reminders of the virtual public meetings



and scoping comment period. The Latino Times also sent an e-blast of the bilingual invite mailer to their list of over 100,000 readers. Lastly, the SJJPA sent two e-blasts to their ACE ridership of 600 contacts. Copies of the e-blasts are included in **Attachment F**.

SOCIAL MEDIA

Throughout the scoping comment period, an extensive social media strategy was developed to educate the public about the Stockton Diamond Grade Separation Project. The outreach effort included use of ACE Rail’s Facebook, Twitter, and Instagram. A copy of the social media posts can be found in **Attachment G**.

Social Media Analytics during Scoping:

- Facebook
 - One paid advertisement
 - 249,606 impressions
 - 131,235 reach
 - 136 clicks
 - 16 total posts (including four boosted posts)
 - 20,574 reach
 - 2,321 engagement
 - 1,962 clicks
 - 208 likes
 - 21 comments
 - 51 shares
- Twitter (16 total tweets)
 - 12,744 impressions
 - 288 engagement
- Instagram (16 total posts)
 - 347 likes

151,809
total reached
on Facebook &
2,098 *clicks*



Public & Stakeholder Engagement

Virtual Public Meetings

For public convenience, and to allow participation in a safe environment while social distancing, three (two English and one Spanish) virtual public meetings were held via Webex Events during the public scoping period.

ENGLISH MEETINGS:		SPANISH MEETING
Tuesday, Sept. 15, 2020 6-7:30 p.m.	Wednesday, Sept. 16, 2020 2-3:30 p.m.	Thursday, Sept. 17, 2020 6-7:30 p.m.
WebEx: bit.ly/SD_Public_Meeting1	WebEx: bit.ly/SD_Public_Meeting2	WebEx: bit.ly/SD_Public_Meeting3
Dial-in #: 408-418-9388 Code: 146 995 3665	Dial-in #: 408-418-9388 Code: 146 662 8153	Dial-in #: 408-418-9388 Code: 146 356 6775

Members of the public were encouraged to attend to learn more about the project, interact with project team members, ask questions and submit formal comments. Those who needed additional accessibility preferences were directed to call the project hotline or send an email to info@stocktondiamond.com. The PowerPoint presentations are provided in **Attachment H**.

Stakeholder Working Group

In addition to the Virtual Public Meetings, the project team held its first of six meetings on Sept. 22, 2020, with an established Stakeholder Working Group (SWG) consisting of key community organizations. The purpose of the SWG is to help identify and address project-related potential sensitivities and issues, and assist with relaying information to the community throughout each project milestone. A copy of the SWG invite, e-blasts, PowerPoint presentation and meeting summary are provided in **Attachment I**.

Comments Submittal

During the public comment period, comments could be submitted through a number of different mediums in an effort to provide convenience to participants. Comments submittal was established electronically through the website, email and virtual public meetings. Comments were also able to be submitted via hard copy mailers or voicemail on the project information line. The goal was to provide a feasible solution for all interested audiences for comments submittal. Overall, **84 comments** were submitted during the project’s scoping period. A comments matrix including letters received during scoping can be found in **Attachment J**.

- Four letters



- Two from state agencies: Caltrans and Native American Heritage Commission
- Two from organizations: San Joaquin Valley Air Pollution Control District and Train Riders Association of California
- Two emails to info@stocktondiamond.com
- Two hotline calls
- 67 meeting comments (virtual public meetings and Stakeholder Working Group)
- Nine website comments

Comments Documentation / Review

A final step during the formal solicitation of comments during the scoping period is the collection, categorization and review of all input. Comments/input submitted during the 45-day period were documented and organized by category to allow for easy review by the project team and respective technical disciplines. The next step in the process will be to take the comments/input into consideration as the environmental analysis begins through technical studies of each resource areas.

Comment Themes

Of the 84 comments submitted during the 45-day scoping period from **Aug. 19 to Oct. 3, 2020**, the following comment themes were identified. Some of the comments received were outside of the scope of the Stockton Diamond Grade Separation Project.

- **Agency Coordination**
 - Corridor transportation projects
- **Air Quality**
 - Analysis & impacts
 - Project-related emissions
- **Approval Process**
 - NEPA assignment MOU & FRA list of projects
- **Community**
 - Business displacements
 - Community benefit agreement



- **Concepts/Alternatives**
 - Right-of-way acquired
 - Train storage south of Tamien
 - Request for plans/designs depicting project
 - Drone video footage of project (visual animations)
 - Compatible with modernization of rail travel (higher speed designs)
 - Clearance specifications to support electrification of double deck trains
 - Hybrid option that depresses BNSF tracks
- **Construction**
 - Traffic congestion & related impacts
 - Timeline
- **Environmental Justice**
 - Diverse audiences, community benefit
- **Freight Operations**
 - Current & future volumes
 - Electrification
 - Technology (locomotives, railcar movers)
- **Funding/Costs**
 - Private/local contribution & funding sources
- **Health/Safety**
 - Rail crossings
- **Noise/Vibration**
 - Residents & property values
- **Outreach/Communications**
 - Communications strategy/plan & pandemic
 - Additional meetings with SWG, partner agencies and riders



- Compensation for public participation
- **Passenger Service**
 - Expansion plans
 - Frequency increases
 - Station locations
- **Transportation Circulation**
 - Local road impacts

Next Steps

SJRRC and the California High Speed Rail Authority are currently reviewing input received during the public scoping period to prepare the Draft Environmental Document that will highlight results of the alternatives analysis, environmental impacts and identification of mitigation measures. The next key project milestone will be the release of the Draft Environmental Document for public review in winter/spring 2021.



Notice of Preparation (NOP) Package

**NOTICE OF PREPARATION
OF AN ENVIRONMENTAL IMPACT REPORT
AND PUBLIC SCOPING PERIOD FOR THE
STOCKTON DIAMOND GRADE SEPARATION PROJECT**

Date: August 19, 2020

To: Governor's Office of Planning and Research/State Clearinghouse Unit,
Responsible Agencies, Trustee Agencies, and Interested Parties

From: San Joaquin Regional Rail Commission

Lead Agency: San Joaquin Regional Rail Commission
949 East Channel Street
Stockton CA 95202

Contact: Kevin L. Sheridan, Director, Capital Projects
949 E. Channel Street
Stockton, CA. 95202
209 944-6224

Project Title: Stockton Diamond Grade Separation

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

INTRODUCTION

Notice is hereby given that the San Joaquin Regional Rail Commission (SJRRRC), as California Environmental Quality Act (CEQA) Lead Agency, will prepare an Environmental Impact Report (EIR) for the Stockton Diamond Grade Separation project (Project) and will hold three virtual public scoping meetings to receive comments on the scope of the EIR, as detailed below. This Notice of Preparation (NOP)/Notice of Public Scoping Period (Notice) is also available online at StocktonDiamond.com.

SJRRRC has determined that an EIR must be prepared for the Project prior to making any final decision regarding whether to approve the Project, in accordance with CEQA. The EIR will cover environmental topics as defined in CEQA Guidelines, Appendix G. The purpose of the project-specific EIR will be to assess potential physical environmental effects of the proposed Project, to identify ways to minimize or avoid significant effects, and to describe and analyze alternatives to the proposed Project. SJRRRC has issued this Notice to Responsible Agencies, Trustee Agencies, federal agencies, transportation planning agencies, agencies with transportation facilities that may be affected, and other interested parties. Responsible Agencies are those public agencies that have a role in approving or carrying out the proposed Project.

Concurrent with the start of the CEQA process, SJRRC is coordinating with the California High-Speed Rail Authority (Authority) on initiating the preparation of an Environmental Assessment under the National Environmental Policy Act (NEPA). The scoping comment period described in this NOP will also serve to inform the scope of the analysis performed under NEPA. The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being or have been carried out by the State of California pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated July 23, 2019, and executed by the Federal Railroad Administration and the State of California.

PUBLIC REVIEW AND SCOPING

A 45-day public scoping comment period will **begin on August 19, 2020** and **end on October 3, 2020**. During this scoping comment period, SJRRC encourages you to learn more about the project and to provide your input into the scope of the project and environmental review under both CEQA and NEPA. Meaningful public engagement throughout the Stockton Diamond Grade Separation planning process is vital so that project solutions serve our regional needs.

Virtual Public Scoping Meetings

For your convenience, and to allow participation in a safe environment while social distancing, three virtual public meetings will be held during the project’s 45-day public scoping period. Please join us at one of the following meetings to learn about the project, interact with project team members, ask questions, and submit formal comments.

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

ENGLISH MEETINGS:		SPANISH MEETING
Tuesday, Sept. 15, 2020 6-7:30 p.m.	Wednesday, Sept. 16, 2020 2-3:30 p.m.	Thursday, Sept. 17, 2020 6-7:30 p.m.
WebEx: bit.ly/SD_Public_Meeting1	WebEx: bit.ly/SD_Public_Meeting2	WebEx: bit.ly/SD_Public_Meeting3
Dial-in #: 408-418-9388 Code: 146 995 3665	Dial-in #: 408-418-9388 Code: 146 662 8153	Dial-in #: 408-418-9388 Code: 146 356 6775

Public Comment Submittal

We value your input and look forward to hearing from you. For your convenience, we have a number of ways for you to provide comments at any time during the 45-day comment period ending at 5 p.m. PDT on **October 3, 2020**. Comments can be submitted in the following ways:

- Direct Mail:
Public Outreach
2379 Gateway Oaks Drive, Suite 200
Sacramento, CA 95833

- Email: info@stocktondiamond.com
- Website and Online Virtual Meeting comment submittal: www.StocktonDiamond.com
- Telephone recording: 209-235-0133

If you are an authorized representative of a Responsible Agency or a Trustee Agency, the SJRRC needs to know the views of your agency as to the scope and content of the environmental information that is relevant to your agency's statutory responsibilities in connection with the proposed Project. Your agency will need to use the EIR when considering whether to permit or otherwise approve the Project. Comments received from State of California agencies should address: 1) whether the agency will be a Responsible Agency or a Trustee Agency for the Project; and 2) if the agency is a Responsible Agency, the significant environmental issues and reasonable alternatives and mitigation measures which the Responsible Agency will need to have explored in the analysis. We will also need the name, address, telephone number, and email address of the contact person for your agency.

PROJECT LOCATION AND DESCRIPTION

The Stockton Diamond Grade Separation Project is a critical element in the San Joaquin Regional Rail Commission (SJRRC) vision to expand intercity and commuter rail service between the San Joaquin Valley and both Sacramento and the Bay Area. SJRRC proposes to replace an at-grade crossing of the Union Pacific Railroad (UP) and Burlington Northern Santa Fe Railway (BNSF) rail lines with a railroad grade separation.

The proposed project is located in City of Stockton in San Joaquin County, California. **Figure 1** provides an overview of the project area. The State Route (SR) 4 Crosstown Freeway, which is grade separated from the UP tracks with an overpass, is located to the north of the Diamond. The BNSF and UP main lines and the Stockton Diamond wye connections cross several city streets at grade, creating both access and safety constraints and opportunities for the local community.

With the Project, the UP tracks would be grade-separated from the BNSF tracks. Alternative 1 which involves UP main tracks flyover of the BNSF main tracks, while maintaining BNSF tracks at grade, is the preferred Build Alternative. Alternative 2 which would elevate the BNSF tracks over the UP tracks was evaluated and eliminated from further consideration due to the potential for greater significant impacts. The UP flyover alignment is shifted east of the existing Fresno Subdivision main tracks, predominately within existing UP right-of-way. Based on coordination with UP, the flyover vertical grade has been reduced by extending the main track south of Charter Way, which encroaches on the UP Stockton yard. At the north end, the flyover alignment stays on tangent under the SR 4 Crosstown Freeway, and conforms to the existing Fresno Subdivision near Weber Avenue.

Alternative 1 includes a proposed Wye Track in the southeast quadrant of the Diamond, to provide a direct connection from the UP Stockton Yard to the BNSF Stockton Subdivision. Several design variations are under consideration for the UP Stockton yard connection to the flyover. Impacts to UP's yard vary, depending on the proposed grade of the yard track connection. Design variations are also being evaluated at the alignment's north end, which

provides connection options between the ACE, Amtrak, and UP trains as they join the main tracks or make train movements to the wye and adjacent freight rail yard(s).

PROJECT OBJECTIVES

The purpose of the Stockton Diamond Grade Separation is to:

- Provide additional capacity for passenger rail service between and among the San Joaquin Valley, Sacramento, the San Francisco Bay Area, and Silicon Valley;
- Provide for an uninterrupted flow of rail through the crossing, which will improve freight movements and lead to lower costs for freight shipping, reduced delays, and a decrease in fuel consumption for idling locomotives;
- Reduce delays in freight trains serving the Port of Stockton;
- Improve air quality in the Stockton Diamond project area;
- Reduce delays for pedestrians and motorists at key local road crossings; and
- Enhance regional transportation operations and rail connectivity within the Northern California megaregion.

The Stockton Diamond Grade Separation is needed because:

- Stockton Diamond is the busiest, most congested at-grade railway junction in California;
- The current, at-grade configuration of the Stockton Diamond results in significant delays to BNSF and UPRR trains, including those serving the Port of Stockton, and also causes delays to ACE and Amtrak San Joaquins service, as a direct result of conflicts with freight trains at the Stockton Diamond;
- Delays due to the current configuration prevent the ability of ACE and Amtrak to continue to expand their respective commuter/passenger rail service;
- Train delays and congestion create delays for vehicles at multiple local road crossings; and
- Multiple at-grade crossings provide opportunity for vehicle/rail/non-motorized conflicts.

With the proposed Project, the construction of the grade separation would reduce congestion and allow for an uninterrupted flow of rail traffic through the crossing, improving freight mobility and leading to lower costs for freight shipping, reduced delays, and a decrease in fuel consumption for idling locomotives. This increase in throughput and velocity of freight trains translates to cost savings for freight movement, allowing for continued growth and improved efficiency throughout the region. Reducing the current operational challenges between BNSF and UP at the Stockton Diamond will decrease the total freight and switch train delay time by 248,818 and 8,338 hours, respectively, through the 30-year analysis period. In addition to improving freight movement, the Project will also benefit the ACE and San Joaquins passenger rail services' on-time performance. The Project will not only help reduce an estimated 4,783,804 passenger hours of delay, it will also facilitate the expansion of ACE and San Joaquins services and enable more freight and passenger trains to pass through the Diamond and allow them to travel at faster speeds.

The Project Goals and Objectives are to:

- Reduce Freight and Passenger rail delays and associated congestion;
- Accommodate planned freight and passenger rail growth, supporting ACE and San Joaquins Valley Rail;

- Maintain key community connections;
- Improve multimodal access;
- Provide local and regional environmental and economic benefits; and
- Address safety by closure and enhancements at key railroad crossings.

PROBABLE ENVIRONMENTAL EFFECTS AND REQUIRED APPROVALS

SJRRC recognizes that the proposed Project may have a significant effect on the environment and that an EIR is the appropriate document for compliance with CEQA. As part of the preparation of the EIR, a CEQA Initial Study will be prepared to focus the analysis and identify those resources that will require more expansive analysis; the Initial Study will include an initial assessment of all environmental topic areas as defined in CEQA Guidelines, Appendix G as shown below. The EIR will expand upon the analyses performed in the Initial Study to meet CEQA regulatory requirements and will identify practicable mitigation measures to reduce any potentially significant impacts to a less than significant level, as necessary.

Environmental Resources to be included in CEQA analysis include:

- | | | |
|--------------------------------------|---------------------------------|-----------------------------|
| • Aesthetics | • Greenhouse Gas Emissions | • Public Services |
| • Agriculture and Forestry Resources | • Hazards & Hazardous Materials | • Recreation |
| • Air Quality | • Hydrology/Water Quality | • Transportation |
| • Biological Resources | • Land Use/Planning | • Tribal Cultural Resources |
| • Cultural Resources | • Mineral Resources | • Utilities/Service Systems |
| • Energy | • Noise | • Wildfire |
| • Geology/Soils | • Population/Housing | |

Field studies and/or quantitative analysis are proposed at this time for the following environmental topics, since potential significant adverse impacts or project benefits may result from implementation of the proposed Project:

- **Noise and Vibration:** The EIR will include an analysis of the noise and vibration impacts to nearby sensitive receptors that may result from implementation of the Project.
- **Emissions (Air Quality and Greenhouse Gas) Analysis:** The EIR will include an analysis of the Project construction and operational air quality and greenhouse gas emissions using the latest emissions models.
- **Transportation and Circulation:** The EIR will include a detailed analysis of the potential transportation impacts and feasible mitigations to minimize impacts to automobile, transit, bicycle, and pedestrian circulation in the Project area.
- **Visual Quality and Aesthetics:** The EIR will include an assessment of the visual impacts of the Project on the nearby communities.
- **Community Impacts:** The EIR will include an assessment of the impacts of the Project on the residences and workers in the Project area, as well as the public facilities and services in their communities.
- **Biological Resources:** The EIR will include an analysis of the biological resources at and around the site and the potential impact of the proposed Project on these resources.
- **Cultural Resources:** The EIR will include an assessment of the cultural significance of archaeological and historic architectural resources within the Project study area, the impact of modification or removal of these resources, and measures that could reduce any impacts to less-than-significant levels.

- Geology/Soils (including Paleontological Resources) – The EIR will include an assessment of the topographical conditions of the Project site, including geology, soils, seismicity, and paleontology, as well as any potential of the Project on these resources.
- Hazards and Hazardous Materials: The EIR will include an Initial Site Assessment of the locations within which ground disturbances would occur and there would be the potential for impacts from hazardous and contaminated wastes and materials on the proposed Project.
- Hydrology/Water Quality: The EIR will include an assessment of the impacts of the Project on the hydrology and water quality of the Mormon Slough and other potential water features in the Project area.

The Project is anticipated to require the following State and local approvals:

- California Department of Fish and Wildlife – California Endangered Species Act compliance
- California State Water Resources Control Board - Porter-Cologne Water Quality Control Act Water Discharge Requirement (WDR) & Clean Water Act Section 402 National Pollutant Discharge Elimination System (NPDES) - General Construction Stormwater Permit Waste Discharge Requirements
- Central Valley Regional Water Quality Control Board – Clean Water Act Section 401 Water Quality Certification
- Central Valley Flood Protection Board Encroachment Permit
- San Joaquin Valley Air Pollution District– Clean Air Act compliance
- San Joaquin County local permits

As part of a concurrent NEPA process, additional approvals or permits from Federal agencies may be required, including compliance with Section 404 of the Clean Water Act, Section 14 of the Rivers and Harbors Act, Section 106 of the National Historic Preservation Act, Section 4(f) of the U.S. Department of Transportation Act of 1966, and Section 7 of the Federal Endangered Species Act.

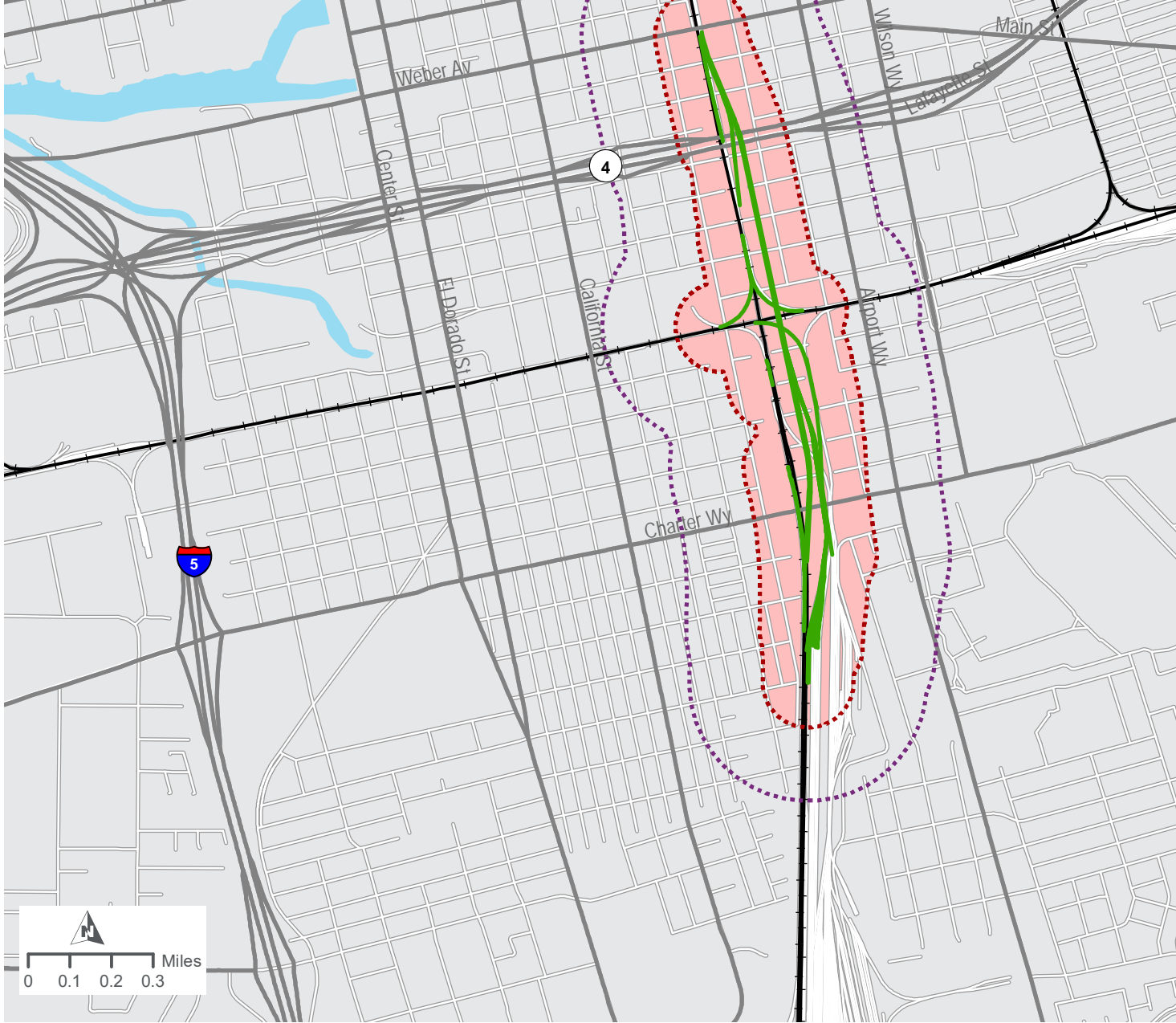
INFORMATION

Documents relating to the Project are available for review online at www.StocktonDiamond.com.

Kevin L. Sheridan, Director, Capital Projects
San Joaquin Regional Rail Commission/San Joaquin Joint Powers Authority

Date: August 19, 2020

Attachment: Figure 1, Project Location Map



PROJECT LOCATION
STOCKTON, CALIFORNIA



DATA SOURCE: City of Stockton and San Joaquin County GIS Data

LEGEND

- Major Streets/Highways
- California Rail Network
- Potential Project Limits
- Project Study Area
- Proposed Track

Internal Use Only

State Review Began _____ - _____ - 2020

SCH # _____

SCH Compliance _____ - _____ - 2020

Type of Document: _____

Project sent to the following State Agencies

Resources

- Boating & Waterways
- Central Valley Fld Prot
- Coastal Comm
- Colorado Rvr Bd
- Conservation
- CDFW # _____
- Cal Fire
- Historic Preservation
- Parks & Rec
- Bay Cons & Dev Comm
- DWR

CalSTA

- Aeronautics
- CHP
- Caltrans # _____
- Trans Planning

Cal EPA

- ARB: Airport & Freight
- ARB: Transportation
- ARB: Major Industrial/Energy
- Resources, Recycl. & Recovery
- SWRCB: Div. of Drinking Water
- SWRCB: Div. of Drinking Water # _____
- SWRCB: Div. Financial Assist.
- SWRCB: Wtr Quality
- SWRCB: Wtr Rights
- Reg. WQCB # _____
- Toxic Sub Ctrl-CTC

Yth/Adlt Corrections

- Corrections

State/Consumer Svcs

- General Services

Independent Comm

- Delta Protection Comm
- Delta Stewardship Council
- Energy Comm
- NAHC
- Public Utilities Comm
- Santa Monica Bay Restoration
- State Lands Comm
- Tahoe Rgl Planning Agency
- _____
Conservancy
- _____
Conservancy
- _____
Conservancy

Other

- Education
- Food & Agriculture
- HCD
- OES
- Other: _____

Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
 For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH #

Project Title: _____
 Lead Agency: _____ Contact Person: _____
 Mailing Address: _____ Phone: _____
 City: _____ Zip: _____ County: _____

Project Location: County: _____ City/Nearest Community: _____
 Cross Streets: _____ Zip Code: _____
 Longitude/Latitude (degrees, minutes and seconds): _____° _____' _____" N / _____° _____' _____" W Total Acres: _____
 Assessor's Parcel No.: _____ Section: _____ Twp.: _____ Range: _____ Base: _____
 Within 2 Miles: State Hwy #: _____ Waterways: _____
 Airports: _____ Railways: _____ Schools: _____

Document Type:

CEQA: <input type="checkbox"/> NOP	<input type="checkbox"/> Draft EIR	NEPA: <input type="checkbox"/> NOI	Other: <input type="checkbox"/> Joint Document
<input type="checkbox"/> Early Cons	<input type="checkbox"/> Supplement/Subsequent EIR	<input type="checkbox"/> EA	<input type="checkbox"/> Final Document
<input type="checkbox"/> Neg Dec	(Prior SCH No.) _____	<input type="checkbox"/> Draft EIS	<input type="checkbox"/> Other: _____
<input type="checkbox"/> Mit Neg Dec	Other: _____	<input type="checkbox"/> FONSI	_____

Local Action Type:

<input type="checkbox"/> General Plan Update	<input type="checkbox"/> Specific Plan	<input type="checkbox"/> Rezone	<input type="checkbox"/> Annexation
<input type="checkbox"/> General Plan Amendment	<input type="checkbox"/> Master Plan	<input type="checkbox"/> Prezone	<input type="checkbox"/> Redevelopment
<input type="checkbox"/> General Plan Element	<input type="checkbox"/> Planned Unit Development	<input type="checkbox"/> Use Permit	<input type="checkbox"/> Coastal Permit
<input type="checkbox"/> Community Plan	<input type="checkbox"/> Site Plan	<input type="checkbox"/> Land Division (Subdivision, etc.)	<input type="checkbox"/> Other: _____

Development Type:

<input type="checkbox"/> Residential: Units _____ Acres _____	<input type="checkbox"/> Transportation: Type _____
<input type="checkbox"/> Office: Sq.ft. _____ Acres _____ Employees _____	<input type="checkbox"/> Mining: Mineral _____
<input type="checkbox"/> Commercial: Sq.ft. _____ Acres _____ Employees _____	<input type="checkbox"/> Power: Type _____ MW _____
<input type="checkbox"/> Industrial: Sq.ft. _____ Acres _____ Employees _____	<input type="checkbox"/> Waste Treatment: Type _____ MGD _____
<input type="checkbox"/> Educational: _____	<input type="checkbox"/> Hazardous Waste: Type _____
<input type="checkbox"/> Recreational: _____	<input type="checkbox"/> Other: _____
<input type="checkbox"/> Water Facilities: Type _____ MGD _____	

Project Issues Discussed in Document:

<input type="checkbox"/> Aesthetic/Visual	<input type="checkbox"/> Fiscal	<input type="checkbox"/> Recreation/Parks	<input type="checkbox"/> Vegetation
<input type="checkbox"/> Agricultural Land	<input type="checkbox"/> Flood Plain/Flooding	<input type="checkbox"/> Schools/Universities	<input type="checkbox"/> Water Quality
<input type="checkbox"/> Air Quality	<input type="checkbox"/> Forest Land/Fire Hazard	<input type="checkbox"/> Septic Systems	<input type="checkbox"/> Water Supply/Groundwater
<input type="checkbox"/> Archeological/Historical	<input type="checkbox"/> Geologic/Seismic	<input type="checkbox"/> Sewer Capacity	<input type="checkbox"/> Wetland/Riparian
<input type="checkbox"/> Biological Resources	<input type="checkbox"/> Minerals	<input type="checkbox"/> Soil Erosion/Compaction/Grading	<input type="checkbox"/> Growth Inducement
<input type="checkbox"/> Coastal Zone	<input type="checkbox"/> Noise	<input type="checkbox"/> Solid Waste	<input type="checkbox"/> Land Use
<input type="checkbox"/> Drainage/Absorption	<input type="checkbox"/> Population/Housing Balance	<input type="checkbox"/> Toxic/Hazardous	<input type="checkbox"/> Cumulative Effects
<input type="checkbox"/> Economic/Jobs	<input type="checkbox"/> Public Services/Facilities	<input type="checkbox"/> Traffic/Circulation	<input type="checkbox"/> Other: _____

Present Land Use/Zoning/General Plan Designation: _____

Project Description: (please use a separate page if necessary)

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.

Reviewing Agencies Checklist

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with an "X".
If you have already sent your document to the agency please denote that with an "S".

<input type="checkbox"/> Air Resources Board	<input type="checkbox"/> Office of Historic Preservation
<input type="checkbox"/> Boating & Waterways, Department of	<input type="checkbox"/> Office of Public School Construction
<input type="checkbox"/> California Emergency Management Agency	<input type="checkbox"/> Parks & Recreation, Department of
<input type="checkbox"/> California Highway Patrol	<input type="checkbox"/> Pesticide Regulation, Department of
<input type="checkbox"/> Caltrans District # _____	<input type="checkbox"/> Public Utilities Commission
<input type="checkbox"/> Caltrans Division of Aeronautics	<input type="checkbox"/> Regional WQCB # _____
<input type="checkbox"/> Caltrans Planning	<input type="checkbox"/> Resources Agency
<input type="checkbox"/> Central Valley Flood Protection Board	<input type="checkbox"/> Resources Recycling and Recovery, Department of
<input type="checkbox"/> Coachella Valley Mtns. Conservancy	<input type="checkbox"/> S.F. Bay Conservation & Development Comm.
<input type="checkbox"/> Coastal Commission	<input type="checkbox"/> San Gabriel & Lower L.A. Rivers & Mtns. Conservancy
<input type="checkbox"/> Colorado River Board	<input type="checkbox"/> San Joaquin River Conservancy
<input type="checkbox"/> Conservation, Department of	<input type="checkbox"/> Santa Monica Mtns. Conservancy
<input type="checkbox"/> Corrections, Department of	<input type="checkbox"/> State Lands Commission
<input type="checkbox"/> Delta Protection Commission	<input type="checkbox"/> SWRCB: Clean Water Grants
<input type="checkbox"/> Education, Department of	<input type="checkbox"/> SWRCB: Water Quality
<input type="checkbox"/> Energy Commission	<input type="checkbox"/> SWRCB: Water Rights
<input type="checkbox"/> Fish & Game Region # _____	<input type="checkbox"/> Tahoe Regional Planning Agency
<input type="checkbox"/> Food & Agriculture, Department of	<input type="checkbox"/> Toxic Substances Control, Department of
<input type="checkbox"/> Forestry and Fire Protection, Department of	<input type="checkbox"/> Water Resources, Department of
<input type="checkbox"/> General Services, Department of	
<input type="checkbox"/> Health Services, Department of	<input type="checkbox"/> Other: _____
<input type="checkbox"/> Housing & Community Development	<input type="checkbox"/> Other: _____
<input type="checkbox"/> Native American Heritage Commission	

Local Public Review Period (to be filled in by lead agency)

Starting Date _____ Ending Date _____

Lead Agency (Complete if applicable):

Consulting Firm: _____	Applicant: _____
Address: _____	Address: _____
City/State/Zip: _____	City/State/Zip: _____
Contact: _____	Phone: _____
Phone: _____	

Signature of Lead Agency Representative: _____ **Date:** _____

Authority cited: Section 21083, Public Resources Code. Reference: Section 21161, Public Resources Code.

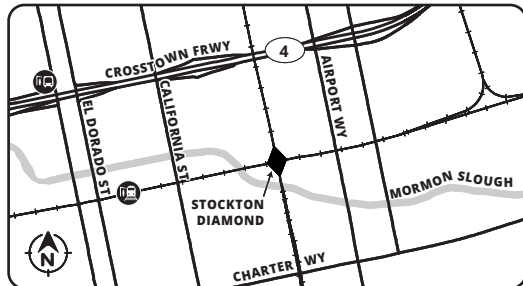


Public Notice Advertisements

PUBLIC NOTICE

NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL ASSESSMENT & VIRTUAL PUBLIC SCOPING MEETINGS FOR THE STOCKTON DIAMOND GRADE SEPARATION PROJECT

The San Joaquin Regional Rail Commission (SJRRRC) (California Environmental Quality Act Lead Agency), in cooperation with the California High Speed Rail Authority (National Environmental Policy Act Lead Agency), under delegation by the Federal Railroad Administration, is officially launching the environmental process for the proposed Stockton Diamond Grade Separation project (Project) with this Notice of Preparation of an Environmental Impact Report (EIR)/Environmental Assessment (EA). The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being or have been carried out by the State of California pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated July 23, 2019, and executed by the Federal Railroad Administration and the State of California.



SCOPING COMMENT PERIOD: Aug. 19 to Oct. 3, 2020

PROJECT OVERVIEW

The Project is located in the City of Stockton in San Joaquin County. The State Route (SR) 4 Crosstown Freeway, which is grade separated from the Union Pacific Railroad (UP) tracks with an overpass, is located to the north of the Diamond. The Burlington Northern Santa Fe Railway (BNSF) and UP main lines and the Stockton Diamond wye connections cross several city streets at grade, creating both access and safety constraints and opportunities for the local community.

The proposed Project is a critical element in SJRRRC's vision to expand intercity and commuter rail service between the San Joaquin Valley and both Sacramento and the Bay Area. SJRRRC proposes to replace an at-grade crossing of the UP and BNSF rail lines with a railroad grade separation. Various options to construct a rail flyover are being studied and a feasible build option will be selected following extensive partner agency and stakeholder coordination, and environmental analysis. The Stockton Diamond is the busiest, most congested at-grade railway junction in California resulting in significant congestion and delays for both freight and passenger rail. The current configuration causes extreme rail backups, delays on local roadway crossings, and prevents SJRRRC and Amtrak from expanding commuter/passenger rail service. The proposed Project will:

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

POTENTIAL ENVIRONMENTAL IMPACTS

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

VIRTUAL PUBLIC SCOPING MEETINGS

A 45-day public scoping process is being initiated with this notice. Responsible and Trustee Agencies, involved federal agencies, interest groups, and members of the public are invited to participate and provide valuable input into the scope of the EIR/EA. For your convenience, and to allow participation in a safe environment while social distancing, three virtual public scoping meetings will be held during the project's 45-day scoping period. Please join us at one of the following meetings to learn about the project, interact with project team members, ask questions, and submit formal comments.

ENGLISH MEETINGS:

Tuesday, Sept. 15, 2020
6-7:30 p.m.

WebEx: bit.ly/SD_Public_Meeting1

Dial-in #: 408-418-9388

Code: 146 995 3665

Wednesday, Sept. 16, 2020
2-3:30 p.m.

WebEx: bit.ly/SD_Public_Meeting2

Dial-in #: 408-418-9388

Code: 146 662 8153

SPANISH MEETING:

Thursday, Sept. 17, 2020
6-7:30 p.m.

WebEx: bit.ly/SD_Public_Meeting3

Dial-in #: 408-418-9388

Code: 146 356 6775

SUBMITTING COMMENTS

Submission of comments on the environmental scope of the Project are invited from all interested parties from Aug. 19, 2020 until 5 p.m. PST on Oct. 3, 2020. Comments can be submitted via the following options:

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

Email: info@stocktondiamond.com

Website: stocktondiamond.com

Telephone: 209-235-0133

SPECIAL MEETING ACCOMMODATIONS

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

NOTICIA PÚBLICA

AVISO DE PREPARACIÓN DE UN INFORME DE IMPACTO AMBIENTAL/UNA EVALUACIÓN AMBIENTAL Y REUNIONES DE ALCANCE PÚBLICO VIRTUALES PARA EL PROYECTO DE PASO A DESNIVEL DEL DIAMANTE DE STOCKTON

La Comisión Regional de Ferrocarriles de San Joaquin (SJRRRC) (la agencia líder en la implementación de la Ley de Calidad Ambiental de California), en cooperación con la Autoridad Ferroviaria de Alta Velocidad de California (la agencia líder en la implementación de la Ley de Política Ambiental Nacional), bajo la delegación de la Administración Federal de Ferrocarriles, anuncia oficialmente el proceso ambiental para el proyecto (Proyecto) propuesto de paso a desnivel del diamante de Stockton mediante este Aviso de preparación de un Informe de impacto ambiental (EIR)/una Evaluación ambiental (EA). La revisión ambiental, la consulta y las otras medidas requeridas por las leyes ambientales federales aplicables para este Proyecto están siendo o han sido llevadas a cabo por el Estado de California de conformidad con el art. 327 del título 23 del U.S.C. y un Memorandum de Entendimiento con fecha del 23 de julio de 2019, y ejecutadas por la Administración Federal de Ferrocarriles y el Estado de California.

PERÍODO PARA PROPORCIONAR COMENTARIOS SOBRE EL ALCANCE: del 19 de agosto al 3 de octubre de 2020



RESUMEN DEL PROYECTO

El Proyecto se ubica en la ciudad de Stockton, en el condado de San Joaquin. La Ruta Estatal (SR) 4 Crosstown Freeway, que cuenta con desnivel en relación con las vías de Unión Pacífico (UP) con un paso elevado, se encuentra al norte del diamante. Las vías principales de Burlington Northern Santa Fe (BNSF) y UP y las conexiones en Y del diamante de Stockton cruzan varias calles de la ciudad a nivel, lo que genera limitaciones de acceso y seguridad y oportunidades para la comunidad local.

El Proyecto propuesto es un elemento esencial en la visión de SJRRRC de ampliar el servicio ferroviario interurbano y suburbano entre el valle de San Joaquin y Sacramento y el Área de la Bahía. SJRRRC propone sustituir un cruce a nivel de las vías ferroviarias de UP y BNSF por un paso a desnivel. Se están estudiando varias opciones para construir un paso a desnivel y se seleccionará una opción de construcción factible, siguiendo una amplia coordinación de agencias asociadas y partes interesadas, y un análisis ambiental. El diamante de Stockton es el cruce ferroviario a nivel más concurrido y congestionado en California, lo que provoca una congestión significativa y retrasos tanto para el transporte ferroviario de carga como para el de pasajeros. La configuración actual provoca el embotellamiento intenso de carriles, retrasos en los cruces de carreteras locales e impide que SJRRRC y Amtrak amplíen el servicio ferroviario suburbano/de pasajeros. El Proyecto propuesto sugiere los siguientes objetivos:

- reducir los retrasos en el transporte por ferrocarril de carga y de pasajeros y la congestión asociada;
- adaptar el crecimiento planificado del ferrocarril de carga y de pasajeros, brindando apoyo a ACE y San Joaquin Valley Rail;
- mantener las conexiones clave de la comunidad;
- mejorar el acceso multimodal;
- proporcionar beneficios ambientales y económicos a nivel local y regional; y
- abordar la cuestión de la seguridad mediante el cierre y la realización de mejoras en los cruces de ferrocarriles clave.

POSIBLES IMPACTOS AMBIENTALES

El proceso de EIR/EA evaluará los posibles impactos ambientales del Proyecto propuesto en el medioambiente físico, humano y natural. Durante la revisión ambiental se estudiará una amplia variedad de áreas de recursos para identificar posibles impactos, incluidos aspectos estéticos, agricultura y recursos forestales, calidad del aire, recursos biológicos, recursos culturales, energía, geología/suelos, emisiones de gases de efecto invernadero, peligros y materiales peligrosos, hidrología/calidad del agua, planificación/uso de terrenos, recursos minerales, ruido, población/vivienda, servicios públicos, recreación, transporte, recursos culturales tradicionales, sistemas de empresas de servicios públicos e incendios forestales. En el EIR/la EA se identificarán y evaluarán medidas para evitar, minimizar y mitigar posibles consecuencias adversas.

REUNIONES DE ALCANCE PÚBLICO VIRTUALES

Con este aviso se inicia un proceso de alcance público de 45 días. Se invita a las agencias responsables y administradoras, a las agencias federales involucradas, a los grupos de interés y a los miembros del público a participar y proporcionar sus valiosos aportes sobre el alcance del EIR/la EA. Para su comodidad y para permitir la participación en un entorno seguro mientras se respeta el distanciamiento social, se realizarán tres reuniones de alcance público virtuales durante los 45 días del periodo para enviar comentarios sobre el alcance. Súmese a una de las siguientes reuniones para obtener más información sobre el Proyecto, interactuar con los miembros del equipo del Proyecto, hacer preguntas y presentar comentarios formales.

REUNIONES EN INGLÉS:

Martes, 15 de septiembre de 2020
6-7:30 p.m.

WebEx: bit.ly/SD_Public_Meeting1

Teléfono: 408-418-9388

Código: 146 995 3665

Miércoles 16 de septiembre de 2020
2-3:30 p.m.

WebEx: bit.ly/SD_Public_Meeting2

Teléfono: 408-418-9388

Código: 146 662 8153

REUNIÓN EN ESPAÑOL:

Jueves, 17 de septiembre de 2020
6-7:30 p.m.

WebEx: bit.ly/SD_Public_Meeting3

Teléfono: 408-418-9388

Código: 146 356 6775

ENVÍO DE COMENTARIOS

Invitamos a todos los interesados a enviar sus comentarios sobre el alcance ambiental del Proyecto desde el 19 de agosto de 2020 hasta el 3 de octubre de 2020 a las 5 p.m. PST. Se podrán enviar comentarios a través de las siguientes opciones:

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

Correo electrónico: info@stocktondiamond.com

Sitio web: stocktondiamond.com

Teléfono: 209-235-0133

ADAPTACIONES ESPECIALES PARA LA REUNIÓN

Para consultas sobre otras opciones de accesibilidad, llame al 209-235-0133 o envíe un correo electrónico a info@stocktondiamond.com. Las personas con sordera o con dificultades de audición o del habla, que son usuarios de TDD, pueden comunicarse con la línea de voz o el Servicio de relé TTY de California al 1-800-735-2929 o al 711.



Invite Mailer & Database Methodology

ENVIRONMENTAL SCOPING INFORMATION & VIRTUAL PUBLIC MEETINGS



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c/o Public Outreach
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Suite 200
Sacramento, CA 95833

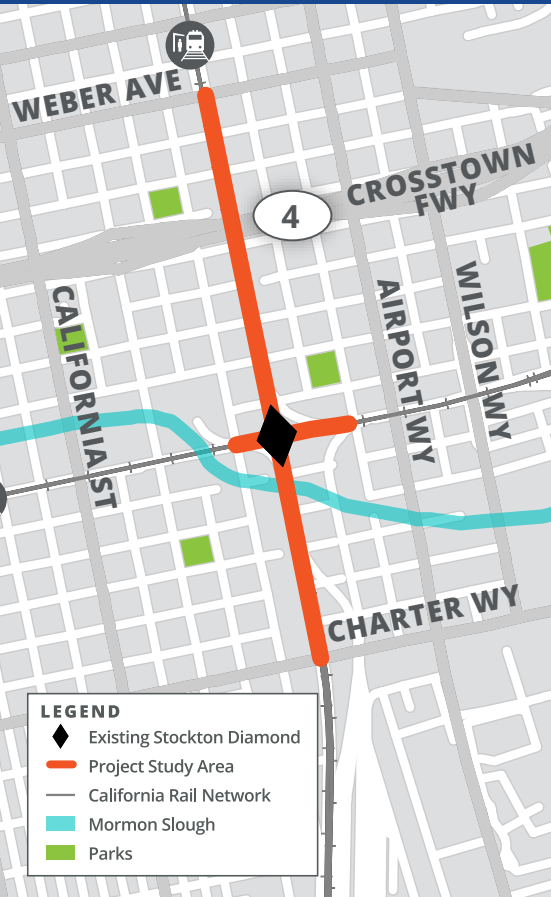
**PLEASE
JOIN US!**

ENGLISH MEETINGS:

- 1 Tuesday, Sept. 15, 2020
6-7:30 p.m.
- 2 Wednesday, Sept. 16, 2020
2-3:30 p.m.

SPANISH MEETING:

- 3 Thursday, Sept. 17, 2020
6-7:30 p.m.



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

The San Joaquin Regional Rail Commission (California Environmental Quality Act Lead Agency), in cooperation with the California High Speed Rail Authority (National Environmental Policy Act Lead Agency), under delegation by the Federal Railroad Administration, is officially launching the environmental process for the proposed Stockton Diamond Grade Separation project with this Notice of Preparation of an Environmental Impact Report (EIR)/Environmental Assessment (EA).

The proposed project will grade separate the railway tracks of BNSF Railway and Union Pacific Railroad at the Stockton Diamond to enhance passenger and freight rail operations, efficiency, and safety while also reducing greenhouse gas emissions and California's carbon footprint through decreased vehicle and train idling.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being or have been carried out by the State of California pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated July 23, 2019, and executed by the Federal Railroad Administration and the State of California.

VIRTUAL PUBLIC MEETINGS

For your convenience, and to allow participation in a safe environment while social distancing, three virtual public meetings will be held during the project's 45-day public scoping period. Please join us at one of the following meetings to learn about the project, interact with project team members, ask questions, and submit formal comments.

ENGLISH MEETINGS:

- 1 Tuesday, Sept. 15, 2020
6-7:30 p.m.
 - WebEx Link: bit.ly/SD_Public_Meeting1
 - Dial-in #: 408-418-9388
Code: 146 995 3665
- 2 Wednesday, Sept. 16, 2020
2-3:30 p.m.
 - WebEx Link: bit.ly/SD_Public_Meeting2
 - Dial-in #: 408-418-9388
Code: 146 662 8153

SPANISH MEETING:

- 3 Thursday, Sept. 17, 2020
6-7:30 p.m.
 - WebEx Link: bit.ly/SD_Public_Meeting3
 - Dial-in #: 408-418-9388
Code: 146 356 6775

Public Comment Period:
Aug. 19 – Oct. 3, 2020

Visit stocktondiamond.com anytime during this time to review information and submit comments.

Please call or email for additional accessibility preferences. For the deaf, hard of hearing or speech impaired (TDD) users may contact the California Relay Service TTY and/or Voice Line at 1-800-735-2929, or 711.

¡SÚMESE!
REUNIONES EN INGLÉS:

- 1 **Martes, 15 de septiembre de 2020**
6-7:30 p.m.
- 2 **Miércoles 16 de septiembre de 2020**
2-3:30 p.m.

REUNIÓN EN ESPAÑOL:

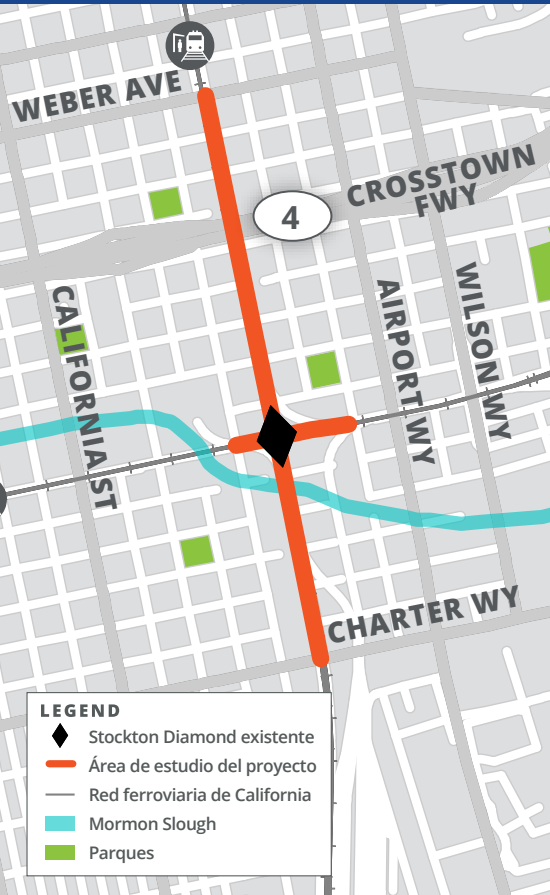
- 3 **Jueves, 17 de septiembre de 2020**
6-7:30 p.m.

EL DIAMANTE DE STOCKTON:
desbloqueo del potencial del servicio ferroviario de carga y pasajeros del norte de California

La Comisión Regional de Ferrocarriles de San Joaquin (la agencia líder en la implementación de la Ley de Calidad Ambiental de California), en cooperación con la Autoridad Ferroviaria de Alta Velocidad de California (la agencia líder en la implementación de la Ley de Política Ambiental Nacional), bajo la delegación de la Administración Federal de Ferrocarriles, anuncia oficialmente el proceso ambiental para el proyecto propuesto de paso a desnivel del diamante de Stockton mediante este Aviso de preparación de un Informe de impacto ambiental (EIR)/una Evaluación ambiental (EA).

El proyecto propuesto dividirá en niveles las vías ferroviarias de las empresas BNSF y Union Pacific en el diamante de Stockton para mejorar el funcionamiento, la eficacia y la seguridad de las vías ferroviarias para transporte de pasajeros y carga, y al mismo tiempo reducir las emisiones de gases de efecto invernadero y el impacto ecológico de California a través de la disminución del ralentí de vehículos y trenes.

La revisión ambiental, la consulta y las otras medidas requeridas por las leyes ambientales federales aplicables para este proyecto están siendo o han sido llevadas a cabo por el Estado de California de conformidad con el art. 327 del título 23 del U.S.C. y un Memorandum de Entendimiento con fecha del 23 de julio de 2019, y ejecutadas por la Administración Federal de Ferrocarriles y el Estado de California.



Período de comentarios del público:
del 19 de agosto al 3 de octubre de 2020

Visite stocktondiamond.com en cualquier momento durante este tiempo para consultar la información y enviar comentarios.

REUNIONES PÚBLICAS VIRTUALES

Para su comodidad y para permitir la participación en un entorno seguro mientras se respeta el distanciamiento social, se realizarán tres reuniones públicas virtuales durante los 45 días del período para enviar comentarios sobre el alcance. Súmese a una de las siguientes reuniones para obtener más información sobre el proyecto, interactuar con los miembros del equipo del proyecto, hacer preguntas y presentar comentarios formales.

Llame o envíe un correo electrónico para consultas sobre otras opciones de accesibilidad. Las personas con sordera o con dificultades de audición o del habla, que son usuarios de TDD, pueden comunicarse con la línea de voz o el Servicio de relé TTY de California al 1-800-735-2929 o al 711.

¡AGENDE LA REUNIÓN EN SU CALENDARIO!
REUNIONES EN INGLÉS:

- 1 **Martes, 15 de septiembre de 2020**
6-7:30 p.m.
 - WebEx Link: bit.ly/SD_Public_Meeting1
 - Teléfono: 408-418-9388
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- 2 **Miércoles 16 de septiembre de 2020**
2-3:30 p.m.
 - WebEx Link: bit.ly/SD_Public_Meeting2
 - Teléfono: 408-418-9388
 - Código: 146 662 8153

REUNIÓN EN ESPAÑOL:

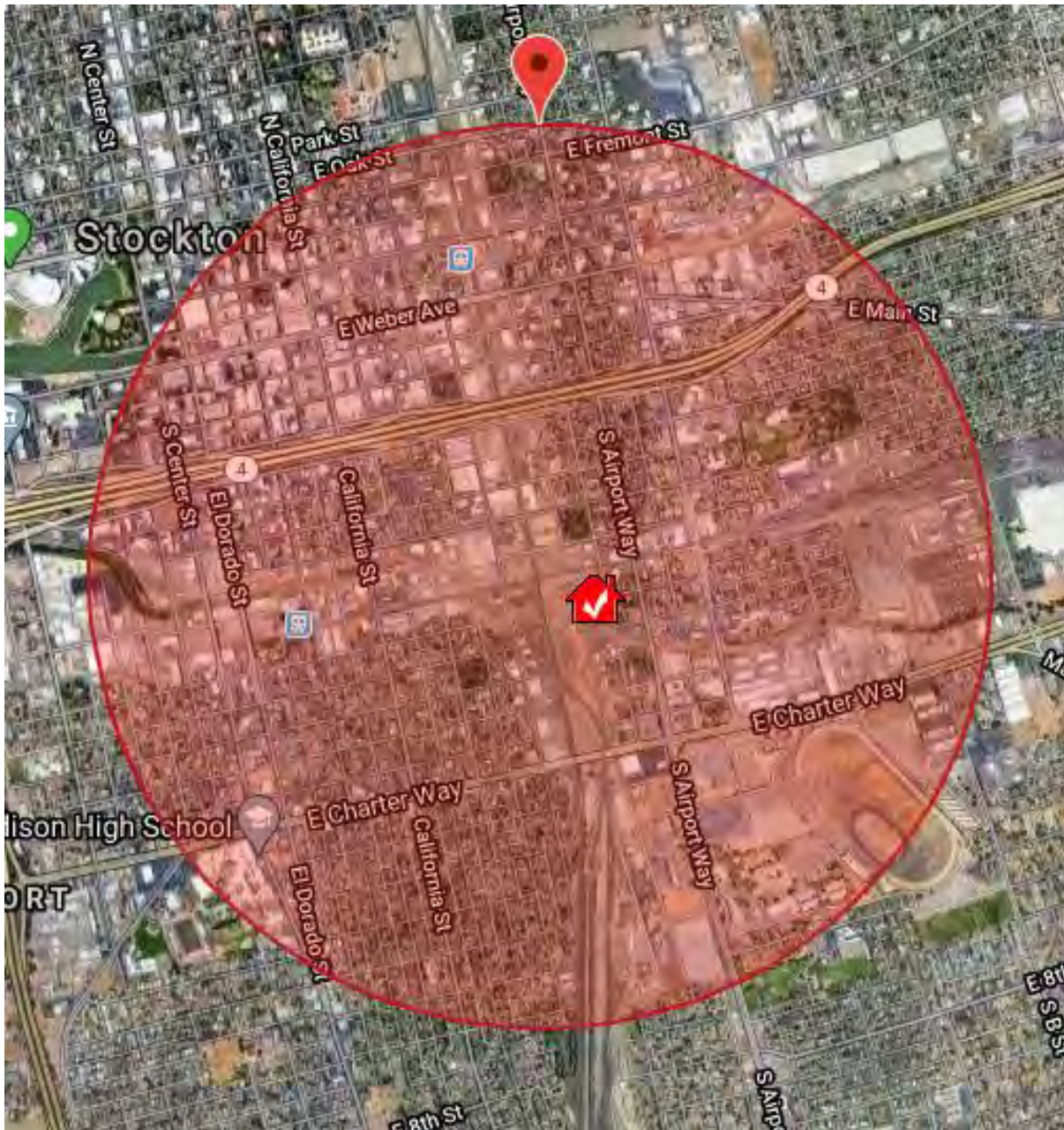
- 3 **Jueves, 17 de septiembre de 2020**
6-7:30 p.m.
 - WebEx Link: bit.ly/SD_Public_Meeting3
 - Teléfono: 408-418-9388
 - Código: 146 356 6775



The database for the Stockton Diamond Project is an inclusive and diverse list containing adjacent property owners, occupants and businesses, as well as key stakeholders such as community, neighborhood, and homeowners associations, emergency responders, local schools, organizations, agencies, and elected officials.

Property Database

The online property-based software program ListSource was used to determine the adjacent property owners/occupants and businesses. Search parameters included a one mile radius from the project site which yielded 4,448 parcels (excluding renters/current occupants).





Media Relations



STOCKTON DIAMOND

Unlocking Northern
California's Freight and
Passenger Rail Potential

August 19, 2020
FOR IMMEDIATE RELEASE

Contact: David Lipari
San Joaquin Joint Powers Authority
david@sjjpa.com
209-851-1626

San Joaquin Regional Rail Commission Launches Environmental Review for Stockton Diamond Grade Separation Project

Expanding commuter and intercity passenger rail service in Northern California to further link the San Joaquin Valley, Sacramento and Bay Area

Stockton, CA – On Wednesday, August 19, the [San Joaquin Regional Rail Commission](#) (SJRRC) officially launched the environmental review process for Stockton Diamond Grade Separation Project with a **Notice of Preparation (NOP) of an Environmental Impact Report (EIR)/Environmental Assessment (EA) and Virtual Public Scoping Meetings**. As the California Environmental Quality Act (CEQA) Lead Agency, SJRRC is working in cooperation with the [California High Speed Rail Authority](#) (National Environmental Policy Act Lead Agency), under delegation by the [Federal Railroad Administration](#).

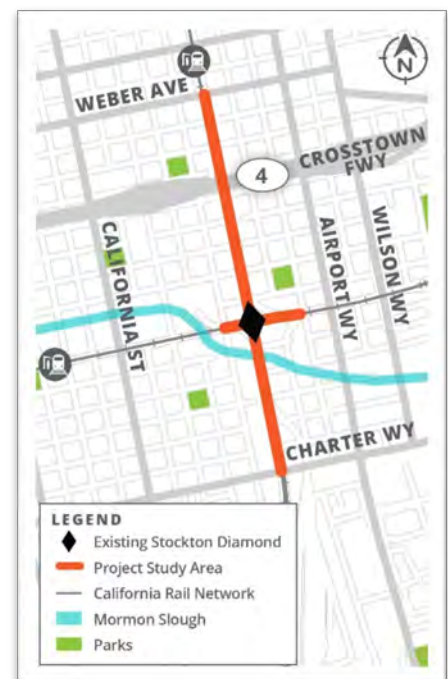
“This project is a critical step in unlocking freight and passenger rail mobility in Northern California and we are excited to be at this phase of project development. The grade separation will fix one of the most congested rail corridors, enhance safety, reduce emissions and provide faster, more reliable passenger rail options for our riders,” said Kevin Sheridan, SJRRC Director of Capital Projects and the Stockton Diamond Grade Separation Project Manager.

WHAT'S INVOLVED

A collaboration between SJRRC and the private entities [BNSF Railway \(BNSF\)](#) and [Union Pacific Railroad \(UP\)](#) as well as regional partner agencies, the Stockton Diamond Grade Separation project proposes to identify feasible project concepts that will separate the two rail lines with what is called a flyover bridge at the Stockton Diamond.

This rail intersection, located just south of Downtown Stockton, has been identified as the busiest, most congested at-grade rail junction in California resulting in significant congestion and delays for both freight and passenger rail.

The proposed project is a critical element in SJRRC's vision to expand intercity and commuter rail service between the San Joaquin Valley, Sacramento and the Bay Area. The project aims to improve rail efficiency and reliability by reducing conflicting train movements on shared-use rail corridors, enhance safety and improve access for City of Stockton residents through roadway improvements at multiple roadway/railway grade crossings. The grade separation will reduce greenhouse gas buildup caused by transit congestion or train/vehicle idling at the railway/roadway crossings near the Stockton Diamond. Lastly, it will also facilitate future passenger rail service expansion for Altamont Corridor Express (ACE) and



Amtrak San Joaquins, supporting faster, more reliable passenger rail travel to key destinations in Northern California.

SJRRC Manager of Regional Initiatives, Dan Leavitt, stated “While most transit agencies across the country are experiencing low ridership due to COVID-19, there is still a need to plan for future mobility as Northern California’s population continues to rise. As essential travel options between affordable housing and employment centers within the Central Valley, Sacramento and Bay Area, ACE carried 1.5 million passengers and San Joaquins carried over 1 million passengers in 2019 alone.” Mr. Leavitt further states that SJRRC understands the need to stay nimble in these unprecedented times while also preparing for a healthy future.

LEARN MORE AT UPCOMING MEETINGS

As an initial step within the CEQA process, project scoping allows SJRRC to seek public and stakeholder input on the environmental scope of the project. To provide convenient participation in a safe environment while social distancing, SJRRC is hosting three virtual meetings during the project’s 45-day public comment period to allow attendees to learn about the project, interact with project team members, ask questions and submit formal comments.

English Virtual Meeting #1	English Virtual Meeting #2	Spanish Virtual Meeting #3
Tuesday, Sept. 15, 2020 6-7:30 p.m.	Wednesday, Sept. 16, 2020 2-3:30 p.m.	Thursday, Sept. 17, 2020 6-7:30 p.m.
ONLINE: <ul style="list-style-type: none"> • Webex Link: bit.ly/SD_Public_Meeting1 • Webex Password: SD_Meeting#1 	ONLINE: <ul style="list-style-type: none"> • Webex Link: bit.ly/SD_Public_Meeting2 • Webex Password: SD_Meeting#2 	ONLINE: <ul style="list-style-type: none"> • Webex Link: bit.ly/SD_Public_Meeting3 • Webex Password: SD_Meeting#3
BY PHONE: <ul style="list-style-type: none"> • Dial-in #: 408-418-9388 • Dail-in Code: 146 995 3665 	BY PHONE: <ul style="list-style-type: none"> • Dial-in #: 408-418-9388 • Dial-in Code: 146 662 8153 	BY PHONE: <ul style="list-style-type: none"> • Dial-in #: 408-418-9388 • Dial-in Code: 146 356 6775

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

SUBMITTING COMMENTS

Suggestions and comments on the scope and content of the EIR/EA are invited from all interested parties for a period of 45 days (August 19-October 3 by 5 p.m. PST). Written or verbal comments concerning the proposed project’s environmental scope should be submitted via the following options.

Website: stocktondiamond.com	Mail: c/o Public Outreach 2379 Gateway Oaks Drive, Suite 200 Sacramento, CA 95833
Email: info@stocktondiamond.com	
Telephone: (209) 235-0133	

ABOUT SJRRC:

Governed by a Board of Directors consisting of six full-voting members from San Joaquin County and two special-voting members from Alameda County, SJRRC owns, operates and is the policy-making body for the ACE service, which has been transporting passengers between the Central Valley and Bay Area since 1999. For more information about SJRRC and ACE, visit acerail.com or connect through Facebook ([@AltamontCorridorExpress](https://www.facebook.com/AltamontCorridorExpress)) and Twitter ([@ACE_train](https://twitter.com/ACE_train)).

LEARN MORE ABOUT STOCKTON DIAMOND PROJECT:

Visit stocktondiamond.com, email info@stocktondiamond.com or call (209) 235-0133.



STOCKTON DIAMOND

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

September 11, 2020
FOR IMMEDIATE RELEASE

Contact: David Lipari
San Joaquin Joint Powers Authority
david@sjjpa.com
209-851-1626

San Joaquin Regional Rail Commission to Host Virtual Public Meetings for Proposed Stockton Diamond Grade Separation Project

Public input encouraged on environmental scope of the project

Stockton, CA – The [San Joaquin Regional Rail Commission](#) (SJRR) is seeking early public input on the Stockton Diamond Grade Separation Project, which proposes to grade separate the worst freight rail bottleneck in California with a flyover bridge just south of Downtown Stockton at what is called the “Stockton Diamond.” This rail intersection is where Union Pacific Railroad and BNSF Railway mainline tracks currently cross at-grade. As the California Environmental Quality Act Lead Agency, SJRR is working in cooperation with the [California High-Speed Rail Authority](#) (National Environmental Policy Act Lead Agency), under assignment by the [Federal Railroad Administration](#).

LEARN MORE AT UPCOMING VIRTUAL PUBLIC MEETINGS

To provide convenient participation in a safe environment while social distancing, SJRR is hosting three virtual public meetings during the project’s 45-day public comment period so that attendees can learn about the project, interact with project team members, ask questions and submit formal comments.

Join Online OR By Phone:

Each meeting can be joined online through Webex using a link and password or by phone using a dial-in number and access code.

English Virtual Meeting #1	English Virtual Meeting #2	Spanish Virtual Meeting #3
Tuesday, Sept. 15, 2020 6-7:30 p.m.	Wednesday, Sept. 16, 2020 2-3:30 p.m.	Thursday, Sept. 17, 2020 6-7:30 p.m.
ONLINE: <ul style="list-style-type: none"> Webex Link: bit.ly/SD_Public_Meeting1 Webex Password: SD_Meeting#1 	ONLINE: <ul style="list-style-type: none"> Webex Link: bit.ly/SD_Public_Meeting2 Webex Password: SD_Meeting#2 	ONLINE: <ul style="list-style-type: none"> Webex Link: bit.ly/SD_Public_Meeting3 Webex Password: SD_Meeting#3
BY PHONE: <ul style="list-style-type: none"> Dial-in #: 408-418-9388 Dial-in Code: 146 995 3665 	BY PHONE: <ul style="list-style-type: none"> Dial-in #: 408-418-9388 Dial-in Code: 146 662 8153 	BY PHONE: <ul style="list-style-type: none"> Dial-in #: 408-418-9388 Dial-in Code: 146 356 6775

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SUBMITTING COMMENTS

Suggestions and comments on the scope and content of the Environmental Impact Report/Environmental Assessment are invited from all interested parties until **5 p.m. PST on October 3, 2020**. Written or verbal comments concerning the proposed project’s environmental scope should be submitted via the following options.

Website: stocktondiamond.com
Email: info@stocktondiamond.com
Telephone: (209) 235-0133

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

BACKGROUND

The Stockton Diamond Grade Separation project is a collaboration between SJRRC and the private entities [BNSF Railway](#) and [Union Pacific Railroad](#) as well as regional partner agencies. This rail intersection results in significant congestion and delays for both freight and passenger rail.

By reducing train conflicts at the crossing and resulting congestion, rail service reliability and operational efficiency will improve. The proposed project will also enhance safety and improve access and mobility across the tracks for City of Stockton residents, businesses and visitors. The grade separation will improve efficiency, reduce delays and emissions caused by automobile traffic congestion, and freight and passenger train idling at several track crossings near the Stockton Diamond. This will result in improved air quality, decreased fuel consumption, increased goods movement throughput and train velocity, creating cost savings for transportation.

The proposed project is a critical element in SJRRC's vision to expand intercity and commuter rail service between the San Joaquin Valley, Sacramento, and the Bay Area. Allowing trains to move unrestricted through the proposed Stockton Diamond Grade Separation will create the opportunity for future passenger service expansion for ACE and San Joaquins. The improvements support on-time performance and travel options to connect affordable housing, jobs, school, recreation and families.

ABOUT SJRRC:

Governed by a Board of Directors consisting of six full-voting members from San Joaquin County and two special-voting members from Alameda County, SJRRC owns, operates and is the policy-making body for the ACE service, which has been transporting passengers between the Central Valley and Bay Area since 1999. For more information about SJRRC and ACE, visit acerail.com or connect through Facebook ([@AltamontCorridorExpress](#)) and Twitter ([@ACE_train](#)).

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###



SAN JOAQUIN
REGIONAL
RAIL COMMISSION



FOR IMMEDIATE RELEASE
September 14, 2020

Stockton Diamond Grade Separation Project Wins \$20 Million BUILD Grant from USDOT, Only Rail Project Selected in Nation

STOCKTON, CA – The United States Department of Transportation (USDOT) has awarded a \$20 Million Better Utilizing Investments to Leverage Development (BUILD) grant for the Stockton Diamond Grade Separation Project. It is one of two awards to the State of California during the Fiscal Year (FY) 2020 cycle and the only rail project in the United States to be selected.

The BUILD grant application was prepared by the San Joaquin Regional Rail Commission (SJRR) and the California Department of Transportation (Caltrans). The \$237 million project would improve mobility through the busiest, most congested at-grade rail junction in California. The construction of a grade separation at this at-grade crossing will make this rail infrastructure more efficient and predictable for both current and future use.

“We greatly appreciate the support of Congressman McNerney, the entire Central Valley Congressional Delegation, USDOT Secretary Elaine Chao, FRA Administrator Ronald Batory, and both the BNSF Railway and Union Pacific Railroad for the Stockton Diamond Grade Separation effort,” said Christina Fugazi, Chair of the San Joaquin Regional Rail Commission. “Untangling the Diamond will provide immediate benefits to residents of Stockton, support our plans to expand both the ACE commuter rail service and San Joaquin’s intercity passenger rail service, and improve freight movements throughout the region. We are extremely proud that this was the only rail project in the nation to win a BUILD award.”

The proposed project is a critical element in SJRR’s vision to expand intercity and commuter rail service between the San Joaquin Valley, Sacramento, and the Bay Area. SJRR is currently in the planning and environmental phase of its nearly \$1 billion “Valley Rail” service expansion program for both the Altamont Corridor Express (ACE) and Amtrak San Joaquin. [The Valley Rail Program](#) will implement two new daily round-trips for the Amtrak San Joaquin service and extend the Altamont Corridor Express (ACE) service between Sacramento and Merced. It also supports converting the San Joaquin train and thruway bus network to renewable diesel fuel and is a key component to improving air quality in the region.

“This critical project will improve both passenger and freight rail while pushing economic growth in the San Joaquin Valley,” said Caltrans Director Toks Omishakin. “The project will help reduce delays, improve air quality and expand access to the Port of Stockton.”

On August 19, 2020, the [SJRR launched the Environmental Review process for the project](#), in cooperation with the Federal Railroad Administration and the California High Speed Rail Authority. For

more information about the project and the environmental process underway, visit stocktondiamond.com.

“This project is a critical step in unlocking freight and passenger rail mobility in Northern California. The Stockton Diamond Grade Separation will fix one of the most congested rail corridors, enhance safety, reduce emissions and provide faster, more reliable passenger rail options for our riders,” said Kevin Sheridan, SJRRC Director of Capital Projects and the Stockton Diamond Grade Separation Project Manager.

Seen as a regional priority, the federal grant application was supported by numerous local and state agencies and organizations. [[Click Here to View Supporter List](#)].

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David Lipari
Marketing Manager

Direct: (209) 944-6278
Cell: (209) 851-1626

San Joaquin Regional Rail Commission (SJRRC)

949 East Channel St., Stockton, CA 95202

Altamont Corridor Express (ACE) • www.acerail.com

San Joaquin Joint Powers Authority (SJJPA)

Amtrak San Joaquins • www.amtraksanjoaquins.com



The Modesto Bee

Major rail upgrade in Stockton could help travel and freight for Modesto and beyond

[BY JOHN HOLLAND](#)

SEPTEMBER 29, 2020 06:00 AM

A major rail upgrade in Stockton could ease travel for passenger and freight trains from Modesto and other parts of the Central Valley.

The \$237 million project is proposed where two busy railroads cross without the benefit of an overpass. Backers of the plan say it is vital to moving goods to market and expanding passenger service.

The work involves the Stockton Diamond, where north-south tracks of the Union Pacific Railroad cross an east-west route of the Burlington Northern Santa Fe Railway.

The planners have secured only about \$45 million in state and federal funding so far. They hope to get most or all of the rest from state rail programs funded by gas taxes. Construction would be complete in 2026 under the current timeline.

[Amtrak San Joaquin](#) trains use the BNSF tracks for four daily round trips between Oakland and Bakersfield, by way of Modesto and 12 other stops. This line has a branch to Sacramento on UP tracks, served by buses for now because of COVID-19 cutbacks.

The junction also is on the route of the [Altamont Corridor Express](#). It has two round trips between Stockton and San Jose on weekdays, down from four before the pandemic. ACE is expanding to Stanislaus County, with the first train as soon as 2022, and also to Merced and Sacramento counties.

‘A CRITICAL STEP’ FOR CENTRAL VALLEY RAIL

The Stockton Diamond is the most congested rail junction in California, the planners with the San Joaquin Regional Rail Commission said.

The tracks carry 60 to 90 freight trains a day from around the nation and for local users such as the Port of Stockton. A train has to stop and wait if another is making its way through the junction.

The overpass would lift the north-south tracks over the east-west route. The site is five blocks south of Highway 4 in downtown Stockton.

The project also involves rerouting a 15-block stretch of the north-south tracks onto a corridor just to the east. And 10 ground-level rail crossings would be upgraded for the benefit of pedestrians, bicyclists and motorists in the neighborhood.

<https://www.modbee.com/news/local/article245820680.html>

“This project is a critical step in unlocking freight and passenger rail mobility in Northern California,” said Kevin Sheridan, director of capital projects for the commission, in a news release.

TIMELINE AND FUNDING SOURCES

The project has just started its environmental review, giving the public a [chance to comment](#) on the possible impacts by Oct. 3.

It could get approval next summer from the commission, which oversees ACE and is made up of eight elected officials in San Joaquin and Alameda counties. Detailed design and right-of-way purchase could take until 2023, followed by three years of construction.

The state funding to date includes about \$4 million for the environmental study, \$13.5 million for design and \$7.3 million for right-of-way purchase. This month, the federal government granted \$20 million toward construction.

The other \$192 million will likely come from state gas taxes, said David Lipari, marketing manager for both ACE and Amtrak. The same source provided the \$900 million for the upcoming ACE branches and [increased Amtrak service](#) to Sacramento.

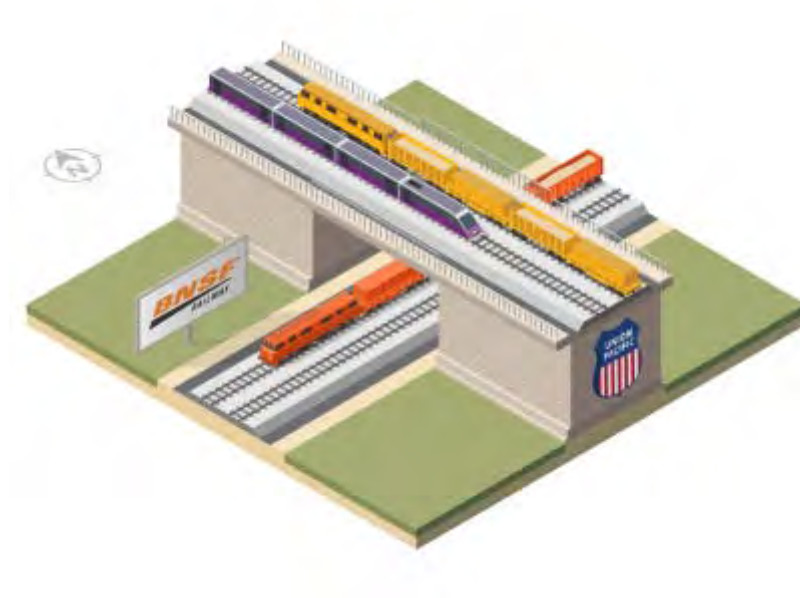


Two major rail lines cross at the Stockton Diamond, the most congested rail junction in California. A planned overpass and related upgrades got part of their funding in September 2020. *SAN JOAQUIN REGIONAL RAIL COMMISSION*

Feds chip in \$20M for major Stockton railroad project

Joe Goldeen | The Record

Published 3:29 p.m. PT Sep. 20, 2020



STOCKTON – A \$237 million project expected to relieve congestion for the four major railroads and passenger trains that cross paths just south of downtown Stockton got a major boost recently when the U.S. Department of Transportation awarded a \$20 million grant for the long-anticipated infrastructure improvements.

Known as the Stockton Diamond Grade Separation Project, the intention is to elevate the north/south Union Pacific Railroad tracks over the east/west BNSF Railway tracks. The tracks currently cross at street level near South Aurora Street and East Scotts Avenue and are rated as the busiest, most congested at-grade rail junction in California.

In addition to multiple freight trains crossing in all directions 24 hours a day, the tracks carry Amtrak's San Joaquins and the Altamont Corridor Express, also known as ACE that serves commuters traveling between Stockton and San Jose.

The current configuration requires trains to wait up to 30 minutes when another train is passing through the junction. The proposed project will allow for the uninterrupted flow of rail traffic through the crossing.

"When a train is stopped, it is going to block local roads and stop traffic and burn fuel. Just based on the quality of life, things are going to improve in Stockton," said Quintin Kendall, deputy administrator with the Transportation Department's Federal Railroad Administration.

"This project will make commuter lines more reliable and necessitate future expansion."

The San Joaquin Regional Rail Commission, in particular, which operates ACE trains "won't have to worry about conflicts" at the junction after the project is completed.

Kendall said construction is expected to begin in May 2023 with completion scheduled for May 2026.

The project goes beyond improving local conditions, according to the early plan.

"It will improve freight rail movement through the entire Central Valley, to the Port of Stockton for vital import and export of goods, and across the national rail network," the plan states.

The initial concept places the new junction east of the current site, with a stated effort to avoid existing structures and roadways, including Highway 4.

Kevin Sheridan, managing the project for the San Joaquin Regional Rail Commission, said it "is a critical step in unlocking freight and passenger rail

<https://www.recordnet.com/story/news/2020/09/20/stockton-rail-project-awarded-20-m-federal-grant/5846852002/>

mobility in Northern California. The Stockton Diamond Grade Separation will fix one of the most congested rail corridors, enhance safety, reduce emissions and provide faster, more reliable passenger rail options for our riders.”

He was joined by Stockton City Councilwoman Christina Fugazi in her role as chair of the Rail Commission, who said:

“We greatly appreciate the support of Congressman Jerry McNerney (D-Stockton), the entire Central Valley congressional delegation, USDOT Secretary Elaine Chao, FRA Administrator Ronald Batory, and both the BNSF Railway and Union Pacific Railroad for the Stockton Diamond Grade Separation effort. “Untangling the diamond will provide immediate benefits to residents of Stockton, support our plans to expand both the ACE commuter rail service and San Joaquins intercity passenger rail service, and improve freight movements throughout the region,” Fugazi said.

She also noted that the Stockton Diamond Grade Separation Project is the only rail project in the nation to win an award from the \$1 billion Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grants program.

“This administration is making significant investments in infrastructure, and this \$1 billion in BUILD grants will repair, rebuild and revitalize transportation systems across America,” said U.S. Secretary of Transportation Elaine Chao in a statement accompanying the announcement of the award to Stockton.

To learn more or comment on the project, visit stocktondiamond.com; call (209) 235-0133; email info@stocktondiamond.com; or write c/o Public Outreach, 2379 Gateway Oaks Drive, Suite 200, Sacramento, CA 95833.

Contact reporter Joe Goldeen at (209) 546-8278 or jgoldeen@recordnet.com. Follow him on Twitter @JoeGoldeen.

<https://www.recordnet.com/story/news/2020/09/20/stockton-rail-project-awarded-20-m-federal-grant/5846852002/>



Six rail projects among 58 receiving BUILD grant capital funding

Another 10 projects with rail component get capital or planning funding

September 17, 2020

Of the 58 capital projects receiving this year's U.S. Department of Transportation's Better Utilizing Investments to Leverage Development (BUILD) grants, just six are fully rail oriented, while seven others have at least some rail component, based on information provided by the DOT. There are also a dozen grants to plan future projects; of those, two projects are rail oriented and another has a rail component. The full list was announced Wednesday, although numerous projects had already been announced individually by local officials.



Fully rail-oriented projects include:

— \$25 million to the North Central Texas Council of Governments for double-tracking two segments, totaling \$3.6 miles, of the Trinity Railway Express commuter rail corridor also serving Amtrak and freight movements, along with the installation of Clear Path technology to improvement the exchange of information about the line.

— \$24.7 million for a new rail and bus station in Lexington, N.C. (previous *Trains* News Wire coverage available [here](#)).

— \$20 million for the Stockton (Calif.) Diamond Grade Separation project (previous coverage [here](#)).

<https://trn.trains.com/news/news-wire/2020/09/17-six-rail-projects-among-58-receiving-build-grant-capital-funding>

— \$15 million for 34 new railcars for the Greater Cleveland Regional Transit Authority, along with related upgrades (previous coverage [here](#)).

— \$14.2 million for a 0.55-mile extension of the Kansas City Streetcar to the Berkley Waterfront (previous coverage [here](#)).

— \$7 million for a 5.5-mile rail line to connect the Port of Cates Landing, Tenn., and its adjacent industrial site to the TennKen railroad (previous coverage [here](#)).

Rail-related projects not previously announced include:

— \$25 million for improvements on Broadway Avenue in Polk County, Iowa, which will include an underpass to eliminate a grade crossing.

— \$21 million for road improvements to the Bayfront Parkway in Erie, Pa., including removal of two grade crossings.

— \$13.5 million for replacement of four bridges on U.S. Route 79 in Russellville, Ky., including one over CSX Transportation tracks that will increase clearance for trains.

— \$5.4 million for the Crystal Valley Parkway Interchange on Interstate 25 in Castle Rock, Colo., which will include relocation of a frontage road to eliminate four unprotected grade crossings.

Previously announced rail-related projects are:

— \$20.84 million for Improvements at America's Central Port in Granite City, Ill., and the St. Louis Port Authority, including new railroad track at both facilities (previous coverage [here](#)).

— \$13.2 million for overpasses on Hall Avenue in Hattiesburg, Miss., that will eliminate two grade crossings (previously covered [here](#)).

— \$4 million for the U.S. Route 278-State Highway 83 connector in Montecello, Ark., which includes a grade-separation project for an Arkansas Midland Railroad line (previously covered [here](#)).

Planning awards with a rail component receiving funding are:

— \$2 million to San Juan County, N.M., to complete the planning phase of the Four Corners Freight Rail Project, a proposed rail line connecting the Farmington, N.M., area to the BNSF main line.

— \$1.4 million to Ponderay, Idaho, to improve access to the Pend d’Orielle Bay Train, including an underpass to eliminate a railroad grade crossing.

— \$400,000 to the Western Connecticut Council of Governments to study potential improvements on Metro-North’s Danbury and New Canaan branch lines, and potentially expand service on the Danbury Branch north to New Milford and Brookfield, Conn.



Digest: Maryland says it could take six months to determine path forward on Purple Line

News Wire Digest third section for Sept. 16: Stockton, Calif, project gets BUILD grant; Vermont wondering when Amtrak service will resume

September 16, 2020

Maryland may need up to six months to take over Purple Line project, official says

Maryland officials will need up to six months to decide how to proceed with the Purple Line light rail project if the consortium overseeing construction quits, [the Washington Post reports](#), although some work would continue in the interim. Kevin Quinn, head of the Maryland Transit Administration, told the Montgomery County Council on Tuesday that while there might be some initial stumbling blocks, “In the long term, we are going to deliver this project and we’re going to deliver it efficiently. ... There are a number of good contractors in this market that want to take on this work.” Last week, a judge ruled that the Purple Line Transit Partners, currently overseeing construction, could quit the job because of a dispute over about \$800 million in unpaid cost overruns [see [“Digest: Judge rules builders can quit Maryland Purple Line project.”](#) Sept. 11].

Stockton Diamond project gets \$20 million grant

The Stockton Diamond Grade Separation project, which will eliminate a heavily used at-grade crossing of BNSF and Union Pacific tracks in Stockton, Calif., has received a

<https://trn.trains.com/news/news-wire/2020/09/16-digest-maryland-says-it-could-take-six-months-to-determine-path-forward-on-purple-line>

\$20 million Better Utilizaing Investments to Leverage Development (BUILD) grant from the U.S. Department of Transportation. [The Riverbank News reports](#) the funding will reduce congestion and delays at a diamond used by Amtrak's San Joaquin trains and Altamont Corridor Express commuter trains. It will also include bike, pedestrian, and roadway improvements at 10 grade crossings.

Vermont may see return of Amtrak in 'two or three months'

Vermont Gov. Phil Scott says the state "continuing to talk with Amtrak" about resumption of service to the state with the Vermonter and Ethan Allen Express, saying it should return in "the next two to three months." [The St. Albans Messenger reports](#) state Agency of Transportation Secretary Joe Flynn told the paper that Amtrak has said there will be about a 30-day period needed to resume service once a decision to restart is made. The paper also notes that tickets are currently on sale for the Vermonter in the state effective Oct. 8, but that there have been similar on-sales in July and September.



September 16, 2020

BUILD grant will help decompress most congested rail junction in Calif.

Written by [Bill Wilson, Editor-in-Chief](#)



The Stockton Diamond Grade Separation Project has received a BUILD grant.

The U.S. DOT has awarded a \$20 million Better Utilizing Investments to Leverage Development (BUILD) grant for the Stockton Diamond Grade Separation Project. It is one of two awards to the state of California during the FY 2020 cycle and the only rail project in the U.S. to be selected.

The BUILD grant application was prepared by the San Joaquin Regional Rail Commission (SJRRC) and the California Department of Transportation (Caltrans). The \$237 million project would improve mobility through the busiest, most congested at-grade rail junction in California. The construction of a grade separation at this at-grade

<https://www.rtands.com/track-maintenance/build-grant-will-help-decompress-most-congested-rail-junction-in-calif/>

crossing will make this rail infrastructure more efficient and predictable for both current and future use.

“Untangling the Diamond will provide immediate benefits to residents of Stockton, support our plans to expand both the ACE commuter rail service and San Joaquin’s intercity passenger rail service, and improve freight movements throughout the region,” said Christina Fugazi, chair of the San Joaquin Regional Rail Commission. “We are extremely proud that this was the only rail project in the nation to win a BUILD award.”

The proposed project is a critical element in SJRRC’s vision to expand intercity and commuter rail service between the San Joaquin Valley, Sacramento, and the Bay Area. SJRRC is currently in the planning and environmental phase of its nearly \$1 billion “Valley Rail” service expansion program for both the Altamont Corridor Express (ACE) and Amtrak San Joaquin. [The Valley Rail Program](#) will implement two new daily round-trips for the Amtrak San Joaquin service and extend the Altamont Corridor Express (ACE) service between Sacramento and Merced.

“This critical project will improve both passenger and freight rail while pushing economic growth in the San Joaquin Valley,” said Caltrans Director Toks Omishakin. “The project will help reduce delays, improve air quality and expand access to the Port of Stockton.”

On Aug. 19, 2020, the [SJRRC launched the environmental review process for the project](#), in cooperation with the Federal Railroad Administration and the California High Speed Rail Authority. For more information about the project and the environmental process underway, visit stockondiamond.com.

“This project is a critical step in unlocking freight and passenger rail mobility in northern California. The Stockton Diamond Grade Separation will fix one of the most congested rail corridors, enhance safety, reduce emissions and provide faster, more reliable passenger rail options for our riders,” said Kevin Sheridan, SJRRC Director of Capital Projects and the Stockton Diamond Grade Separation Project Manager.

Federal grants awarded to improve freight rail and multimodal traffic flows

Funding part of \$1 billion for range of projects

Joanna Marsh | Wednesday, September 16, 2020



The U.S. Department of Transportation awarded BUILD grants. (Photo: Jim Allen/FreightWaves)

Expanding local freight rail networks and facilitating multimodal access were among the goals of several projects that have been awarded competitive federal grants from the [U.S. Department of Transportation](#) (DOT).

The DOT awarded \$1 billion overall to 77 projects in 44 states under the [Better Utilizing Investments to Leverage Development \(BUILD\) transportation discretionary grants program](#).

<https://www.freightwaves.com/news/federal-grants-awarded-to-improve-freight-rail-and-multimodal-traffic-flows>

"This administration is making significant investments in infrastructure, and this \$1 billion in BUILD grants will repair, rebuild and revitalize transportation systems across America," said Transportation Secretary Elaine L. Chao.

Six projects sought to improve the project area's freight rail network through traffic flow improvements.

DOT also granted awards to a number of projects that plan to build infrastructure around highway-grade crossings or relocate or eliminate grade crossings. Project locations include Monticello, Arkansas; Castle Rock, Colorado; Polk County, Iowa; Hattiesburg, Mississippi; and Erie, Pennsylvania.

The Class I railroads privately invest in their networks, but localities and states can be eligible for federal funding for freight rail-related projects if their projects help to improve overall traffic flow. Many projects also have improving freight rail traffic flows as a component of the project.

These are the projects that addressed freight rail movements:

1. North Texas Multimodal Operations, Velocity, Efficiency, and Safety (NT MOVES) Program (Dallas and Fort Worth, Texas); \$25 million awarded to the North Central Texas Council of Governments

This project sought to expand commuter and freight rail capacity between Fort Worth and Dallas via the following: constructing 1.2 miles of double track from the Medical Market Center to Stemmons Freeway; building 2.4 miles of second track from Handley Ederville Road to Precinct Line Road; and implementing Clear Path technology to exchange information on train movement in the terminal complex.

The project aims to increase reliability and decrease the travel time of commuter and freight train movements as a result of replacing or rehabilitating bridges and double-tracking portions of Dallas Area Rapid Transit's Trinity Railway Express corridor.

2. St. Louis Bi-State Regional Ports Improvement Project (St. Louis, Illinois and Missouri); \$20.84 million to America's Central Port District

The project consists of multiple parts. The project at America's Central Port in Granite City, Illinois, aims to build up the region's multimodal infrastructure. This project entails the construction of 2,050 linear feet of new railroad track, a new terminal access roadway, a new belt system and barge loading system replacement.

The project at the St. Louis Port Authority, Missouri, seeks to build 7,300 linear feet of new railroad track, barge loading equipment modernization, conveyor replacement, loading shed updates and flood mitigation work.

<https://www.freightwaves.com/news/federal-grants-awarded-to-improve-freight-rail-and-multimodal-traffic-flows>

The project at Southwest Regional Port District, Illinois, aims to conduct loading shed and electrical system updates, hoist system and barge loading upgrades and flood mitigation work.

These improvements — new grain storage, conveyor equipment and additional track — will make the port district more competitive, according to DOT. The project also seeks to modernize existing assets, which will expand the capacity of the facilities, reduce wait times and provide an attractive alternative for grain shippers. The project will also increase resiliency and environmental sustainability, as it would allow the facilities to remain open in the event of Mississippi River flooding, which has caused extended closure in recent years, DOT said.

3. Stockton Diamond Grade Separation (Stockton, California); \$20 million awarded to the California Department of Transportation

The project will construct grade separations for Union Pacific (NYSE: UNP) and BNSF's (NYSE: BRK) mainlines running through Stockton. The project also seeks to make local roadway improvements along the rail lines, including some rail-roadway grade separations. These improvements will help prevent fatalities, injuries and property damage, and they will enable an uninterrupted flow of rail traffic through the crossing.

4. U.S. 79 Bridge Replacement (Russellville, Kentucky); \$13.5 million awarded to the Kentucky Transportation Cabinet

This project will replace and widen four existing bridges on U.S. 79 between Guthrie and Russellville, Kentucky, one of which passes over CSX (NASDAQ: CSX). The bridge over the CSX track will have a higher clearance and will meet CSX's current railroad design policies.

5. Port of Cates Landing Rail Extension Project (Lake County, Tennessee); \$7 million to the Tennessee Department of Economic and Community Development

This project will construct 5.5 miles of rail to connect the Port of Cates Landing and the adjoining Select Tennessee certified industrial site to the TennKen short-line railroad, DOT said. Doing so will provide a rail alternative for the region and reduce truck vehicle miles traveled. The Northwest Tennessee Regional Port Authority has partnered with TennKen Rail and the Lake County Industrial Park to develop, implement and maintain the project

6. San Juan Four Corners Freight Rail Project (San Juan, New Mexico); \$2 million awarded to San Juan County

The project will complete the planning phase for the realignment of NM 371 corridor rail, according to DOT. The proposed rail line will connect the Farmington, New Mexico, area to the BNSF, Interstate 40 and Thoreau, New Mexico, across San Juan and McKinley counties. The project will reduce the area's freight traffic on the highways and local roads, and it will improve the efficiency of the area's freight network through the upgraded connection with BNSF. Related to the project, San Juan County and Navajo Nation officials signed a

<https://www.freightwaves.com/news/federal-grants-awarded-to-improve-freight-rail-and-multimodal-traffic-flows>

memorandum of understanding to plan and construct a railroad spur and a petrochemical industrial complex in San Juan County.

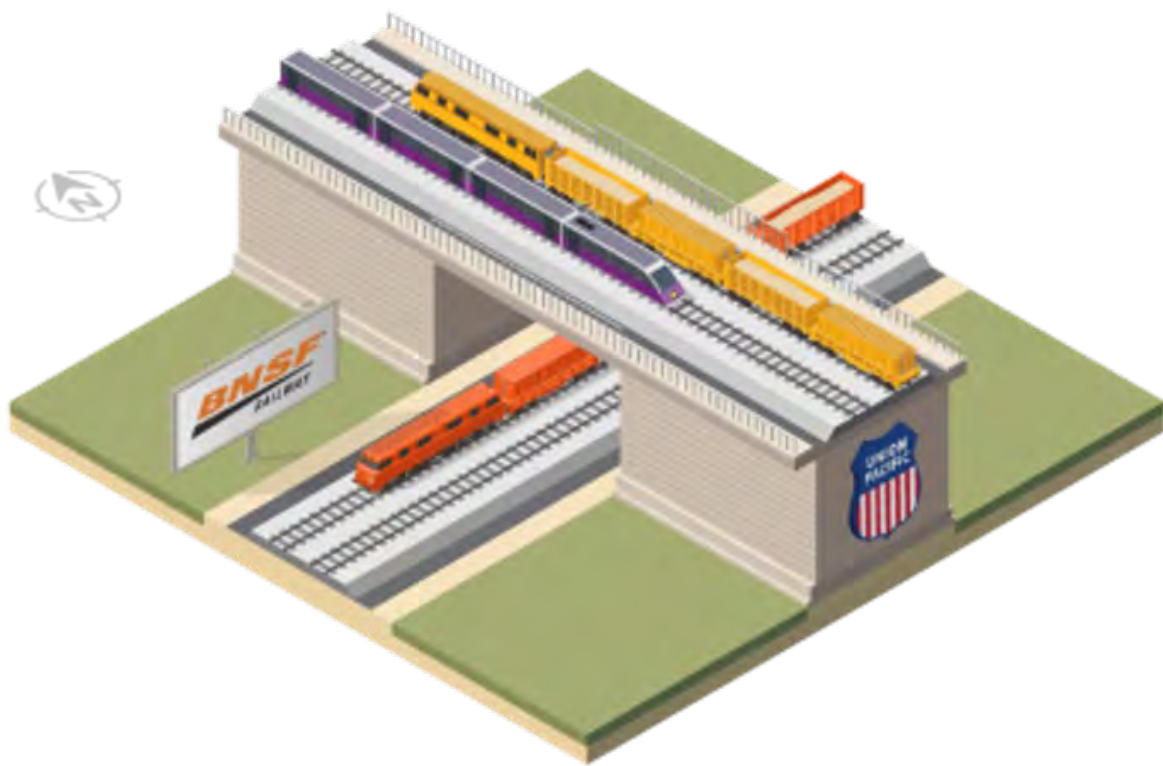
MASS TRANSIT

The Stockton Diamond project lands \$20-million BUILD grant

The grant will help alleviate congestion between freight and passenger trains at California's busiest rail junction.

Mischa Wanek-Libman

Sep 15th, 2020



One design option to separate Union Pacific's line from BNSF's rail line. The corridor is also used by Amtrak and ACE trains. San Joaquin Regional Rail Commission

<https://www.masstransitmag.com/rail/infrastructure/article/21154192/the-stockton-diamond-project-lands-20million-build-grant>

The San Joaquin Regional Rail Commission (SJRRRC) and the California Department of Transportation (Caltrans) have been awarded a \$20 million Better Utilizing Investments to Leverage Development (BUILD) grant by the U.S. Department of Transportation for the Stockton Diamond Grade Separation Project.

“This project is a critical step in unlocking freight and passenger rail mobility in Northern California. The Stockton Diamond Grade Separation will fix one of the most congested rail corridors, enhance safety, reduce emissions and provide faster, more reliable passenger rail options for our riders,” said Kevin Sheridan, SJRRRC director of capital projects and the Stockton Diamond Grade Separation Project manager. The diamond is described as the busiest and most congested rail junction in the state of California. The \$237-million project will separate the at-grade crossing of tracks owned by Union Pacific and BNSF Railway and used by Amtrak San Joaquins and Altamont Corridor Express (ACE) trains. Project partners say the construction of a grade separation at this at-grade crossing will make this rail infrastructure more efficient and predictable for both current and future use.

“Untangling the diamond will provide immediate benefits to residents of Stockton, support our plans to expand both the ACE commuter rail service and San Joaquins intercity passenger rail service, and improve freight movements throughout the region. We are extremely proud that this was the only rail project in the nation to win a BUILD award,” said Christina Fugazi, chair of the San Joaquin Regional Rail Commission. The project adds to the more than [\\$67 million in BUILD grants to have been awarded to rail and transit projects](#) for this round of funding.

In a letter of support to U.S. Department of Transportation Secretary Elaine Chao in support of the project’s BUILD grant application, U.S. Rep. Jerry McNerney (D-CA-9) wrote the project would improve freight rail safety, increase efficiency of freight and passenger rail movement, improve access from the Port of Stockton to markets nationally and globally and facilitate economic growth in the greater-Central Valley and Bay areas.

“The Commission’s Stockton Diamond Grade Separation project will make goods and passenger movement more efficient along the West Coast, and the San Joaquin Valley a more attractive place to do business. It will also have a positive effect on Stockton’s air quality by eliminating the need for locomotives to idle as they wait for crossing train,” said U.S. Rep. McNerney in a release on the BUILD grant award.

In addition to the rail grade separation, the project includes bike, pedestrian and roadway improvements at 10 at-grade local road crossings in the city of Stockton, which would increase public safety for local residents.

The project is not only needed to unsnarl a chokepoint, but it serves as a critical element in SJRRRC’s vision to expand intercity and commuter rail service between the San Joaquin Valley, Sacramento and the Bay Area. SJRRRC is currently in the planning and environmental phase of its nearly \$1 billion “Valley Rail” service expansion program for both ACE and Amtrak San Joaquins.

<https://www.masstransitmag.com/rail/infrastructure/article/21154192/the-stockton-diamond-project-lands-20million-build-grant>

The Valley Rail Program will implement two new daily round trips for the Amtrak San Joaquins service and extend ACE service between Sacramento and Merced. It also supports converting the San Joaquins train and thruway bus network to renewable diesel fuel and is a key component to improving air quality in the region.

“This critical project will improve both passenger and freight rail while pushing economic growth in the San Joaquin Valley,” said Caltrans Director Toks Omishakin. “The project will help reduce delays, improve air quality and expand access to the Port of Stockton.”

On Aug. 19, 2020, the SJRRC launched the Environmental Review process for the project, in cooperation with the Federal Railroad Administration and the California High Speed Rail Authority. A Draft Environmental Document is expected in early winter 2021, with construction estimated to begin in spring 2023.

U.S. DOT Awards Caltrans \$20 Million for Major Rail Project in Stockton

Posted September 15th, 2020 for California Department of Transportation

District: Headquarters

Contact: Tamie McGowen

Phone: (916) 416-8615

SACRAMENTO — Caltrans today announced it is receiving a \$20 million federal grant to improve the busiest, most congested rail junction in California. The award from the U.S. Department of Transportation's Better Utilizing Investments to Leverage Development (BUILD) Transportation Grants program will help fund the Stockton Diamond Grade Separation Project, which will elevate a set of tracks at the delay-stricken intersection to create free-flowing movement along passenger and freight rail lines, and allow for future expansion.

Construction on the project, currently in the approval and environmental review phase, is scheduled to begin in 2022. It is the only rail project in the nation to receive a BUILD grant.

"This critical project will improve both passenger and freight rail while pushing economic growth in the San Joaquin Valley. The project will help reduce delays, improve air quality and expand access to the Port of Stockton." Toks Omishakin, Caltrans Director

The \$237 million project is a partnership between Caltrans, the San Joaquin Regional Rail Commission (SJRRRC), Union Pacific (UP) Railroad and Burlington Northern Santa Fe (BNSF) Railway. The result will be a grade separation of two north-south UP railroad tracks from two east-west BNSF tracks at the most congested railway junction in California. The grade separation will be an improvement over the current ground-level intersection, which significantly delays freight trains serving their nationwide networks and the Port of Stockton, limits freight capacity growth and inhibits the expansion of Amtrak San Joaquins and

Altamont Corridor Express (ACE) passenger services through the region.

"Untangling the Diamond will provide immediate benefits to residents of Stockton, support our plans to expand both the ACE commuter rail service and San Joaquin County's intercity passenger rail service, and improve freight movements throughout the region," said SJRRC Chair Christina Fugazi. "We are extremely proud that this was the only rail project in the nation to win a BUILD award."

The project also includes bike, pedestrian and roadway improvements at 10 local road crossings in Stockton, enhancing safety and access for residents.

"This is a transformational project, which will bring significant improvements to passenger and freight rail service, as well as enhanced pedestrian, bike and vehicle access, safety and air quality to the Stockton community," said BNSF Executive Director of Public Affairs Lena Kent. "We stand ready to work in collaboration with all parties to help move it through environmental review and into construction."

Federal BUILD grants invest in surface transportation infrastructure and are awarded for projects that will have a significant local or regional impact. BUILD funding can support roads, bridges, transit, rail, ports or intermodal transportation.

"Union Pacific Railroad recognizes the importance of the Stockton Diamond Grade Separation Project in not only improving freight and passenger rail service, but also in fostering economic growth and public benefits to the City of Stockton, San Joaquin Valley and Northern California Megaregion," said Adrian Guerrero, General Director of Public Affairs for Union Pacific Railroad. "Union Pacific is excited to continue the partnership with SJRRC, Caltrans, BNSF and other stakeholders to support, develop and advance this significant infrastructure investment."

For more information about the Stockton Diamond Grade Separation Project, visit www.stocktondiamond.com.



UNITED STATES
CONGRESSMAN **JERRY
MCNERNEY**
REPRESENTING CALIFORNIA'S 9th DISTRICT

Rep. McNerney Announces \$20 Million BUILD Grant for San Joaquin Regional Rail Commission's Stockton Diamond Grade Separation Project

Sep 14, 2020 | Press Release

Stockton, CA – Today, Congressman Jerry McNerney announced that the U.S. Department of Transportation (DOT) has awarded the California Department of Transportation (CalTrans), in conjunction with the San Joaquin Regional Rail Commission (SJRRRC), a \$20 million Better Utilizing Investments to Leverage Development (BUILD) Grant to help construct the Stockton Diamond Grade Separation project - the only rail project in the United States to be selected for BUILD grant funding for the Fiscal Year (FY) 2020 cycle.

The Stockton Diamond is the busiest, most congested at-grade railway junction in California. This grant funding will allow SJRRRC to leverage state funds to construct a grade separation to improve safety on the freight network, increase the efficiency of freight and passenger rail movement, provide improved access from the Port of Stockton to national and worldwide markets, and facilitate continued economic growth and competitiveness in the greater-Central Valley and San Francisco Bay areas. Currently, passenger and freight trains must stop often to allow a train to cross on the other mainline. The vertical separation of these lines, somewhat like a freeway interchange, will allow trains on the north-south and east-west main lines to cross without stopping, while still providing access between them.

"I congratulate the San Joaquin Regional Rail Commission for being awarded this competitive grant and for their tireless efforts to improve rail service for our region," said Congressman McNerney. "The Commission's Stockton Diamond Grade Separation project will make goods and passenger movement more efficient along the West Coast, and the San Joaquin Valley a more attractive place to do business. It will also have a positive effect on Stockton's air quality by eliminating the need for locomotives to idle as they wait for crossing trains. I am proud to have helped secure funding for this important project, and I am pleased that the Department of Transportation recognizes our region's vital importance to our nation's transportation network."

Tens of thousands of residents of the San Joaquin Valley and Northern California rely on the Amtrak San Joaquin and Altamont Corridor Express (ACE) passenger services as their main source of transportation. Construction of the Stockton Diamond Grade Separation will help reduce traffic congestion and delays for these vital passenger rail services, improve on-time performance, and support future expansion of both services. The project also includes bike, pedestrian, and roadway improvements at 10 at-grade local road crossings in the City of Stockton, significantly increasing public safety for local residents.

<https://mcnerney.house.gov/media-center/press-releases/rep-mcnerney-announces-20-million-build-grant-for-san-joaquin-regional>

Congressman McNerney sent a letter to Department of Transportation Secretary Elaine Chao in support of the San Joaquin Regional Rail Commission's application for BUILD funding for the Stockton Diamond Grade Separation project. The letter can be found [here](#).

#

Rep. Jerry McNerney proudly serves the constituents of California's 9th Congressional District that includes portions of San Joaquin, Contra Costa, and Sacramento Counties. For more information on Rep. McNerney's work, follow him on Facebook and on Twitter @RepMcNerney.

<https://mcnerney.house.gov/media-center/press-releases/rep-mcnerney-announces-20-million-build-grant-for-san-joaquin-regional>

Stockton Diamond Environmental Scoping Information and Virtual Public Meetings

The San Joaquin Regional Rail Commission (California Environmental Quality Act Lead Agency), in cooperation with the California High Speed Rail Authority (National Environmental Policy Act Lead Agency), under delegation by the Federal Railroad Administration, is officially launching the environmental process for the proposed Stockton Diamond Grade Separation project with this Notice of Preparation of an Environmental Impact Report (EIR)/Environmental Assessment (EA).

The tracks of two major railroads intersect at-grade in the City of Stockton at what is called the Stockton Diamond. This rail intersection, located just south of downtown Stockton, is the busiest, most congested at-grade rail corridor in California, limiting

the capacity of the Port of Stockton for growth and inhibiting the expansion of the Amtrak San Joaquins and Altamont Corridor Express (ACE) service through the region.

The proposed project will grade separate the railway tracks of BNSF Railway and Union Pacific Railroad at the Stockton Diamond to enhance passenger and freight rail operations, efficiency, and safety while also reducing greenhouse gas emissions and California's carbon footprint through decreased vehicle and train idling. Other benefits to the public include facilitating expansion for ACE and Amtrak San Joaquins Services, Improved reliability of ACE and Amtrak San Joaquins services, Travel time savings from a reduction in freight delays, Fuel cost savings from a reduction in



STOCKTON DIAMOND

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

idling, Greater efficiency for freight rail movement, Improved air quality in a disadvantaged area of Downtown Stockton, Reduced blockage and delays for pedestrians and motorists at key local road crossings and improved access to the Port of Stockton.

Learn more at upcoming virtual public meetings. For your convenience, and to allow participation in a safe environment while social distancing, three virtual public meetings will be held during the project's 45-day scoping period in mid-September. Please join us at one of the following meetings to learn about the project, interact with project team members, ask questions and submit formal comments.

English meetings: Tuesday, September 15th from 6:00pm to 7:30pm. WebEx Link: bit.ly/SD_PublicMeeting1. Dial-in 408-418-9388, Code 146-995-3665. Wednesday, September 16th from 2:00 pm to 3:30pm. WebEx Link: bit.ly/SD_PublicMeeting2. Dial-in 408-418-9388, Code 146-662-8153. Spanish meeting: Thursday, September 17th from 6:00pm to 7:30pm. WebEx Link: bit.ly/SDD_PublicMeeting3. Dial-in 408-418-9388. Code 146-356-6775.

Please call or email for additional accessibility preferences. For the deaf, hard of hearing or speech impaired (TDD) users may contact the California Relay service TTY and/or Voice Line at 1-800-735-2929, or 711.

AGENCIA DE VIVIENDA Y URBANIZACIÓN DE SACRAMENTO: AVISO DE AUDIENCIA PÚBLICA Y PERÍODO DE COMENTARIOS PARA LA ENMIENDA SUSTANCIAL A LOS PLANES CONSOLIDADOS 2020-2024, PLANES DE ACCIÓN ANUAL 2020 Y PLANES DE ACCIÓN DE AÑOS ANTERIORES PARA LA CIUDAD Y EL CONDADO PARA LA LEY DE AYUDA, ALIVIO Y SEGURIDAD ECONÓMICA (CARES) CORONAVIRUS 2020; Y EL PLAN DE PARTICIPACIÓN CIUDADANA DE LA CIUDAD Y CONDADO DE SACRAMENTO

El Consejo Municipal y la Junta de Supervisores del Condado llevará a cabo audiencias públicas para lo siguiente

1. Enmienda de los Planes Consolidados 2020-2024;
2. Enmienda sustancial de los Planes de acción de un año para 2020 de la ciudad de Sacramento y el condado de Sacramento, incluidas las enmiendas a los planes de acción de años anteriores y la asignación de fondos de la Ley de ayuda, alivio y seguridad económica del coronavirus 2020; y
3. Enmienda del Plan de Participación Ciudadana de la Ciudad de Sacramento y el Condado de Sacramento.

El Plan Consolidado está diseñado para ayudar a las jurisdicciones locales a evaluar sus necesidades de desarrollo comunitario y de vivienda asequible, y a tomar decisiones de inversión basadas en datos y basadas en el lugar. El Plan Consolidado se implementa a través de Planes de Acción anuales, que financian proyectos y programas que abordan necesidades prioritarias y metas específicas. El Plan de Acción se apropia de la Subvención en Bloque para el Desarrollo Comunitario (CDBG), las Oportunidades de Vivienda para Personas con SIDA (HOPWA) y la Subvención para Soluciones de Emergencia (ESG) del Departamento de Vivienda y Desarrollo Urbano de los Estados Unidos (HUD). Se proponen revisiones debido a los nuevos fondos federales asignados a la ciudad y el condado que se utilizarán para prevenir, prepararse y responder al coronavirus (COVID-19).

Las actividades están sujetas a revisión ambiental bajo el Acta de Calidad Ambiental de California (CEQA) y el Acta de Política Ambiental Nacional (NEPA) antes de que los proyectos sean aprobados para su implementación.

Los borradores de estos documentos estarán disponibles el 13 de septiembre, 2020 o antes, de dos formas:

1. Comuníquese al (916) 440-1393;
2. En línea en www.shra.org;

Las audiencias públicas se llevarán a cabo el martes, 22 de septiembre de 2020.

En cumplimiento con las directivas del condado, el estado y los Centros para el Control y la Prevención de Enfermedades (CDC), las reuniones se transmitirán en vivo y estarán cerradas al público. Los siguientes son los métodos para enviar comentarios públicos y acceder a las reuniones:

El Consejo Municipal de Sacramento
Enviar comentarios públicos
Correo electrónico: publiccomment@cityofsacramento.org
Ver reunión: http://sacramento.granicus.com/ViewPublisher.php?view_id=21

Junta de Supervisores del Condado de Sacramento.
Enviar comentarios públicos Correo electrónico: BoardClerk@sacounty.net
Ver reunión: Metro Cable 14: <https://metro14live.sacounty.net/>

Si por alguna razón estos artículos se posponen, se pueden obtener nuevas fechas de audiencia en el Departamento de Desarrollo Comunitario al 440-1393 o en el sitio web de la SHRA en www.shra.org.

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IMAGE DOES NOT
DEPICT ACTUAL
INSTALLATION
METHOD.

8/20/2020

Rail News: Passenger Rail

San Joaquin rail panel begins environmental review of proposed grade separation



The Stockton Diamond is California's most congested at-grade railway junction. | Photo – SJRRC

The San Joaquin Regional Rail Commission (SJRRC) yesterday began the environmental review process for the proposed Stockton Diamond Grade Separation Project, which will identify concepts to separate two rail lines at California's most congested at-grade railway junction in downtown Stockton.

SJRRC is working with BNSF Railway Co. and Union Pacific Railroad on the project. The intersection causes significant delays for both freight and passenger rail that use the lines, SJRRC officials said in a press release.

The proposed project is a critical element in SJRRC's vision to expand intercity and commuter rail service between the San Joaquin Valley, Sacramento and the San Francisco Bay Area. It also

https://www.progressiverailroading.com/passenger_rail/news/San-Joaquin-rail-panel-begins-environmental-review-of-proposed-grade-separation--61355

will facilitate future passenger-rail service expansion for the Altamont Corridor Express (ACE) and Amtrak San Joaquins, commission officials said.

The project aims to improve rail efficiency and reliability by reducing conflicting train movements on shared-use rail corridors, enhance safety and improve access for Stockton residents through roadway improvements at multiple grade crossings.


SJRRC yesterday issued a notice of preparation of an environmental impact report/environmental assessment for the project.

The commission is hosting three virtual meetings during the project's 45-day public comment period.

SJRRC owns, operates and is the policy-making body for ACE, a passenger railroad serving the Central Valley and San Francisco Bay Area.



Website Screenshots



Environmental Public Engagement Resources Contact


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STOCKTON DIAMOND GRADE SEPARATION PROJECT

Today, the tracks of two major railroads intersect at-grade in the City of Stockton at what is called the Stockton Diamond. This rail intersection, located just south of Downtown Stockton near Aurora Street South and East Scotts Avenue is the busiest, most congested at-grade rail junction in California.



THE PROJECT

THE CHALLENGE


THE SOLUTION

WHAT WERE TACKLING

The rail backup at the Stockton Diamond creates operational inefficiencies for goods movement both locally within the Central Valley and across the national railway network.

It also impacts the frequency, reliability and potential expansion opportunity of passenger rail services that operate on the same rail lines.

Currently, passenger service is limited through this corridor due to the existing congestion caused by the at-grade crossing. The train backups also cause local delays at crossings and potential vehicle/rail/bike and pedestrian conflicts.



THE PROJECT




THE CHALLENGE

THE SOLUTION

HERE'S HOW WE RESOLVE IT

The proposed project will grade separate the principal lines of BNSF Railway (BNSF) and Union Pacific Railroad (UP) at the Stockton Diamond creating uninterrupted flow of rail traffic through the crossing.

By grade separating the two rail lines, the project will:

- **EFFICIENCY**
Enhance efficiency, velocity and throughput
Reduce greenhouse gas emissions caused by idling locomotive
- **MOBILITY**
Improve mobility at key railway/roadway crossings for motorists, bicyclists and pedestrians
Reduce freight and passenger rail delays and associated congestion
- **PERFORMANCE**
Improve on-time performance by reducing travel delays
Facilitate passenger rail service expansion for Altamont Corridor Express (ACE) and Amtrak San Joaquins

THE PROJECT

THE CHALLENGE

THE SOLUTION

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<p>THE CONCEPT</p> <p>THE MAP</p> <p>THE BENEFITS</p> <p>THE FUNDING</p>	<p>CONCEPT 1: PROPOSED UP FLYOVER BRIDGE</p> <p>SJRRRC has been working closely with BNSF, UP and project partners to identify feasible project concepts that will separate the two rail lines by elevating one over the other at the Stockton Diamond. A number of scenarios have been reviewed and eliminated based on feasibility and potential impacts to the surrounding community. Based on preliminary scenario evaluation and railroad agreement as the owner/operators of the rail lines, SJRRRC is moving forward with environmental review and analysis of a preferred flyover concept with multiple design variations.</p> <p>Concept 1 places the UP Fresno Subdivision on a flyover above the BNSF Stockton Subdivision on a new alignment to the east of the existing mainline tracks. Several design variations will be considered and assessed during the environmental phase to address connections to the UP Stockton rail yard and mainline UP and BNSF tracks, avoid existing structures such as State Route 4 as well as minimize impacts to local roadways.</p>	
<p>THE CONCEPT</p> <p>THE MAP</p> <p>THE BENEFITS</p> <p>THE FUNDING</p>	<p>CONCEPT 1: PROPOSED UP FLYOVER BRIDGE</p> <p>Concept 1 impacts multiple east-west local road crossings as a result of the proposed track alignment shift and rail operational improvements. SJRRRC, the City of Stockton, and the railroads are currently coordinating on proposed modifications at each railway/roadway crossing which may include road closures at key locations. Should road closures occur, motorists, bicyclists and pedestrians affected by potential road modifications will be diverted to adjacent crossings where improvements will be made to facilitate enhanced safety and multimodal access.</p>	 <p>LEGEND</p> <ul style="list-style-type: none"> Proposed Flyover Location Proposed Track Proposed Elevated Structure on Retaining Wall Existing at-Grade Stockton Diamond Existing Tracks (to remain) Track Removal (existing)
<p>THE CONCEPT</p> <p>THE MAP</p> <p>THE BENEFITS</p> <p>THE FUNDING</p>	<p>STIMULATE MOBILITY</p> <p>Improve regional passenger and freight rail efficiency and travel reliability by reducing conflicting train movements on shared-use rail corridors</p> <p>ENHANCE SAFETY</p> <p>Improve access and mobility for City of Stockton residents through crossing closures, as well as bike, pedestrian, and roadway improvements at multiple roadway/railway grade crossings</p> <p>INSPIRE CONNECTIONS</p> <p>Support faster, more reliable passenger rail travel options and expansion of service linking travelers to friends and family gatherings, employment and key destinations throughout Northern California</p>	<p>ECONOMIC VITALITY</p> <p>Reduced delays and fuel consumption; Increased goods movement throughput and train velocity resulting in cost savings for transportation</p> <p>SUSTAINABILITY</p> <p>Improve air quality through reduction of greenhouse gas caused by trains and vehicles who sit idling due to congestion and delays at the existing Stockton Diamond.</p>
<p>THE CONCEPT</p> <p>THE MAP</p> <p>THE BENEFITS</p> <p>THE FUNDING</p>	<p>The proposed project is currently estimated to cost approximately \$237 million (in 2020 dollars). Potential project costs will be confirmed through the design process being undertaken by SJRRRC for the project. SJRRRC is currently working to secure state and federal funding to complete the project, including:</p> <p>LOCAL</p> <p>STATE</p> <p>\$100 million in Trade Corridor Enhancement Program funding through California's Senate Bill (SB) 1. SJRRRC will use already secured SB 132 and Interregional Transportation Improvement Program funding to match other project funds</p>	<p>FEDERAL</p> <p>\$20 million Federal grant from the Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grants program (awarded Sept. 2020)</p>

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THE TIMELINE

2020 2021 2022 2023 2024 2025 2026

CURRENT PHASE: PROJECT APPROVAL & ENVIRONMENTAL DOCUMENT

Alternatives Development
Early Winter 2020 - Summer 2020

Project Scoping
Summer 2020

We Are Here → Environmental Studies
Spring 2020 - Early Winter 2021

Draft Environmental Document (EIR/EA)
Early Winter 2021

Final Environmental Document (EIR/EA) & SJRRC Approval
Summer 2021

Public Outreach
Ongoing throughout project development

FUTURE PHASES: FINAL DESIGN & CONSTRUCTION

Final Design Phase and Right-of-Way
Spring 2021 - Late Spring 2023

Construction
May 2023 - May 2026

[READ OUR ENVIRONMENTAL REVIEW](#) ▶

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

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THE ENVIRONMENTAL REVIEW

The Stockton Diamond Grade Separation project is currently in the environmental review phase, which means the proposed new grade separation is being analyzed for potential environmental impacts as required by the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA). A wide range of resource areas are being studied to identify potential effects of the proposed project and establish clear mitigations prior to approval to ensure the project continues forward. Although the project's scoping period has ended, SJRRC still welcomes public input throughout the environmental process in addition to formal public comment periods. Make sure to visit the Public Engagement page to stay updated and the contact page to submit a comment, ask a question or get added to the project's database.

RESOURCE AREAS



Agriculture & Forestry Resources



Air Quality & Greenhouse Gas Emissions



Biological Resources



Cultural Resources



Energy



Geology/Soils



Hazards & Hazardous Materials



Hydrology/Water Quality



Land Use/Planning



Noise & Vibration



Parks & Recreation



Population/Housing



Public Services & Utilities



Transportation & Circulation



Visual Resources



Wildfire

THE CEQA/NEPA PROCESS

SJRRC, in cooperation with the California High Speed Rail Authority, under delegation by the Federal Railroad Administration, are currently preparing an Environmental Impact Report (EIR) for CEQA compliance (with SJRRC as the CEQA Lead Agency) and an Environmental Assessment (EA) for NEPA compliance (with California High Speed Rail Authority as the NEPA Lead Agency) for the Stockton Diamond project. The Draft Environmental Document will be released for public review in early winter 2021.

1	CEQA: Notice of Preparation (NOP) of EIR/EA (Launched on Aug. 19, 2020)	▼
2	CEQA: Scoping & minimum 30-day Public Comment Period – Public Scoping Meetings (45 days from Aug. 19 to Oct. 3, 2020)	▼
3	CEQA: Draft EIR Development – <i>In Progress</i> NEPA: Draft EA Development – <i>In Progress</i>	▼
4	CEQA: Draft EIR/EA minimum 30-Day Circulation for Public/Agency Review & Comment – Public Meeting	▼
5	CEQA: Final EIR, including Statement of Overriding Considerations and Mitigation Monitoring and Reporting Program NEPA: Final EA, including Environmental Mitigation and Monitoring Commitments	▼

Environmental Page

6

CEQA: SJRRC Decision/Notice of Determination – Public Hearing

NEPA: NEPA Finding of No Significant Impact

Public participation opportunities

THE KEY ACTIVITIES

Key activities during environmental planning include coordination with regulatory agencies including, but not limited to:



Environmental Data Collection and Field Surveys



Preparation of environmental technical studies*



Development of a Draft EIR/EA



Public review of Draft EIR/EA




Preparation of Final Environmental Approval Docs

*Air quality and greenhouse gas emissions; noise and vibration; biological resources; cultural resources; community impacts; transportation and circulation; hazardous materials; and others

Local and regional community stakeholders, as well as the general public, play key roles in the environmental planning process through ongoing participation and by providing timely and formal input at critical public comment periods within the environmental process. This valuable engagement helps to identify and address key concerns, issues, and potential impacts in order to develop a project that best meets the needs of the community.

Public Engagement Page



Environmental Public Engagement Resources Contact

JUMP TO: [NEWS](#) [EVENTS](#) [KEY ACTIVITIES](#)

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[Select Language](#)

WE VALUE YOUR INPUT

SJRRC and its project partners are committed to meaningful public engagement throughout the Stockton Diamond Grade Separation Project. Community participation is vital to aid in minimizing impacts while meeting passenger and freight rail needs.

NEWS

News Release / Media Advisories

- Stockton Diamond Wins \$20 Million BUILD Grant from USDOT (Sept. 14, 2020)
- SJRRC to Host Virtual Public Meetings for Proposed Stockton Diamond Grade Separation Project (Sept. 11, 2020)
- SJRRC Launches Environmental Review for Stockton Diamond Grade Separation Project (Aug. 19, 2020)

Media Articles

- Major rail upgrade in Stockton could help travel and freight for Modesto and beyond (Modesto Bee; Sept. 29, 2020)
- Feds chip in \$20M for Major Stockton railroad project (Recordnet.com; Sept. 20, 2020)
- Six rail project among 58 receiving BUILD grant capital funding (Trains; Sept. 17, 2020)
- BUILD grant will help decompress most congested rail junction in Calif. (RT&S; Sept. 16, 2020)
- Federal grants awarded to improve freight rail and multimodal traffic flows (Freight Waves; Sept. 16, 2020)
- The Stockton Diamond project lands \$20-million BUILD grant (Mass Transit; Sept. 15, 2020)
- U.S. DOT Awards Caltrans \$20 Million for Major Rail Project in Stockton (Caltrans; Sept. 15, 2020)
- Rep. McNerney Announces \$20 Million BUILD Grant for San Joaquin Regional Rail Commission's Stockton Diamond Grade Separation Project (Congressman McNerney's Office; Sept. 14, 2020)
- Stockton Diamond Environmental Scoping Information and Virtual Public Meetings (Latino Times; Sept. 2020)
- San Joaquin rail panel begins environmental review of proposed grade separation (Progressive Railroad; Aug. 20, 2020)

EVENTS

Notice of Preparation - Launched on Aug. 19, 2020

The Notice of Preparation (NOP) of the Environmental Impact Report/Environmental Assessment (EIR/EA) was published on Aug. 19, 2020. Promotion of the NOP included multilingual advertisements in regional papers, mailers, e-blasts, and social media posts. Suggestions and comments on the scope and content of the EIR/EA were invited from all interested parties for a period of 45 days from Aug. 19 to Oct. 3, 2020. We appreciate your time and interest in this important rail improvement project. Feedback received during the project's public comment period is being reviewed by the project team as a feasible concept continues to be identified. SJRRC would like to hear from all interested parties and encourages public input on the project throughout the environmental process.

September Virtual Public Meetings

To provide convenient participation in a safe environment while social distancing, three virtual public meetings were hosted in mid-September 2020 during the project's 45-day public comment period. Thank you to those who were able to join us and for those who couldn't participate, please view the meeting recordings and PowerPoints on the Resources page.

Public Engagement Page

THE KEY ACTIVITIES

The project's engagement program is designed to provide convenient and timely information to educate and inform, as well as seek public participation throughout the environmental planning process, including the following strategies:



MAINTENANCE OF EXTENSIVE CONTACT DATABASE

[SIGN UP NOW](#)

COMMUNITY MEETINGS & BRIEFINGS (IN-PERSON & VIRTUAL)

[REQUEST A PRESENTATION](#)



FORMATION OF A STAKEHOLDER WORKING GROUP

[PARTICIPANT LIST COMING SOON](#)

DISTRIBUTE EDUCATIONAL MATERIALS THROUGH EMAIL, PRINT & WEB

[CHECK OUT OUR RESOURCES](#)



HOSTING ONLINE MEETINGS (IN-PERSON & ONLINE)


[GO TO NEWS & EVENTS](#)

MEDIA COORDINATION INCLUDING SOCIAL MEDIA

[GO TO NEWS & EVENTS](#)



Resources Page



[Environmental](#) [Public Engagement](#) [Resources](#) [Contact](#)

[Facebook](#) [Instagram](#) [Twitter](#) [YouTube](#)

JUMP TO: [PROJECT MATERIALS](#) [FAQ](#) [PROJECT-PARTNERS](#)

Para español haga clic aquí [Select Language](#)

RESOURCES

Please help spread the word about the Stockton Diamond Grade Separation project by sharing any of the below informational materials on your website, social media platforms, or newsletters. Follow the links below to download more information about the Stockton Diamond Project:

VIRTUAL PUBLIC MEETING MATERIALS

ENGLISH MEETING #1 <ul style="list-style-type: none">• Video Recording• PowerPoint Presentation	ENGLISH MEETING #2 <ul style="list-style-type: none">• Video Recording• PowerPoint Presentation	SPANISH MEETING #3 <ul style="list-style-type: none">• Video Recording• PowerPoint Presentation
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PROJECT MATERIALS & MORE

STOCKTON DIAMOND FACT SHEET	VALLEY RAIL PROGRAM
PROJECT SUPPORTERS	NOTICE OF PREPARATION

FREQUENTLY ASKED QUESTIONS

- [OVERVIEW](#)
- [PURPOSE/NEED](#)
- [BENEFITS](#)
- [FUNDING](#)
- [ENVIRONMENTAL](#)
- [CONSTRUCTION](#)
- [FREIGHT VS. PASSENGER RAIL](#)

Resources Page

MISC. 


PARTICIPATION/CONTACT 

PROJECT PARTNERS



[Click here](#) to view our list of supporters for the Stockton Diamond Grade Separation for the Trade Corridor Enhancement Program Application.

Contact Page





Environmental Public Engagement Resources Contact [f](#) [@](#) [t](#) [v](#)

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[Select Language](#)

CONTACT US


We welcome and encourage your engagement. Please complete the contact form below to submit a comment or sign-up to receive regular updates and learn about project-related events.


 info@StocktonDiamond.com

 (209) 235-0133

COMMENT OR SIGN-UP

First Name	Last Name
<input type="text"/>	<input type="text"/>
Email	Street Address
<input type="text"/>	<input type="text"/>
Street Address 2	City
<input type="text"/>	<input type="text"/>
State	ZIP Code
<input type="text" value="-None-"/>	<input type="text"/>
Join our mailing list?	Subject
<input type="checkbox"/>	<input type="text"/>
Comment	Enter the Capcha
<input type="text"/>	<input type="text"/>



Unlocking Northern California's Freight and Passenger Rail Potential

Home Environmental Public Engagement ADA Compliance Policy
Resources Contact [f](#) [@](#) [t](#) [v](#) Privacy Policy



E-blasts

Sent on Wednesday, Aug. 19, 2020

Subject: Stockton Diamond Grade Separation: Environmental Scoping and Virtual Public Meetings



STOCKTON
DIAMOND

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

ENVIRONMENTAL SCOPING INFORMATION & VIRTUAL PUBLIC MEETINGS

The San Joaquin Regional Rail Commission (California Environmental Quality Act Lead Agency), in cooperation with the California High Speed Rail Authority (National Environmental Policy Act Lead Agency), under delegation by the Federal Railroad Administration, is officially launching the environmental process for the proposed Stockton Diamond Grade Separation project with this Notice of Preparation of an Environmental Impact Report (EIR)/Environmental Assessment (EA).

The tracks of two major railroads intersect at-grade in the City of Stockton at what is called the Stockton Diamond. This rail intersection, located just south of downtown Stockton, is the busiest, most congested at-grade rail corridor in California. The proposed project will grade separate the railway tracks of BNSF Railway and Union Pacific Railroad at the Stockton Diamond to enhance passenger and freight rail operations, efficiency, and safety while also reducing greenhouse gas emissions and California's carbon footprint through decreased vehicle and train idling.

LEARN MORE AT UPCOMING VIRTUAL PUBLIC MEETINGS:

For your convenience, and to allow participation in a safe environment while social distancing, three virtual public meetings will be held during the project's 45-day scoping period in mid-September.

English Virtual Meeting #1 Tuesday, Sept. 15, 2020 6-7:30 p.m.	English Virtual Meeting #2 Wednesday, Sept. 16, 2020 2-3:30 p.m.	Spanish Virtual Meeting #3 Thursday, Sept. 17, 2020 6-7:30 p.m.
WebEx: bit.ly/SD_Public_Meeting1	WebEx: bit.ly/SD_Public_Meeting2	WebEx: bit.ly/SD_Public_Meeting3
Dial-in #: 408-418-9388 Code: 146 995 3665	Dial-in #: 408-418-9388 Code: 146 662 8153	Dial-in #: 408-418-9388 Code: 146 356 6775

Visit StocktonDiamond.com for more information or to sign-up for project notifications.

Please call or email for additional accessibility preferences. For the deaf, hard of hearing or speech impaired (TDD) users may contact the California Relay Service TTY and/or Voice Line at 1-800-735-2929, or 711.



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Sent on Thursday, Aug. 27, 2020

Subject: Stockton Diamond Project Update: August 27, 2020



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

Project Communication: August 27, 2020

The San Joaquin Regional Rail Commission is working closely with Union Pacific Railroad and BNSF Railway, as well as regional partners, to identify a feasible concept for the Stockton Diamond Grade Separation project that will elevate one track over the other.

The grade separation is more than just a rail project. While it will improve overall rail operations, it will also improve air quality and safety at rail crossings for bicyclists, pedestrians and motorists.

Community participation is vital to aid in minimizing impacts while meeting passenger and freight rail needs. **Your feedback matters!** Learn more about this important rail infrastructure project at stocktondiamond.com.

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Sent on Tuesday, Sept. 1, 2020

Subject: Stockton Diamond Upcoming Virtual Public Meetings

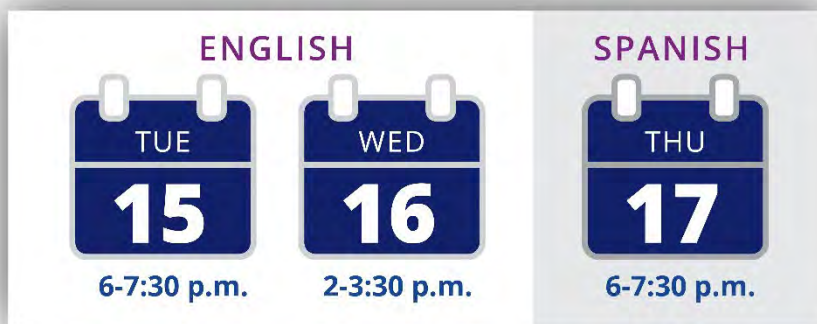


STOCKTON DIAMOND GRADE SEPARATION:
*Unlocking Northern California's Freight
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Mark Your Calendars!

The San Joaquin Regional Rail Commission is hosting **three** virtual public meetings during the Stockton Diamond Grade Separation Project's initial 45-day public comment period. During COVID-19, we are working hard to engage our public while safely social distancing.


Join us online or by phone! Visit stocktondiamond.com for more details and meeting links.



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Sent on Wednesday, Sept. 9, 2020

Subject: Stockton Diamond - Your Feedback Matters!



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

Your Feedback Matters!

We are currently half way through our 45-day public scoping period for the Stockton Diamond Grade Separation project that began on August 19. **We want to hear from you.** Submit comments on the environmental scope by 5 p.m. PST on October 3.

To ensure public safety while social distancing, we are offering you many ways to participate. We are hosting **three virtual public meetings next week** where you can participate online or by phone to hear project updates and speak directly with project team members.

Visit stocktondiamond.com for more details and meeting links.



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Sent on Monday, Sept. 14, 2020

Subject: Stockton Diamond - Virtual Public Meetings This Week



STOCKTON DIAMOND GRADE SEPARATION:

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

Virtual Public Meetings Happening This Week

Join us at **one of three virtual public meetings scheduled this week** to learn about the Project, engage with project team members, and provide comments on the scope of the project. You can participate in the meetings online or by phone to remain safe while social distancing. **Your participation matters!**

If joining online, use Webex link & password or if joining by phone use dial-in number & access code.

VIRTUAL PUBLIC MEETING #1 (ENGLISH)



6-7:30 p.m.

ONLINE:

- Webex Link: bit.ly/SD_Public_Meeting1
- Password: SD_Meeting#1

BY PHONE:

- Dial-in: (408) 418-9388
- Dial-in Code: 146 995 3665

VIRTUAL PUBLIC MEETING #2 (ENGLISH)



2-3:30 p.m.

ONLINE:

- Webex Link: bit.ly/SD_Public_Meeting2
- Password: SD_Meeting#2

BY PHONE:

- Dial-in: (408) 418-9388
- Code: 146 662 8153

VIRTUAL PUBLIC MEETING #3 (SPANISH)



6-7:30 p.m.

ONLINE:

- Webex Link: bit.ly/SD_Public_Meeting3
- Password: SD_Meeting#3

BY PHONE:

- Dial-in: (408) 418-9388
- Code: 146 356 6775

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Sent on Monday, Sept. 21, 2020

Subject: Stockton Diamond – Thanks for Attending our Virtual Public Meetings



STOCKTON DIAMOND GRADE SEPARATION:

*Unlocking Northern California's Freight
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Thanks for Engaging with Us!

Thank you for joining us last week for our three virtual public meetings. It was great to talk with you about the Stockton Diamond Grade Separation Project. Your input during the meetings and ongoing participation in this project is appreciated.

If you didn't get a chance to attend our meetings, we still welcome your input! You can submit a comment on the environmental scope of the project through a number of ways during our public comment period that ends at **5 p.m. on October 3, 2020**.

To stay connected, sign-up for project notifications at stocktondiamond.com. We will continue to keep you updated along the way.

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Sent on Wednesday, Sept. 30, 2020

Subject: Stockton Diamond – Last Call for Scoping Comments



STOCKTON DIAMOND GRADE SEPARATION:

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

Reminder: Public Comment Period Ends Oct. 3

This is your friendly reminder that the public comment period for the proposed Stockton Diamond Grade Separation project ends this week on Saturday, October 3 at 5 p.m. PDT. Written or verbal comments concerning the proposed project's environmental scope can be submitted via the following options.

- Online through the contact us page at stockondiamond.com/contact
- Email the project team at info@stockondiamond.com
- Call the project hotline and leave a voicemail at **(209) 235-0133**
- Mail a letter to c/o Public Outreach 2379 Gateway Oaks Drive, Suite 200 Sacramento, CA 95833

To stay in the know, sign-up for project notifications at stockondiamond.com.

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Please help us spread the word and share this information with your friends, neighbors, colleagues, constituents, and on your social media pages. If you would like to be removed from the e-mail notification list, please respond with the word 'Remove' in the subject line. Thank you!

Sent on Friday, Oct. 9, 2020

Subject: Stockton Diamond – Project Scoping Has Ended! What’s Next?



STOCKTON DIAMOND GRADE SEPARATION:

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

Thank You for Your Input During Project Scoping!

We would like to extend a big Thank You to our region for your interest in the Stockton Diamond Grade Separation project. We appreciate your participation and input during the formal 45-day project scoping from Aug. 19 to Oct. 3, 2020.

What’s Next?

Based on all the valuable feedback received during the public comment period, SJRRC is now preparing the Draft Environmental Document that will highlight results of the alternatives analysis, environmental impacts and identification of mitigation measures. The next key project milestone will be the release of the Draft Environmental Document for public review in early winter 2021. Although the project’s scoping period has ended, we welcome public input throughout the environmental process in addition to the formal public comment periods.

We will continue to work closely with community organizations via our established Stakeholder Working Group to identify and address project-related potential sensitivities and issues, and will keep you informed throughout each project milestone. To stay in the know about this important rail improvement project, sign-up for notifications at stocktondiamond.com.

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Teurn, Tammy

From: latinotimes@latinotimes.org
Sent: Wednesday, August 19, 2020 5:41 PM
To: Teurn, Tammy
Subject: SJRRC Launches Environmental Review for Stockton Diamond Grade Separation Project

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.





STOCKTON DIAMOND GRADE SEPARATION ENVIRONMENTAL SCOPING INFORMATION & VIRTUAL PUBLIC MEETINGS



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

The San Joaquin Regional Rail Commission (California Environmental Quality Act Lead Agency), in cooperation with the California High Speed Rail Authority (National Environmental Policy Act Lead Agency), under delegation by the Federal Railroad Administration, is officially launching the environmental process for the proposed Stockton Diamond Grade Separation project with this Notice of Preparation of an Environmental Impact Report (EIR)/Environmental Assessment (EA).

The proposed project will grade separate the railway tracks of BNSF Railway and Union Pacific Railroad at the Stockton Diamond to enhance passenger and freight rail operations, efficiency, and safety while also reducing greenhouse gas emissions and California's carbon footprint through decreased vehicle and train idling.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being or have been carried out by the State of California pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated July 23, 2019, and executed by the Federal Railroad Administration and the State of California.

VIRTUAL PUBLIC MEETINGS

For your convenience, and to allow participation in a safe environment while social distancing, three virtual public meetings will be held during the project's 45-day public scoping period. Please join us at one of the following meetings to learn about the project, interact with project team members, ask questions, and submit formal comments.

MARK YOUR CALENDARS!

ENGLISH MEETINGS:

- Tuesday, Sept. 15, 2020**
6-7:30 p.m.
 - WebEx Link: bit.ly/SD_Public_Meeting1
 - Dial-in #: 408-418-9388
 - Code: 146 995 3665
- Wednesday, Sept. 16, 2020**
2-3:30 p.m.
 - WebEx Link: bit.ly/SD_Public_Meeting2
 - Dial-in #: 408-418-9388
 - Code: 146 662 8153

SPANISH MEETING:

- Thursday, Sept. 17, 2020**
6-7:30 p.m.
 - WebEx Link: bit.ly/SD_Public_Meeting3
 - Dial-in #: 408-418-9388
 - Code: 146 356 6775

Public Comment Period:
Aug. 19 – Oct. 3, 2020

Visit stocktondiamond.com anytime during this time to review information and submit comments.

Please call or email for additional accessibility preferences. For the deaf, hard of hearing or speech impaired (TDD) users may contact the California Relay Service TTY and/or Voice Line at 1-800-735-2929, or 711.

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PASO A DESNIVEL DEL DIAMANTE DE STOCKTON INFORMACIÓN SOBRE EL ALCANCE AMBIENTAL Y REUNIONES PÚBLICAS VIRTUALES



EL DIAMANTE DE STOCKTON: *desbloqueo del potencial del servicio ferroviario de carga y pasajeros del norte de California*

La Comisión Regional de Ferrocarriles de San Joaquin (la agencia líder en la implementación de la Ley de Calidad Ambiental de California), en cooperación con la Autoridad Ferroviaria de Alta Velocidad de California (la agencia líder en la implementación de la Ley de Política Ambiental Nacional), bajo la delegación de la Administración Federal de Ferrocarriles, anuncia oficialmente el proceso ambiental para el proyecto propuesto de paso a desnivel del diamante de Stockton mediante este Aviso de preparación de un Informe de impacto ambiental (EIR)/una Evaluación ambiental (EA).

El proyecto propuesto dividirá en niveles las vías ferroviarias de las empresas BNSF y Union Pacific en el diamante de Stockton para mejorar el funcionamiento, la eficacia y la seguridad de las vías ferroviarias para transporte de pasajeros y carga, y al mismo tiempo reducir las emisiones de gases de efecto invernadero y el impacto ecológico de California a través de la disminución del ralentí de vehículos y trenes.

La revisión ambiental, la consulta y las otras medidas requeridas por las leyes ambientales federales aplicables para este proyecto están siendo o han sido llevadas a cabo por el Estado de California de conformidad con el art. 327 del título 23 del U.S.C. y un Memorandum de Entendimiento con fecha del 23 de julio de 2019, y ejecutadas por la Administración Federal de Ferrocarriles y el Estado de California.

REUNIONES PÚBLICAS VIRTUALES

Para su comodidad y para permitir la participación en un entorno seguro mientras se respeta el distanciamiento social, se realizarán tres reuniones públicas virtuales durante los 45 días del período para enviar comentarios sobre el alcance. Súmese a una de las siguientes reuniones para obtener más información sobre el proyecto, interactuar con los miembros del equipo del proyecto, hacer preguntas y presentar comentarios formales.

¡AGENDE LA REUNIÓN EN SU CALENDARIO!

REUNIONES EN INGLÉS:

- 1** **Martes, 15 de septiembre de 2020 | 6-7:30 p.m.**
 - WebEx Link: bit.ly/SD_Public_Meeting1
 - Teléfono: 408-418-9388
Código: 146 995 3665
- 2** **Miércoles 16 de septiembre de 2020 | 2-3:30 p.m.**
 - WebEx Link: bit.ly/SD_Public_Meeting2
 - Teléfono: 408-418-9388
Código: 146 662 8153

REUNIÓN EN ESPAÑOL:

- 3** **Jueves, 17 de septiembre de 2020 | 6-7:30 p.m.**
 - WebEx Link: bit.ly/SD_Public_Meeting3
 - Teléfono: 408-418-9388
Código: 146 356 6775

Período de comentarios del público: del 19 de agosto al 3 de octubre de 2020

Visite stocktondiamond.com en cualquier momento durante este tiempo para consultar la información y enviar comentarios.

Llame o envíe un correo electrónico para consultas sobre otras opciones de accesibilidad. Las personas con sordera o con dificultades de audición o del habla, que son usuarios de TDD, pueden comunicarse con la línea de voz o el Servicio de relé TTY de California al 1-800-735-2929 o al 711.

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Social Media



Date	Post	Associated Graphics
<p>Mon. 8/17/20</p>	<p>We are hard at work on the Stockton Diamond Grade Separation Project to fix one of the most congested rail corridors in California!</p> <p>Learn how this project benefits our community and the region at StocktonDiamond.com</p> <p>#StocktonDiamond #GradeSeparation #UnlockingRailPotential</p>	 <p>STOCKTON DIAMOND Unlocking Northern California's Freight and Passenger Rail Potential</p> <p>STAY INFORMED STOCKTONDIAMOND.COM 209-235-0123 INFO@STOCKTONDIAMOND.COM</p>
<p>Wed. 8/20/20 boosted</p>	<p>We have kicked off the environmental review of the Stockton Diamond Grade Separation project and want your input. This rail improvement is a critical step in unlocking freight and passenger rail mobility in northern California.</p> <p>Visit StocktonDiamond.com to learn more about the environmental review process and this initial public comment period 5 p.m. PST on October 3.</p> <p>#StocktonDiamond #GradeSeparation #UnlockingRailPotential</p>	 <p>STOCKTON DIAMOND Unlocking Northern California's Freight and Passenger Rail Potential</p> <p>STAY INFORMED STOCKTONDIAMOND.COM 209-235-0123 INFO@STOCKTONDIAMOND.COM</p>
<p>Tues. 8/25/20</p>	<p>We are coordinating closely with UP and BNSF as well as regional partners to identify a feasible concept for the rail grade separation that will elevate one track over the other.</p> <p>Visit StocktonDiamond.com to learn more!</p> <p>#StocktonDiamond #GradeSeparation #UnlockingRailPotential</p>	 <p>STOCKTON DIAMOND Unlocking Northern California's Freight and Passenger Rail Potential</p> <p>Visit us online to learn more about our project.</p> <p>STAY INFORMED STOCKTONDIAMOND.COM 209-235-0123 INFO@STOCKTONDIAMOND.COM</p>



<p>Fri. 8/28/20</p>	<p>The Stockton Diamond Grade Separation is more than just a rail project. While it will improve overall rail operations, it will also improve air quality, and safety at rail crossings for bicyclists, pedestrians and motorists.</p> <p>Learn more by visiting www.stocktondiamond.com.</p> <p>#StocktonDiamond #GradeSeparation #UnlockingRailPotential</p>	
<p>Mon. 8/31/20 boosted</p>	<p>We are hosting three virtual meetings during the Stockton Diamond Grade Separation Project's initial 45-day public comment period. During COVID-19, we're working hard to engage our public while safely social distancing.</p> <p>Visit www.stocktondiamond.com for more details and meeting links.</p> <p>#StocktonDiamond #GradeSeparation #UnlockingRailPotential</p>	
<p>Thurs. 9/3/20 boosted</p>	<p>Did you know the Stockton Diamond Grade Separation Project is currently in a 45-day public scoping period that began on August 19?</p> <p>We want to hear from you. Make sure to submit comments on the environmental scope by 5 p.m. PST on October 3. To ensure public safety while social distancing, we are offering you many ways to participate.</p> <p>Learn more by visiting www.stocktondiamond.com.</p> <p>#StocktonDiamond #GradeSeparation #UnlockingRailPotential</p>	



<p>Tues. 9/8/20</p>	<p>Have you heard about the Stockton Diamond? Join the discussion and stay informed by signing up for project updates at www.stocktondiamond.com/contact.</p> <p>#StocktonDiamond #GradeSeparation #UnlockingRailPotential</p>	
<p>Thurs. 9/10/20 boosted</p>	<p>DON'T FORGET.... We're hosting three virtual public meetings starting next Tuesday for the Stockton Diamond Grade Separation Project. Listen to the presentation and talk directly with the project team. Visit www.stocktondiamond.com for more details and meeting links.</p> <p>#StocktonDiamond #GradeSeparation #UnlockingRailPotential</p>	
<p>Tues, 9/15/20</p>	<p>The Stockton Diamond Grade Separation project team is excited to talk with you at our first virtual meeting tonight at 6 p.m. Please Note: This meeting will be in English, but we're hosting a Spanish only virtual meeting on Thursday, September 17.</p> <p>#StocktonDiamond #GradeSeparation #UnlockingRailPotential</p>	



<p>Weds, 9/16/20</p>	<p>If you missed last night's virtual meeting, don't worry, we're hosting a second meeting this afternoon at 2 p.m. Don't miss the discussion on this important rail improvement project in your community. We look forward to connecting with you! Please Note: Our third virtual meeting is tomorrow and will be held in Spanish only. #StocktonDiamond #GradeSeparation #UnlockingRailPotential</p>	
<p>Thurs, 9/17/20</p>	<p>During this pandemic, we continue to work to connect with you. Join our virtual meeting in Spanish only tonight at 6 pm for the Grade Separation Project (via train called) Stockton Diamond. We look forward to our debate with you! #StocktonDiamond #GradeSeparation #UnlockingRailPotential</p>	
<p>9/21/20</p>	<p>It was great to talk with you last week about the Stockton Diamond Grade Separation Project. Your input during the meetings and ongoing participation in this project is appreciated. You can submit a comment through a number of ways during this public comment period that ends at 5 p.m. PDT on October 3. To stay connected, sign-up for project notifications at www.stocktondiamond.com/contact/. We will continue to keep you updated along the way. #StocktonDiamond #GradeSeparation #UnlockingRailPotential</p>	



<p>9/24/20</p>	<p>Curious about the Stockton Diamond Grade Separation project and what is being analyzed for potential environmental impacts as required by the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA)? Learn more about the environmental review process at www.stocktondiamond.com #StocktonDiamond #GradeSeparation #UnlockingRailPotential</p>	<p>STOCKTON DIAMOND Right now, our environment matters more than ever! STAY CONNECTED to learn more about the project's environmental process STOCKTONDIAMOND.COM 209-235-0133 INFO@STOCKTONDIAMOND.COM</p>
<p>9/28/20</p>	<p>THERE'S STILL TIME TO SUBMIT INPUT! Even though the initial public comment period for the Stockton Diamond Grade Separation project ends this week, there's still time to submit your input! Comments and questions must be submitted by 5 p.m. PT on October 3. #StocktonDiamond #GradeSeparation #UnlockingRailPotential</p>	<p>STOCKTON DIAMOND It's not too late... to submit your input online! STAY CONNECTED STOCKTONDIAMOND.COM 209-235-0133 INFO@STOCKTONDIAMOND.COM</p>
<p>10/1/20</p>	<p>This is your friendly reminder that the initial public comment period for the proposed Stockton Diamond Grade Separation project ends this week on Saturday, October 3 at 5 p.m. PDT. While the formal comment period for this initial environmental review milestone is ending, ongoing engagement opportunities and additional public comment periods will continue to be promoted. Stay in the know at StocktonDiamond.com/contact #StocktonDiamond #GradeSeparation #UnlockingRailPotential</p>	<p>STOCKTON DIAMOND LAST CALL TO SUBMIT COMMENTS Public Comment Period ends: Oct. 3, 2020 YOUR FEEDBACK MATTERS! STOCKTONDIAMOND.COM 209-235-0133 INFO@STOCKTONDIAMOND.COM</p>



<p>10/5/20</p>	<p>We would like to extend a big Thank You to our region for your interest in the Stockton Diamond Grade Separation project. We appreciate your time and interest in this important rail improvement project. Your feedback is being reviewed by the project team as we continue to identify a feasible concept. We'll continue to keep you informed throughout each project milestone. www.stocktondiamond.com #StocktonDiamond #GradeSeparation #UnlockingRailPotential</p>	 <p>The graphic shows a blue and white train with 'ACE' and 'STOCKTON COMMUTER EX' visible. Below the train is an orange banner with the text 'Thanks for Your Input!' and contact details: 'STAY INFORMED', 'STOCKTONDIAMOND.COM', '209-235-0123', and 'INFO@STOCKTONDIAMOND.COM'.</p>
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Virtual Public Meetings



STOCKTON
DIAMOND

Virtual Public Meetings

Sept. 15, 2020 | 6-7:30 p.m.

Sept. 16, 2020 | 2-3:30 p.m.




San Joaquin
Joint Powers Authority



STOCKTON DIAMOND GRADE SEPARATION PROJECT

Ground Rules & Reminders

- Attendees muted upon entry
- Chat box deactivated during meeting
- Facilitated Q&A session
- **Q&A participation (instructions displayed onscreen)**
 - Type questions/comments into Q&A box
 - Press *3 on phone to “Raise/Lower Hand” then wait to be called upon 
- Comment time limit: **1.5 minutes**
- Comments submittal through Oct. 3 via project email, website & hotline
- Meeting materials posted on website & meeting recorded



Project Overview



Environmental Review Process



Key Project Milestones



Communications & Engagement



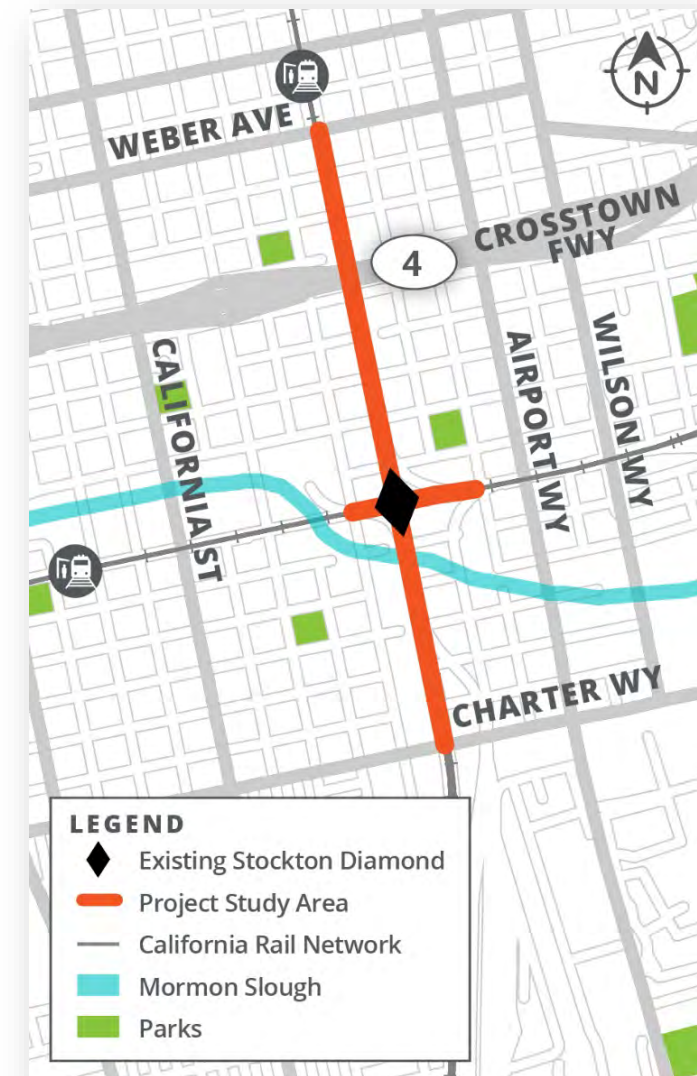
Questions & Discussion



◆ PROJECT OVERVIEW

Existing Rail Crossing

- Two rail lines intersect at-grade in Stockton
 - Union Pacific (runs north-south)
 - BNSF Railway (runs east-west)
- Stockton Diamond
 - Located just south of downtown
 - Double tracked, at-grade
- Rail lines shared with passenger services
 - UP (ACE & San Joaquins)
 - BNSF (San Joaquins)



Busiest, most congested rail bottleneck in CA

- **Critical** transportation **hub**
 - Freight from Port of Stockton to national network
 - Passenger service links affordable housing to jobs
- Significant rail **congestion** and service **delays**
- Impacts **frequency**, **reliability** and **expansion** potential
- Local **multi-modal delays** at rail crossings





STIMULATE MOBILITY: Improve rail efficiency and reliability



ENHANCE SAFETY: Improve track crossings



ECONOMIC VITALITY: Increased throughput



INSPIRE CONNECTIONS: Support service expansion linking residents to jobs



SUSTAINABILITY: Improve air quality with emission reduction

Project Partners



SAN JOAQUIN
REGIONAL
RAIL COMMISSION



San Joaquin
Joint Powers Authority

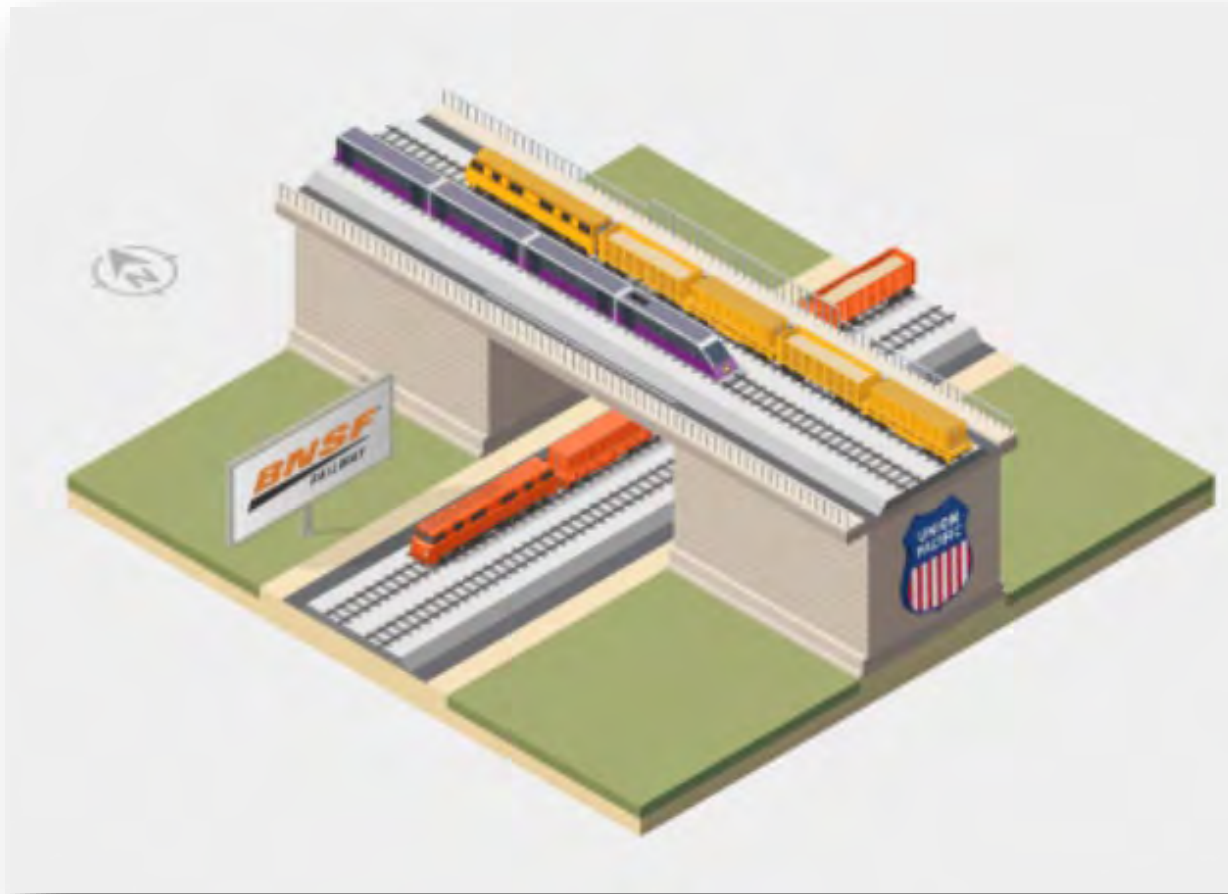


CALIFORNIA
High-Speed Rail Authority



SAN JOAQUIN
— COUNTY —
Greatness grows here.





- Grade separation with flyover bridge
 - Uninterrupted rail flow through crossing
- Identification of feasible concepts
 - Partner and stakeholder coordination
- Grade separation concept reviewed for environmental impact
 - Identification of mitigation measures

Unlocking freight & passenger rail mobility in Northern CA

Proposed Flyover Bridge Location



Flyover Concept Examples



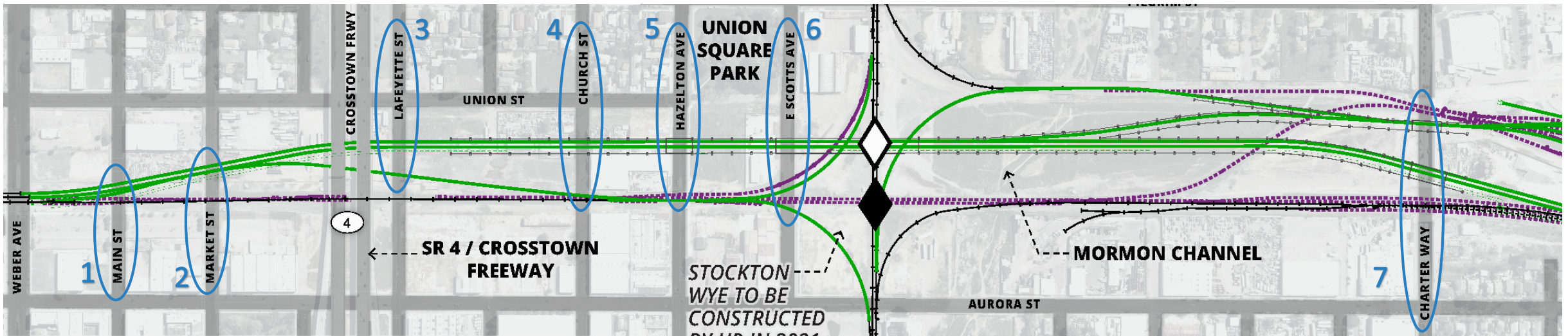
Design & materials to be determined through planning process

Local Road Crossings

- Revised alignment, rail connections and flyover bridge will impact several local east-west city streets
- Currently evaluating grade separation and closures at several crossings
- Changes to local roads to be determined through analysis and input

Potential Local Roadway Modifications:

1. Main Street
2. Market Street
3. Lafayette Street
4. E. Church Street
5. Hazelton Avenue
6. E. Scotts Avenue
7. Charter Way



Why We're Here Today?

- Gather public input into environmental scope of the project:
 - What key resources in the project area should be considered by SJRRC and CHSRA in the environmental analysis?
 - Do you have any concerns regarding this proposed project?
 - Are there any community organizations or other stakeholder groups SJRRC and CHSRA should coordinate with to understand community concerns?

Suggestions and comments accepted from all interested parties until 5 p.m. PDT on October 3, 2020 through website, email, mail and information hotline



◆ ENVIRONMENTAL REVIEW

Preferred project concept analyzed within:



- California Environmental Quality Act (CEQA)
 - **CEQA Lead Agency** = San Joaquin Regional Rail Commission
- National Environmental Policy Act (NEPA)
 - **NEPA Lead Agency** = California High Speed Rail Authority under assignment by Federal Railroad Administration

Preparation of an Environmental Impact Report/Environmental Assessment (EIR/EA)

- EIR/EA assess potential impacts to physical, human and natural environment



Coordination with regulatory agencies including, but not limited to:

- U.S. Army Corps of Engineers
- U.S. Department of Fish and Wildlife
- California Department of Fish and Wildlife
- California State Water Resources Control Board
- Central Valley Regional Water Quality Control Board
- Central Valley Flood Protection Board Encroachment Permit
- San Joaquin Valley Air Pollution District



Ongoing regional community stakeholders and general public

- Engagement and input are critical to planning process

Environmental Resource Areas



Land Use Planning



Population & Housing



Air Quality & Greenhouse Gas Emissions



Noise & Vibration



Visual Resources



Parks & Recreation



Biological Resources



Hydrology & Water Quality



Cultural Resources



Hazards & Hazardous Materials



Transportation & Circulation



Geology & Soils



Energy



Public Services & Utilities



Agriculture & Forestry Resources



Wildfire

Focus on Environmental Justice

Potential Project Burdens



Noise & Vibration



Visual Resources



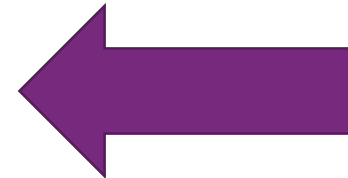
Cultural Resources



Public Services & Utilities



Environmental Justice



Potential Project Benefits



Air Quality & Greenhouse Gas Emissions



Transportation & Circulation



Energy

Steps	Activity
1	Notice of Preparation of EIR/EA
2	Scoping & 45-Day Public Comment Period – Virtual Public Meetings
3	Draft EIR/EA Development
4	Draft EIR/EA Minimum 30-day Public Comment Period – Public Meeting
5	Development of FINAL EIR/EA (includes response to comments)
6	SJRRC Board Approval/Adoption – Public Hearing

While the public will be engaged throughout the CEQA/NEPA process, steps 2, 4 & 6 represent formal Public Comment Periods

Scoping Comments Submittal

- Comments concerning the proposed project's environmental scope should be submitted via the following options:



stocktondiamond.com



info@stocktondiamond.com



(209) 235-0133



**c/o Public Outreach
2379 Gateway Oaks Dr., Ste. 200
Sacramento, CA 95833**

Suggestions and comments accepted from all interested parties until 5 p.m. PDT on October 3, 2020



◆ KEY PROJECT MILESTONES

Current & Future Project Phases





1. Review Project Scoping comments
2. Conduct Technical Studies on resource areas
3. Collect analysis and develop Draft EIR/EA



Ongoing Stakeholder & Public Engagement





◆ COMMUNICATIONS & ENGAGEMENT

Proactive Public Engagement



Contact Database



Speakers Bureau &
Stakeholder
Working Group



Website, Mailers
E-blasts, Hotline
Public Meetings
(virtual & in-person)



Media Coordination
& Social Media



Stakeholder Coordination
& Information Sharing




- What questions or concerns do you have?
- We'd like to hear from you:
 - What key resources in the project area should be considered by SJRRC and CHSRA in the environmental analysis?
 - Do you have any concerns regarding this proposed project?
 - Are there any community organizations or other stakeholder groups SJRRC and CHSRA should coordinate with to understand community concerns?





◆ Q&A SESSION

SUBMIT QUESTIONS

- Select appropriate icon
 - **Internet Browser:** select 
 - **WebEx Software:** select “▼ Q&A”
 - **Mobile App:** select , then 
- Type name and organization into Q&A box with **question** or **formal comment**
- Moderators will read question/comment out loud
- **TIME LIMIT:** 1.5 minutes





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STOCKTON
DIAMOND

Reunión Pública Virtual #3

17 de septiembre de 2020
6-7:30 p.m.



SAN JOAQUIN
REGIONAL
RAIL COMMISSION




San Joaquin
Joint Powers Authority



CALIFORNIA
High-Speed Rail Authority

PROYECTO DE PASO A DESNIVEL DEL DIAMANTE DE STOCKTON

- Asistentes silenciados al entrar
- Caja de chat desactivada durante la reunión
- Sesión de preguntas y respuestas facilitada
- **Participación en Preguntas y respuestas (instrucciones que se muestran en pantalla)**
 - Escriba los comentarios o las preguntas en la ventana de PyR.
 - Pulse *3 en el teléfono para "Levantar/Bajar la Mano" y luego esperar a ser llamado 
- Límite de tiempo para comentarios: **1,5 minutos**
- Comentarios enviados hasta el 3 de octubre a través del correo electrónico del proyecto, sitio web y línea directa
- Materiales de reunión publicados en el sitio web y reunión grabada



Resumen del proyecto



Proceso de revisión ambiental



Hitos claves del proyecto



Participación y comunicaciones



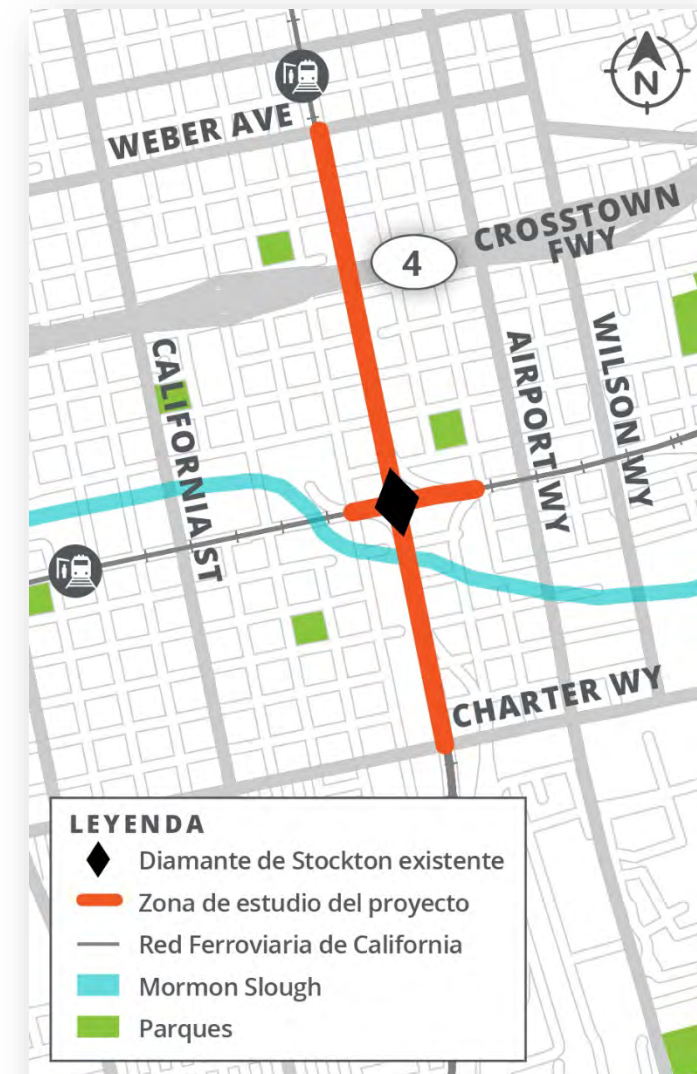
Preguntas & Discusión



◆ RESUMEN DEL PROYECTO

Cruce ferroviario existente

- Dos líneas ferroviarias se cruzan en grado en Stockton
 - Union Pacific (corre de norte a sur)
 - Ferrocarril BNSF (corre de este a oeste)
- Diamante de Stockton
 - Ubicado justo al sur del centro de la ciudad
 - Double rastreado, en grado
- Líneas ferroviarias compartidas con los servicios de pasajeros
 - UP (ACE & San Joaquines)
 - BNSF (San Joaquines)



Cuello de botella ferroviario más ocupado y congestionado en CA

- **Crítico** Transporte **Hub**
 - Carga desde el puerto de Stockton a la red nacional
 - El servicio de pasajeros conecta viviendas asequibles a los puestos de trabajo
- Ferrocarril significativo **Congestión** y el servicio **Retrasos**
- Impactos **Frecuencia, Fiabilidad Y Expansión** Potencial
- Local **retrasos multimodales** en los cruces ferroviarios





MOBILIDAD DE STIMULATE: Mejorar la eficiencia y fiabilidad ferroviaria



SEGURIDAD DE MEJORAR: Mejorar los cruces de pista



VITALIDAD ECONOMICA: Aumento del rendimiento



CONEXIONES DE INSPIRE: Apoyar la expansión del servicio que vincula a los residentes con los puestos de trabajo



Sostenibilidad: Mejorar la calidad del aire con la reducción de emisiones

Socios de proyecto



SAN JOAQUIN
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San Joaquin
Joint Powers Authority

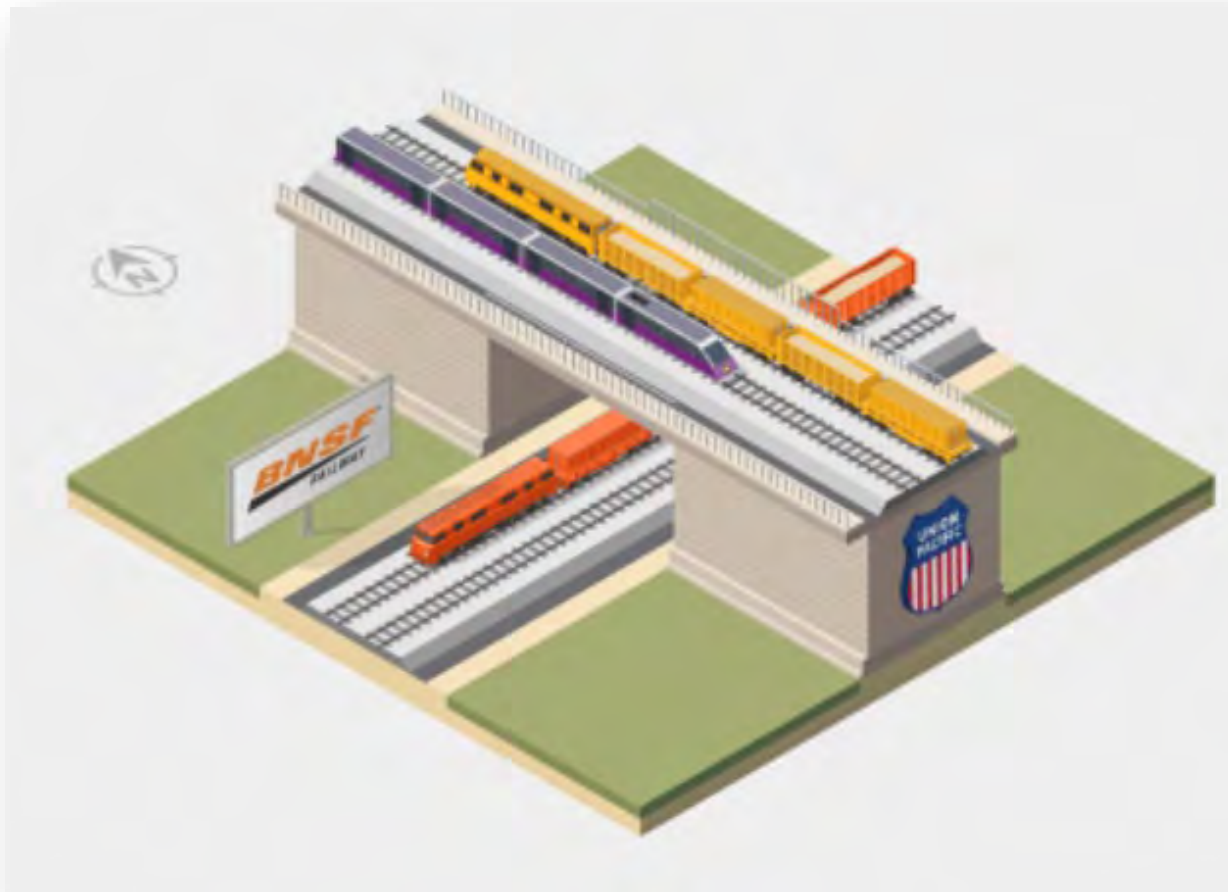


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Greatness grows here.

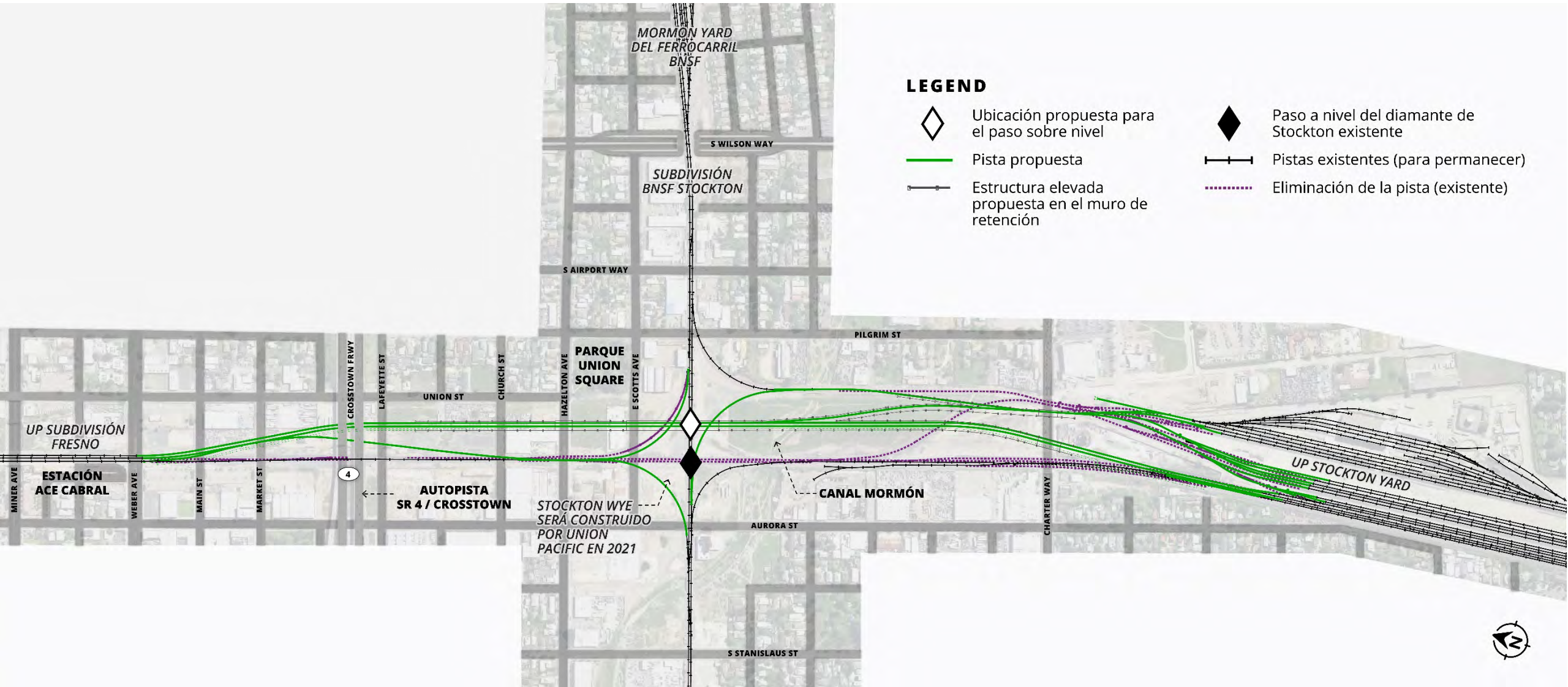




- Separación de grado con puente de sobrevuelo
 - Flujo ferroviario ininterrumpido a través del cruce
- Identificación de conceptos factibles
 - Coordinación de socios y partes interesadas
- Concepto de separación de grado revisado para el impacto ambiental
 - Identificación de medidas de mitigación

Desbloquear la movilidad ferroviaria de carga y pasajeros en el norte de CA

Ubicación propuesta para el puente de paso sobre nivel





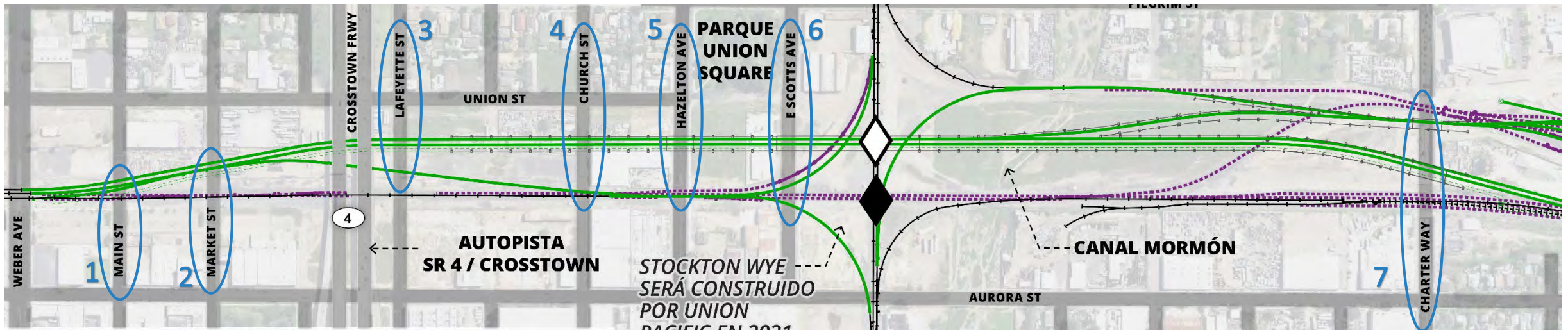
Diseño y materiales a determinar a través del proceso de planificación

Cruces de carreteras locales

- La alineación revisada, las conexiones ferroviarias y el puente de sobrevuelo afectarán a varias calles locales de la ciudad este-oeste
- Actualmente evaluando la separación de grados y los cierres en varios cruces
- Cambios en las carreteras locales que se determinarán mediante análisis e insumos

Posibles modificaciones de la carretera local:

1. Main Street
2. Market Street
3. Calle Lafayette
4. E. Church Street
5. Hazelton Avenue
6. E. Scotts Avenue
7. Charter Way



¿Por qué estamos aquí hoy?

- Reunir la aportación pública en el ámbito ambiental del proyecto:
 - ¿Qué recursos clave en el área del proyecto deben ser considerados por SJRRC y CHSRA en el análisis ambiental?
 - ¿Tiene alguna inquietud con respecto a este proyecto propuesto?
 - ¿Hay alguna organización comunitaria u otros grupos de interesados que SJRRC y CHSRA deban coordinarse para entender las preocupaciones de la comunidad?

Se aceptan las sugerencias y los comentarios de todas las partes interesadas hasta el 3 de octubre de 2020 a las 5 p.m., hora del Pacífico (PDT), que se envíen a través de la página web, el correo electrónico, el correo o la línea directa de información



◆ REVISIÓN AMBIENTAL

Concepto de proyecto preferido analizado dentro de:



- Ley de Calidad Ambiental de California (CEQA)
 - **Agencia Líder de CEQA** • Comisión Regional de Ferrocarriles de San Joaquín
- Ley Nacional de Política Ambiental (NEPA)
 - **Agencia Líder de NEPA** • Autoridad Ferroviaria de Alta Velocidad de California bajo asignación por la Administración Federal de Ferrocarriles

Elaboración de un Informe de Impacto Ambiental/Evaluación Ambiental (EIR/EA)

- EIR/EA evalúa los posibles impactos en el medio físico, humano y natural



Coordinación con los organismos reguladores, incluyendo, pero no limitado a:

- Cuerpo de Ingenieros del Ejército de los EE. UU.
- U.S. Department of Fish and Wildlife (Departamento de Pesca y Vida Silvestre de los Estados Unidos)
- California Department of Fish and Wildlife (Departamento de Pesca y Vida Silvestre de California)
- Junta Estatal de Control de Recursos Hídricos de California
- Junta Regional de Control de Calidad del Agua del Valle Central
- Permiso de invasión de la Junta de Protección contra Inundaciones del Valle Central
- Distrito de Contaminación Atmosférica del Valle de San Joaquín



Las partes interesadas de la comunidad regional en curso y el público en general

- El compromiso y la aportación son fundamentales para el proceso de planificación

Zonas de Recursos Ambientales



Planificación del uso de la tierra



Población
& Vivienda



Calidad del aire y emisiones de
gases que producen el efecto
invernadero



Ruido + Vibración



Recursos visuales



Parques y
Recreación



Biológico
biológicos



Hidrología &
Calidad del agua



Recursos
culturales



Peligros & Peligrosos
Materiales



Transporte &
Circulación



Geología
& Suelos



Energía



Servicios Públicos
& Utilidades



Agricultura y Silvicultura
forestales



Incendios forestales

Atención en la justicia ambiental

Posibles problemas del proyecto



Ruido & Vibración



Recursos visuales



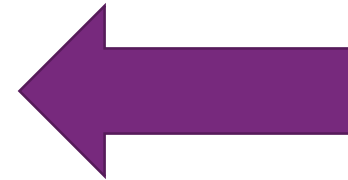
Recursos Recursos



Suministros y servicios públicos



Justicia ambiental



Posibles beneficios del proyecto



Calidad del aire & emisiones de gases que producen el efecto invernadero



Transporte y circulación



Energía

Pasos	Actividad
1	Aviso de preparación de EIR/EA
2	Scoping & 45-Day Public Comment Period – Reuniones públicas virtuales
3	corriente de aire Desarrollo EIR/EA
4	Proyecto de EIR/EA Período mínimo de comentarios públicos de 30 días – Reunión pública
5	Desarrollo de FINAL EIR/EA (incluye respuesta a los comentarios)
6	Aprobación/Adopción de la Junta SJRRC – Audiencia pública

Si bien el público participará durante todo el proceso de CEQA/NEPA, los pasos 2, 4 y 6 representan períodos formales de comentarios públicos

Envío de comentarios sobre el alcance

- Los comentarios relativos al ámbito medioambiental del proyecto propuesto deben presentarse a través de las siguientes opciones:



stocktondiamond.com



info@stocktondiamond.com



(209) 235-0133



**c/o Public Outreach
2379 Gateway Oaks Dr., Ste. 200
Sacramento, CA 95833**

Se aceptan las sugerencias y los comentarios de todas las partes interesadas hasta el 3 de octubre de 2020 a las 5 p.m., PDT



◆ HITOS CLAVES DEL PROYECTO

Fases actuales y futuras del proyecto





1. Revisar los comentarios de Project Scoping
2. Realizar estudios técnicos sobre áreas de recursos
3. Recopilar análisis y desarrollar el Borrador EIR/EA



**Interesado en curso &
Participación pública**





◆ PARTICIPACIÓN Y COMUNICACIONES

Participación Pública Proactiva



Base de datos
de contactos



Oficina de Altavoces &
Partes interesadas
Grupo de trabajo



Sitio web, Mailers
E-blasts, Línea directa
Reuniones públicas
(virtual y en persona)



Coordinación de medios
& Redes sociales



Coordinación de las partes interesadas
& Intercambio de información




- ¿Qué preguntas o preocupaciones tienes?
- Nos gustaría saber de usted:
 - ¿Cuáles son los recursos claves en el área del proyecto que SJRRC y CHSRA deben tener en cuenta en el análisis ambiental?
 - ¿Tiene alguna duda sobre el proyecto propuesto?
 - ¿Con qué otras organizaciones de la comunidad o partes interesadas deben coordinar SJRRC y CHSRA para comprender las preocupaciones de la comunidad?





◆ PREGUNTAS Y UNA SESIÓN

ENVIAR PREGUNTAS

- Seleccione el icono adecuado
 - **Navegador de Internet:** Seleccione 
 - **Software WebEx:** seleccionar "▼ Q&A"
 - **Aplicación móvil:** seleccionar , a continuación 
- Escriba el comentario o pregunta en la ventana de PyR
- Seleccione "Todos los Panelistas" y luego haga clic en "Enviar"
- Los moderadores leerán preguntas/comentarios en voz alta
- **LÍMITE DE TIEMPO:** 1,5 minutos





stocktondiamond.com
(Regístrese para recibir actualizaciones electrónicas)



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SÍGUENOS EN SOCIAL



AltamontCorridorExpress



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AltamontCorridorExpress



Stakeholder Working Group (SWG)



SUBJECT: Invitation to Participate in Stakeholder Working Group for Stockton Diamond Grade Separation Project

Dear Stakeholder,

The Stockton Diamond Grade Separation Project will advance the vision of the [San Joaquin Regional Rail Commission \(SJRRRC\)](#) and [San Joaquin Joint Powers Authority \(SJJPA\)](#) to expand commuter and intercity passenger rail services in Northern California further linking the San Joaquin Valley, Sacramento and the San Francisco Bay area.

Today, the tracks of two major railroads intersect at-grade in the City of Stockton at what is called the Stockton Diamond. This rail intersection, located just south of Downtown Stockton near Aurora Street South and East Scotts Avenue is the busiest, most congested at-grade rail junction in California. SJRRRC has been working closely with the Burlington Northern Santa Fe Railway (BNSF) and Union Pacific Railroad (UP), as well as other project partners, to identify feasible project concepts that will separate the two rail lines by elevating one over the other at the Stockton Diamond.

WE NEED YOUR PARTICIPATION!

Community engagement and input is a key element to this effort. SJRRRC is forming this Stakeholder Working Group (SWG) to act as key liaisons to the larger community and general public. We would like to formally invite you, or an appropriate designee, to represent your organization in the SWG. As a committed and active participant, you will be asked to:

- Attend up to six meetings over the course of the project's planning process
- Represent key issues and concerns related to project-specific impacts identified by your organization's participation
- Act as a liaison between SJRRRC, your colleagues, neighbors and the general public to disseminate accurate project information while soliciting valuable input to bring back to SJRRRC
- Work closely with SJRRRC to identify and address project-related potential sensitivities and issues

PLEASE JOIN US!

For your convenience and to allow participation in a safe environment while social distancing, the first SWG meeting will be held through an interactive, [online webinar](#) on **Tuesday, September 22, 2020** from **3:30 to 5 p.m.** During this first virtual SWG meeting, we will:

- Discuss roles and responsibilities
- Provide a project overview, recent updates and key project milestones
- Gather input and concerns about the scope of the project and environmental review
- Discuss public involvement opportunities

Please confirm your organization's participation by emailing info@stocktondiamond.com or calling (209) 235-0133 by September 18, 2020. Our local outreach consultant, [Virginia Madueno](#), will also be following up with you. Thank you for your willingness to participate in the Stakeholder Working Group for the Stockton Diamond Grade Separation project. To learn more about the project, visit www.stocktondiamond.com.

Sincerely,

Kevin Sheridan, Director of Capital Projects
San Joaquin Regional Rail Commission

Sent on Wednesday, Sept. 16, 2020

Subject: Invitation Reminder to Participate in Stakeholder Working Group for Stockton Diamond Grade Separation Project



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

Dear Stakeholder,

The Stockton Diamond Grade Separation Project will advance the vision of the [San Joaquin Regional Rail Commission \(SJRRRC\)](#) and [San Joaquin Joint Powers Authority \(SJJPA\)](#) to expand commuter and intercity passenger rail services in Northern California further linking the San Joaquin Valley, Sacramento and the San Francisco Bay area.

PLEASE JOIN US FOR OUR FIRST STAKEHOLDER WORKING GROUP MEETING!

For your convenience and to allow participation in a safe environment while social distancing, the first Stakeholder Working Group meeting will be held through an interactive, [online webinar](#). **If you haven't already, please register for this meeting:**

Tuesday, Sept. 22, 2020 | 3:30 to 5 p.m.


- **Webex Link:** http://bit.ly/stockton_diamond_swg1
- **Password:** SD_SWG1
- **Dial-in:** 408-418-9388 (access code:146 969 7281)

Please confirm your organization's participation by emailing info@stocktondiamond.com or calling (209) 235-0133 by September 18, 2020. Our local outreach consultant, [Virginia Madueno](#), will also be following up with you. Thank you for your willingness to participate in the Stakeholder Working Group for the Stockton Diamond Grade Separation project. To learn more about the project, visit www.stocktondiamond.com.

STAY INFORMED

 STOCKTONDIAMOND.COM

 INFO@STOCKTONDIAMOND.COM

 209-235-0133

 ALTAMONTCORRIDOREXPRESS

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 ACE_TRAIN

Please call or email for additional accessibility preferences. For the deaf, hard of hearing or speech impaired (TDD) users may contact the California Relay Service TTY and/or Voice Line at 1-800-735-2929, or 711.

Sent on Thursday, Sept. 24, 2020

Subject: Stockton Diamond Grade Separation Project - Thank you for participating in our first SWG and please help us spread the word!



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

Dear Stakeholder:

On behalf of the [San Joaquin Regional Rail Commission \(SJRR\)](#), thank you for your interest and participation during the first Stakeholder Working Group (SWG) meeting on Tuesday, Sept. 22 for the Stockton Diamond Grade Separation Project. Your insights, suggestions and support are critical to the project's development process over the next year. If you were unable to attend, we will be hosting a second meeting in the next couple of months that will allow you the opportunity to get up to speed and provide valuable input. In the meantime, here's how you can help us.

Help Us Spread the Word!

Please help us distribute project information to build awareness about this important infrastructure improvement project and promote the current public comment period. We will continue to look to the SWG to:

- Serve as a liaison between SJRR, your constituents, colleagues and the larger public to ensure correct project information is disseminated and valuable input is received
- Work closely with SJRR to identify and address potential sensitivities and issues related to the project
- Meet with SJRR during the project's planning process (up to six meetings) over the next year

We are finalizing a meeting summary that will be distributed with the PPT in the next week. In addition, **attached are supporting English and Spanish graphics that we ask you please share with your friends, neighbors, colleagues, constituents, and on your social media pages or websites (see supporting verbiage below)** to help promote the opportunity to provide formal comments as part of the project's public comment period. We welcome comments until **Oct. 3 at 5 p.m.** on the environmental scope of the project.


Supporting Graphic Verbiage (Please tag ACE social platforms): *The San Joaquin Regional Rail Commission (SJRR) is hard at work on the Stockton Diamond Grade Separation Project to fix one of the busiest and most congested rail bottleneck in California. Learn how this project benefits our community and the region as well as provide your input at www.stocktondiamond.com. Make sure to submit comments on the environmental scope by Oct. 3 at 5 p.m.*

If you have any additional comments or concerns, please visit our website at stocktondiamond.com or feel free to contact us by emailing info@stocktondiamond.com or calling (209) 235-0133. Again, thank you for your participation.

STAY INFORMED

 STOCKTONDIAMOND.COM

 INFO@STOCKTONDIAMOND.COM

 209-235-0133

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Sent on Friday, Oct. 16, 2020

Subject: Stockton Diamond Grade Separation Project - SWG Meeting #1 Summary & PPT



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

Dear Stakeholder:

Thank you again for your interest and participation during the first Stakeholder Working Group (SWG) meeting for the Stockton Diamond Grade Separation Project. Your insights, suggestions and support are critical to the project's development process over the next year. Please find attached for your reference a copy of the meeting summary and the PowerPoint presentation.

If you were unable to attend, we will be hosting a second meeting in early to mid-November that will allow you the opportunity to get up to speed and provide valuable input. More details will be provided once a date has been determined.


In the meantime, please help us continue to spread the word and distribute information to build awareness about this important rail improvement project. Even though the project's scoping period has ended, we welcome public input throughout the environmental process. The project website continues to be updated so please make sure to visit stocktondiamond.com to stay informed and share project information.

If you have additional questions, comments or concerns, feel free to contact the Stockton Diamond team at info@stocktondiamond.com or (209) 235-0133. Again, thank you for your participation and coordination.

STAY INFORMED

 STOCKTONDIAMOND.COM

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STOCKTON
DIAMOND

Virtual Stakeholder Working Group Meeting #1

September 22, 2020
3:30-5 p.m.



San Joaquin
Joint Powers Authority



STOCKTON DIAMOND GRADE SEPARATION PROJECT

- Welcome & Introduction
- SWG Roles, Responsibilities & Representation
- Project Overview
- Environmental Review Process
- Key Project Milestones
- Communications & Engagement
- Interactive Discussion



◆ STAKEHOLDER WORKING GROUP

- Partner & liaison to SJRRC
- Information sharing to larger community & general public
- Timely engagement to provide input into planning process
- Attend up to **six** meetings over the next year







HELP US SPREAD THE WORD!

Community participation is vital to aid in minimizing impacts & highlighting opportunities while meeting passenger & freight rail needs.

SWG Representatives

- **African American Chamber of Commerce of San Joaquin County**
- Asian Pacific Islander Association, SJC Chapter
- California State Assemblywoman Eggman's Office
- California State Senator Galgiani's Office
- **Caltrans, District 10**
- **Catholic Charities Diocese of Stockton**
- **Central Valley Rail Working Group**
- **City of Stockton**
- Comerciantes Unidos
- Community Assistance Foundation for Empowerment (C.A.F.E. Inc.) / Café Coop
- **Delta-Sierra Group of the Sierra Club**
- **Downtown Stockton Alliance**
- El Concilio
- Fathers & Families of San Joaquin
- **Greater Stockton Chamber of Commerce**
- **Healthy Collaborative Neighborhoods (HNC)**
- Lao Family Community Empowerment
- Little Manila Rising
- PUENTES/Boggs Tract Community Farm
- **Reinvent South Stockton Coalition**
- Reinvent Stockton Foundation
- **San Joaquin Bike Coalition**
- San Joaquin Council of Governments (SJCOG)
- **San Joaquin County, Supervisor Villapudua's Office**
- San Joaquin County Hispanic Chamber of Commerce
- **San Joaquin County Planning and Programming**
- Stockton Bicycle Club
- Stockton Police Department
- **Third City Coalition**
- **Visionary Home Builders of California**
- Visit Stockton
- **Workforce and Green Economy**





TO RAISE & LOWER YOUR HAND

- Select “Raise Hand” icon
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 - **WebEx Software:** select , then 
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- Select “Lower Hand” after speaking

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- Press *3 to “Raise/Lower Hand”

TO SUBMIT VIA Q&A BOX

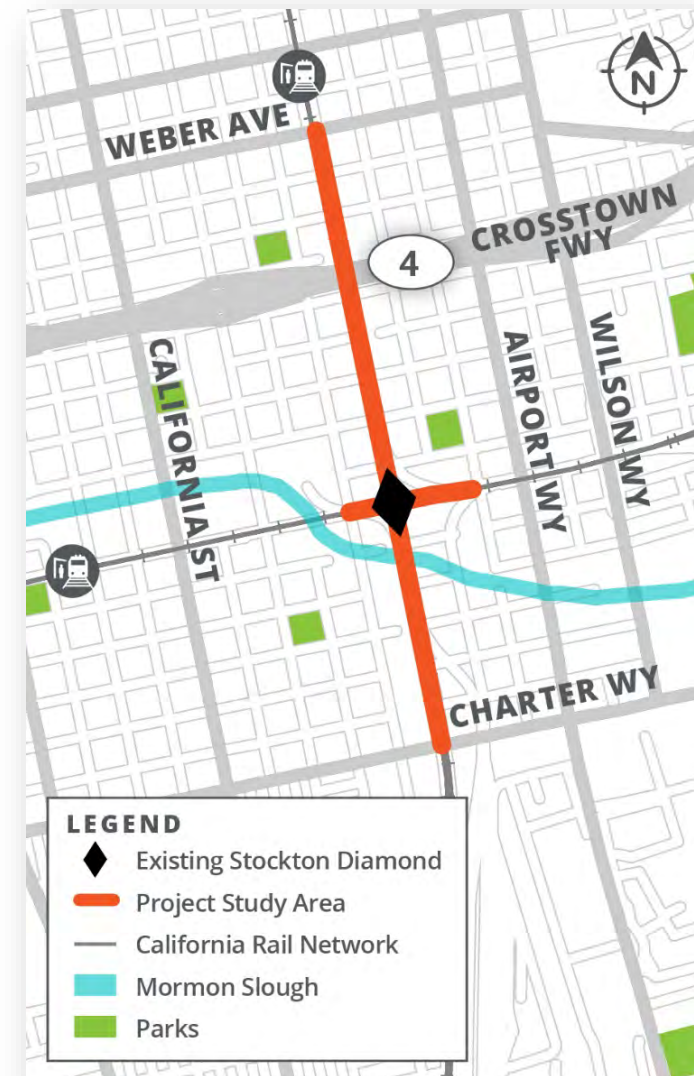
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 - **Internet Browser:** select 
 - **WebEx Software:** select “ Q&A”
 - **Mobile App:** select , then 
- Type name & organization into Q&A box along with question/comment
- Host will read question/comment aloud



◆ PROJECT OVERVIEW

Existing Rail Crossing

- Two rail lines intersect at-grade in Stockton
 - Union Pacific (runs north-south)
 - BNSF Railway (runs east-west)
- Stockton Diamond
 - Located just south of downtown
 - Double tracked, at-grade
- Rail lines shared with passenger services
 - UP (ACE & San Joaquins)
 - BNSF (San Joaquins)



Busiest, most congested rail bottleneck in CA

- **Critical** transportation **hub**
 - Freight from Port of Stockton to national network
 - Passenger service links affordable housing to jobs
- Significant rail **congestion** and service **delays**
- Impacts **frequency**, **reliability** and **opportunity to expand** ACE & Valley Rail service
- Local **multi-modal delays** at rail crossings





STIMULATE MOBILITY: Improve rail efficiency and reliability



ENHANCE SAFETY: Improve track crossings



ECONOMIC VITALITY: Increased throughput



INSPIRE CONNECTIONS: Support service expansion linking residents to jobs



SUSTAINABILITY: Improve air quality with emission reduction

Project Partners



SAN JOAQUIN
REGIONAL
RAIL COMMISSION



San Joaquin
Joint Powers Authority

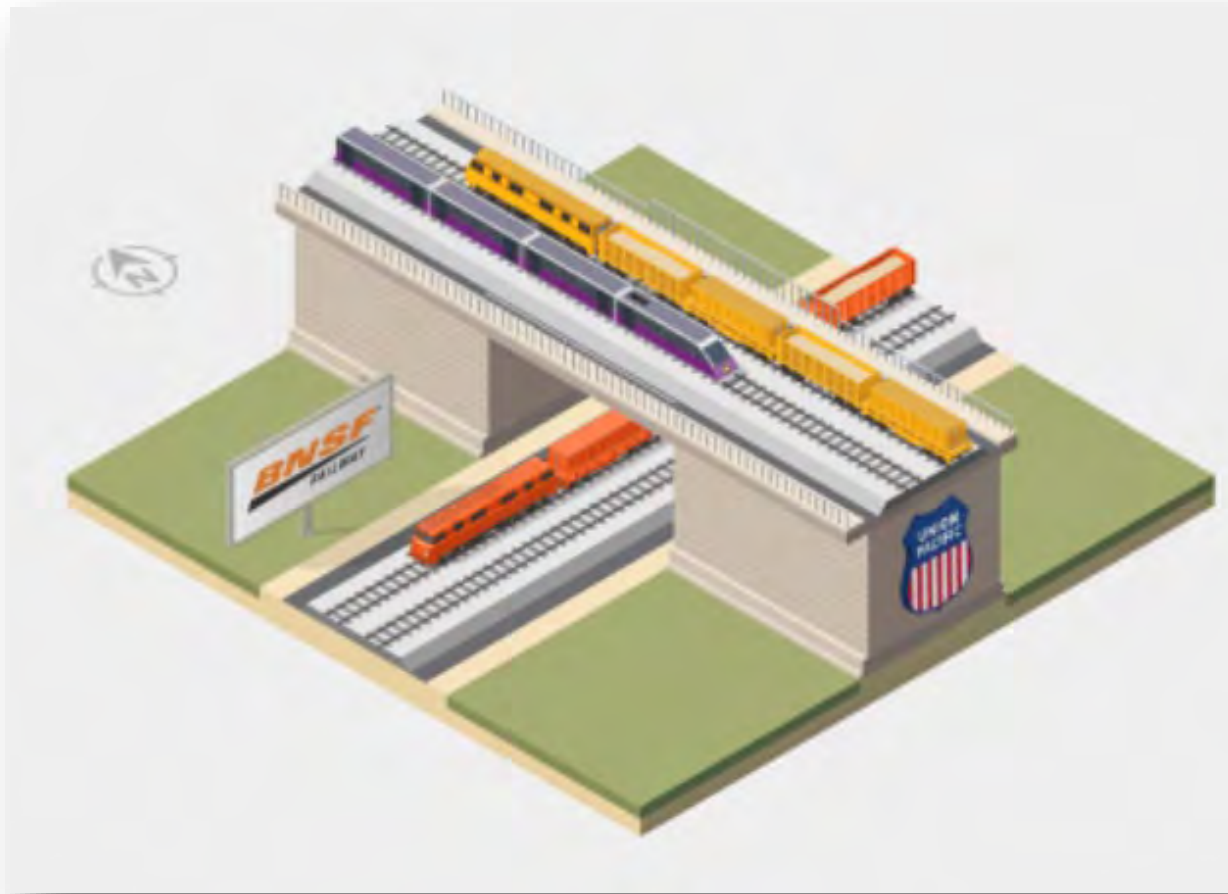


CALIFORNIA
High-Speed Rail Authority



SAN JOAQUIN
— COUNTY —
Greatness grows here.





- Grade separation with flyover bridge
 - Uninterrupted rail flow through crossing
- Identification of feasible concepts
 - Partner and stakeholder coordination
- Grade separation concept reviewed for environmental impact
 - Identification of mitigation measures

Unlocking freight & passenger rail mobility in Northern CA

Proposed Flyover Bridge Location



Flyover Concept Examples



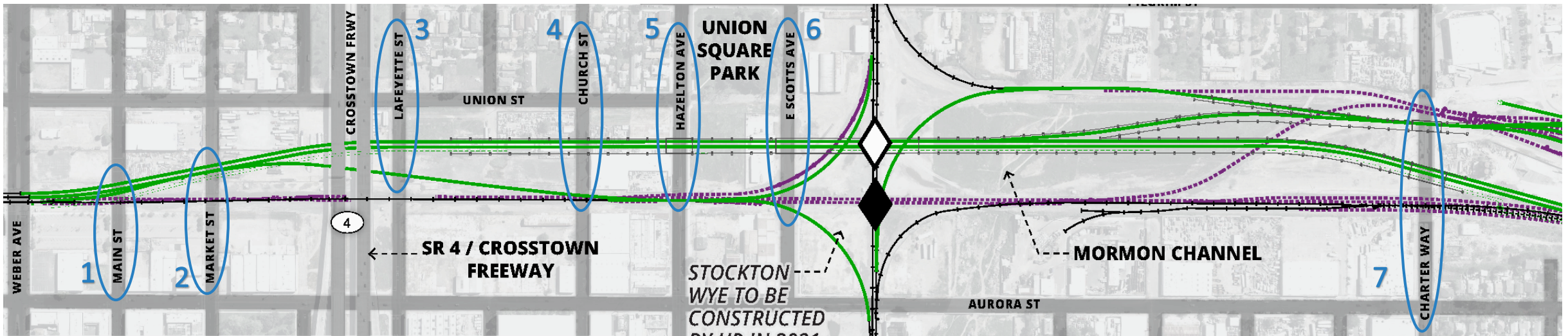
Design & materials to be determined through planning process

Local Road Crossings

- Revised alignment, rail connections and flyover bridge will impact several local east-west city streets
- Currently evaluating grade separation and closures at several crossings
- Changes to local roads to be determined through analysis and input

Potential Local Roadway Modifications:

1. Main Street
2. Market Street
3. Lafayette Street
4. E. Church Street
5. Hazelton Avenue
6. E. Scotts Avenue
7. Charter Way





◆ ENVIRONMENTAL REVIEW

Preferred project concept & design variations analyzed within:



- California Environmental Quality Act (CEQA)
 - **CEQA Lead Agency** = San Joaquin Regional Rail Commission
- National Environmental Policy Act (NEPA)
 - **NEPA Lead Agency** = California High Speed Rail Authority under assignment by Federal Railroad Administration

Preparation of an Environmental Impact Report/Environmental Assessment (EIR/EA)

- EIR/EA assess potential impacts to physical, human and natural environment



Coordination with regulatory agencies including, but not limited to:

- U.S. Army Corps of Engineers
- U.S. Department of Fish and Wildlife
- California Department of Fish and Wildlife
- California State Water Resources Control Board
- Central Valley Regional Water Quality Control Board
- Central Valley Flood Protection Board
- San Joaquin Valley Air Pollution District
- San Joaquin Area Flood Control Agency



Ongoing regional community stakeholders and general public

- Engagement and input are critical to planning process

Environmental Resource Areas



Land Use Planning



Population & Housing



Air Quality & Greenhouse Gas Emissions



Noise & Vibration



Visual Resources



Parks & Recreation



Biological Resources



Hydrology & Water Quality



Cultural Resources



Hazards & Hazardous Materials



Transportation & Circulation



Geology & Soils



Energy



Public Services & Utilities



Agriculture & Forestry Resources



Wildfire

Focus on Environmental Justice

Potential Project Burdens



Noise & Vibration



Visual Resources



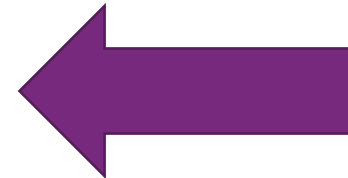
Cultural Resources



Public Services & Utilities



Environmental Justice



Potential Project Benefits



Air Quality & Greenhouse Gas Emissions



Transportation & Circulation



Energy

Steps	Activity
1	Notice of Preparation of EIR/EA
2	Scoping & 45-Day Public Comment Period – Virtual Public Meetings
3	Draft EIR/EA Development
4	Draft EIR/EA Minimum 30-day Public Comment Period – Public Meeting
5	Development of FINAL EIR/EA (includes response to comments)
6	SJRRC Board Approval/Adoption – Public Hearing

While the public will be engaged throughout the CEQA/NEPA process, steps 2, 4 & 6 represent formal Public Comment Periods

Scoping Comments Submittal

Comments concerning the proposed project's environmental scope should be submitted via the following options:



stocktondiamond.com



info@stocktondiamond.com



(209) 235-0133



**c/o Public Outreach
2379 Gateway Oaks Dr., Ste. 200
Sacramento, CA 95833**

Suggestions and comments accepted from all interested parties until 5 p.m. PDT on October 3, 2020



◆ KEY PROJECT MILESTONES

Current & Future Project Phases





1. Review Project Scoping comments
2. Conduct Technical Studies on resource areas
3. Collect analysis and develop Draft EIR/EA



Ongoing Stakeholder & Public Engagement





◆ COMMUNICATIONS & ENGAGEMENT

Proactive Public Engagement



Contact Database



Speakers Bureau
& Stakeholder
Working Group



Website, Mailers
E-blasts, Hotline
Public Meetings
(virtual & in-person)



Media Coordination
& Social Media



Stakeholder Coordination
& Information Sharing







- What questions or concerns do you have?
- We'd like to hear from you:
 - What key resources in the project area should be considered by SJRRC and CHSRA in the environmental analysis?
 - Do you have any concerns regarding this proposed project?
 - Are there any other community organizations or other stakeholder groups SJRRC and CHSRA should coordinate with to understand community concerns?





◆ Interactive Discussion





TO RAISE & LOWER YOUR HAND

- Select “Raise Hand” icon
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 - **WebEx Software:** select , then 
 - **Mobile App:** select , then 
- Wait to be called upon & unmuted by host
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TO SUBMIT VIA Q&A BOX

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- Host will read question/comment aloud



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Stakeholder Working Group (SWG) Meeting #1

 Tuesday, Sept. 22, 2020 | 3:30 to 5 p.m.

 Webex Event
408-418-9388 | Access code: 146 969 7281

SWG ATTENDEES

Name	Organization
Paulette Amous-Gross	African American Chamber of Commerce of San Joaquin County
Tom Dumas	Caltrans, District 10
Councilman Jesus Andrade	City of Stockton
Grant Kirkpatrick	City of Stockton
Courtney Wood	Downtown Stockton Alliance
Darryl Rutherford	Reinvent South Stockton Coalition
Kari McNickle	San Joaquin Bike Coalition
Jasmine Leek	Third City Coalition
Taylor Williams	Workforce and Green Economy

PROJECT TEAM

Agency	Staff
SJRRC	<ul style="list-style-type: none"> Kevin Sheridan Dan Leavitt David Lipari
HDR	<ul style="list-style-type: none"> Mike Higgins Cathy LaFata Chris Goepel Nate Dickerson Kim Pallari Heleana Galvan Tammy Teurn
Imagen	<ul style="list-style-type: none"> Virginia Madueno Pam Heaney

SWG MEETING SUMMARY

On Tuesday afternoon, Sept. 22, 2020, the San Joaquin Regional Rail Commission (SJRRC) in conjunction with its partner agency, San Joaquin Joint Powers Authority (SJJPA) and consultants held the first Stakeholder Working Group (SWG) meeting for the Stockton Diamond Grade Separation Project. For the SWG's convenience and to allow participation in a safe environment while social distancing, the meeting was held virtually via Webex.

HDR and Imagen invited targeted stakeholders via email, followed by reminder phone calls and e-blasts. Special attendees included Councilman Jesus Andrade from the City of Stockton.

The meeting was set up as an interactive, online webinar that allowed attendees to submit questions via the Q&A box or virtually by raising their hand to speak. The meeting format included the following agenda:

- Welcome & Introduction
- SWG Roles, Responsibilities & Representation
- Project Overview
- Environmental Review Process
- Key Project Milestones
- Communications & Engagement
- Interactive Discussion

QUESTIONS/COMMENTS

The questions and comments below are listed in no particular order.

- **Is there any new right-of-way take anticipated as part of the project?**
Many of the concepts evaluated with the railroads have one form of right-of-way take or another. The positive aspect of this concept is that several of the larger parcels this alignment would go through are owned by Union Pacific, so it minimizes non-railroad property impacts. But there are some commercial and industrial-related impacts and businesses within this flyover alignment. We currently do not have any residential impacts with this concept as part of our discussions with the railroads and through our concept screening process. Avoiding residential property impacts was a major objective and this concept fulfilled that objective. Currently do not have exact numbers in terms of actual parcel impacts, but it is significantly less compared to some of the other options.
- **How does this affect the Charter Way crossing?**
Currently, when you go down Charter Way and walk underneath the existing main line tracks and the Union Pacific Yard connection track, that underpass is signed for 15 feet of vertical clearance based upon where those tracks are crossing. Through coordination with Union Pacific, we have to change the grades of the main track and yard connection track into the Union Pacific Stockton Yard. To reduce those grades, the concept proposes to raise those

tracks up a few feet so we need to construct new bridges across Charter Way that will be higher than the existing bridges. This is a potential improvement over the existing condition. Removal of the existing structures is not currently assumed to be a part of the grade separation project.

- **Any improvement is good to Charter Way as that structure is over 80 years old and built in an era where there were less cars and people were not driving as fast. I see this as an opportunity to also able to look at the actual structure itself at the bottom where the vehicles cross. I understand there'll be new bridges that will be a little bit higher in elevation, but are there any plans for the vehicle crossing underneath, in terms of any improvements either widening or just anything because that structure is outdated and old?**

Although we have disclosed and communicated with City of Stockton staff the proposed changes to the structures across Charter Way, we have not gotten far enough along to discuss what else may be needed at Charter Way. We are currently not proposing to make any improvements to the roadway. However, we have had enough coordination with the City to discuss potential closures and grade separations, but not specific details of each roadway. We are early in the process and at the beginning of environmental, but as we go through engineering, we will have a better analysis of what is needed there. Right now is just from the railroad perspective, but that does not mean once we get into looking at the design characteristics and features that it might not warrant more. At this time, the overlay of the railroad is triggering the need for the structure to be widened, but there is definitely a lot more technical analysis that needs to be performed and we will continue to come back to the SWG with updated information if something changes.

- **Any opportunity to improve the pedestrian experience/access under the flyover at Charter Way would also be huge.**
- **Will Weber Avenue need to be closed at all?**
Currently no, the proposed concept shows the tracks shift conforming back to the current location of the tracks, just south of Weber Avenue. So, for all intent and purposes, right now with the information we have, there will be no major changes to that existing at-grade crossing.
- **Will there be further opportunities to ask questions between now and the next working group meeting?**
We absolutely want to hear from the SWG throughout the course of the project and will be communicating through the key environmental milestones.
- **Is there any local funding being allocated to this project?**
There is no local funding currently on the project. It's all state and federal funds as part of the Valley Rail Program awards, TCEP applications and federal BUILD award. These fund

sources provide future opportunities to make improvements for the other grade separations on the local roadways that are needed even without the freight grade separation.

- **What kind of residential impacts can communities expect during construction?**

As with most construction projects, there will be temporary construction impacts so we will coordinate closely with City of Stockton and San Joaquin County on construction notices about two to three weeks ahead of time. There could be traffic plans that are approved through the City of Stockton or San Joaquin County on potential road closures. We do not anticipate complete road closures, but there could be some. As we get through more preliminary engineering, we will start working those details out so that we can figure out what the extent of them are in the technical analysis.

- **What do you see happening with business displacements and other things like that?**

There are going to be some businesses on the east side where the alignment is going through that will be affected by this project where right-of-way would be required. Those businesses will all be treated individually from the property owner and/or business owner (i.e. talked to Geiger today who were wondering if they are going to be impacted and they are not) but there will be some businesses we'll have to go through that fair process of working with them to attempt to relocate, do property appraisals and negotiate business relocations as necessary. Sometimes there are opportunities within the city such as with the Crosstown freeway and Manteca Widening projects, where businesses can go for turnkey operations paid for by the project so they can be up and running with little downtime. Sometimes businesses cannot afford that downtime so you cannot just give them a check for their property/business/relocation then expect them to maintain their finances through that so many times we helped them find a piece of property and get the business up and running so that when they move, they're not impacted and if so, they're compensated for it.

- **Have there been any discussions around developing some type of displacement mitigation fund that you could already just start setting up into a trust? An interest bearing account so that you would have a sustainable source of funding to assist some of these folks who are going to be impacted by the construction and relocation of their business.**

We're anxious to hear about these aspects, and it is one of the reasons we want to have these types of stakeholder meetings. If this is going to be a transformational project, we have to go through all the environmental technical studies (air, water, biology, noise, visual, etc.), but also look at what we think are the environmental justice benefits of this project and how we can try to improve the area in working with the City of Stockton. SJCOG also has an affordable housing grants and mitigation banks similar to what you just mentioned where if it's determined this project creates some sort of impact that needs to be mitigated – that is the key – then we can work towards putting those funds towards mitigation and help improve the area. We want this project to improve downtown and the City of Stockton. We don't want to come through the community with a \$237 million dollar project and not have any benefits for bike, pedestrian, transit, etc. Also, we're also working with the irrigation district to discuss

the possibility if Mormon Slough would still be identified as usable. So there's a lot to it and we want to make sure we're identifying what the impacts are, then what we can do to help improve the area. It's not just about the grade separations, it's about improving the area along with the transportation benefit.

- **Would you be willing to enter into negotiations with the community to develop a set of community benefits that they would like to see any of these mitigation funds being used for so that they are not that greatly impacted? I keep thinking about the loss of the little Manila community because of the Crosstown freeway being developed and just fearful there are potential issues we are going to see later down the road during development of this project and the lack of access or how it can kind of shut things down just even visually. It might be worthwhile to kind of think about internally whether or not you would want to enter into any type of a formal community benefit agreement, which then could potentially mitigate potential lawsuits later down the road.**

We certainly welcome further discussion on it. At this time we are not going to be entering any agreements until we can come back and really show what the benefits are. We are actually removing some of those delays by not having a train stopped in the middle of a community. The team wants an opportunity to come back and display what those benefits are then we will figure out what are the actual impacts. Due to the state and federal funds, we have to be justifiable in whatever funds we use so they're not a gift of public funds. So they have to be a mitigated circumstance and there will be some impacts that need to be mitigated. We certainly want to look for opportunities to use the funds in a manner that help offset/mitigate those impacts/and will work closely with the City of Stockton plus any interest group to resolve some of the deficiencies around the area that aren't transportation related, but will be impacted by the transportation project. We feel there are more benefits than impacts at this point. We are currently only proposing to close and cul de sac one road (Church Street). I was a project manager for SJCOG on the Crosstown Freeway project and a lot of the same conversations came up from the Boggs Tract community. I've heard a lot of good things lately that made me feel good about the project because a lot of times you don't know until you build it. But as far as recognizing how the Crosstown freeway divided what was a Little Manila, times have changed and that's why we're out here now. That project got shut down and stopped at Wilson Way until I left the City of Stockton in 1988 because we didn't address things properly. We're are not going to go down that route of not addressing concerns properly for this project.

- **I would like to double down on Darryl's ask about the establishment of a Community Benefit Agreement!**

- What are the discussions with the irrigation district regarding Mormon Slough? Particularly in the area where the Stockton Diamond grade separation is being proposed. You not only have the slough being completely utilized by homeless individuals, but the surrounding land areas have trailer camps, parked vehicles – basically a perfect storm of situations to deal with once construction starts. I do not think they can demo that part of Mormon Slough or any part of it, but what have been the discussions? Are they going to beautify or widen and let water go through a new bridge? Is it going completely block off this new grade separation? Is it going to completely block off those parcels of land right around it? What are the conversations?**

The amount of freeboard needed for flooding and sea level rise is one of their main concerns from a technical perspective and so the grade separation cannot be any lower. We are currently not proposing to block off the channel with the new structure. We have a unique challenge here in that we probably will not be able to give them as much freeboard as they want. There is going to be some negotiation as far as matching existing and not going too high because we have to come back down on the other side to get under the Crosstown freeway. We can only go up so much and keep the percent the trains need to climb over the hill, and one and a half percent does not sound like much. The grade cannot be that steep so we cannot impact the channel. As far as the tent cities and homeless transient population, Cathy is one of the main reasons we selected HDR to be involved on this project because she really has the expertise to help answer some of these questions about mitigation and setting up some sort of agreement. Cathy is going to go through and help the team determine what the impacts are in the channel that affect transients or any other part of the project.

The San Joaquin Area Flood Control Agency (SJAFCA) is one of the first agencies we reached out to. We identified in their future planning documents, which is pretty far out there, that the Mormon channel is part of a larger flood conveyance plan. Our understanding and takeaway from the SJAFCA is that it's sometime in the future. We have not gotten anything nailed down by date yet, but it's definitely 15-20 years out. SJAFCA's capital improvement plan shows substantial improvement needed through Mormon Slough so that in the event of a major flood event, that slough could be opened back up as a flood facility, and they would put a diverting gate up at the diverting channel upstream so that those improvements include certain low water crossings or bridges across the channel. SJAFCA is also planning for recreation, unsure what form at this point, but we have coordinated with the City of Stockton on their future bike and pedestrian plans in and around the Mormon channel. Our takeaway from SJAFCA was that just because the slough is essentially dry year round now, that won't not necessarily be the case in the future so our crossing of that channel will need to take into account both future flood conveyance, transportation and recreation components that is in the combined SJAFCA and City of Stockton plans.

The transient populations that currently occupy the slough are protected and considered environmental justice populations. We have to think about how they are affected by this project, irrespective of what the flood protection board and the City of Stockton might do in a separate although related project, we still have to look at what impacts we will have to those populations and that is challenging. We have given it a lot of thought and we do welcome input from the community members about programs and different strategies that you might want to offer or partner with us in developing as we think about the potential impacts, and where we might need to step in with mitigation.

- **Will you speak a little more about your communications/outreach plan for the project? Would like to understand more about how you are hearing from current residents about the existing conditions of the project area.**

Our communications/outreach program is pretty dynamic and includes a lot of traditional grassroots engagement as well as some digital/online tools including:

- *Project Website: Main hub for project information that will continue to evolve*
- *Direct Mailers: Sent to approximately 5,000 contacts (4,500 directly adjacent property owners/occupants and business owners around project area, and 500 stakeholder organizations and association representatives)*
- *SWG: Create conduit to larger constituency to help share information as well as bring meaningful dialogue and input back*
- *Briefings & Presentations: Proactively reach out or upon a request of a community group (virtual until such time when we can do them in person as part of speakers' bureau)*
- *Media Outlets: Coordinate with English and Spanish outlets*
- *Social Media Campaign: Ongoing dialogue and positive feedback from residents on social media platforms*
- *Ethnic Outreach: Hispanic and ethnically diverse businesses to push information out to target audiences*

A number of activities are going to be frequent and ongoing outside of the environmental public comment period to continue education about this project. We hope to work with the SWG to identify and expand on other potential community organizations or leaders in our database, which consists of homeowners associations, business associations, faith-based organizations, civic service organizations and advocates, etc.

- **How has the COVID-19 pandemic impacted this project or your communications plan? Had we not been in this social distance mandate, we would have been conducting boots-on-the-ground outreach doing intercept type surveys, talking to people at community events that**

have been postponed or canceled. We know that things change every week and are monitoring the situation, so as things start to open up or even start happening, even if they are modified, we are looking for those opportunities to engage directly with the community to try and again spread the word to ensure people are aware of this project within their community.

- **Will there be any compensation for community groups to assist with the outreach needed outside of our current scopes of work? Will there be any type of stipend or compensation provided to residents who participate in any listening sessions, focus groups or any of the outreach that's being done given their time into this project?**
Unfortunately, because state and federal are nonprofit, there are no reimbursement agreements set up for anything like that at this time. I know when I've worked at other agencies, there is the ability to use sometimes local funds for those type of reimbursement agreements but unfortunately, under these programs there are not.
- **When will this group convene again?**
It will probably be in a couple of months, but we are trying to time the meetings so that we don't fatigue you because we know you are all very busy, have many meetings you attend and places where you spend your time. That said, we want to make sure we are having opportunities to continue engaging you at the right time when we have updated project information. We are thinking every couple of months is probably the right level of communication to bring this group together. We know there are several people that have committed to being in this group that were unable to make it today so we want to make sure we're giving them the information we've provided today as well. Regarding the environmental schedule, we will probably be spending the next several months doing the environmental analysis and not having a lot to share, but I'm going to guess that as we are doing that some of the design will be advancing, some decisions might be made.
- **As the project gets further into the design process, would love to sit in on that and look at what the bike/pedestrian impacts to the local network might be. Happy to be involved or stay out of the way as is useful on that.**
- **I just want to echo Darryl's earlier ask about compensation for public participation for either community groups or nonprofits and raise a slight concern about engagement of residents and community groups/nonprofits during this time with COVID. With everything going on with COVID, everyone is experiencing challenges especially the nonprofit and volunteer organizations. It is extremely difficult to get people to the table so I think it is worth thinking through some other funding sources or strategies for engaging people. Just want to make myself available in another conversation about that because as mentioned, not everyone was able to participate today so I think unless we address it head on, we might not ever get all the people that need to**

be at the table together. Thanks for your good work for now, but really want to figure out a way to ensure that people can participate.

- **Will you be sending any project information out that we can share with our constituents?**

We can send some information to this working group and also follow up separately to ensure the SWG has all the information needed. The project website at stocktondiamond.com also has a lot of great information on the resources page including FAQs, fact sheets, etc.



Letters & Comments Matrix

NATIVE AMERICAN HERITAGE COMMISSION

August 20, 2020

10/2/2020
Governor's Office of Planning & Research**Aug 21 2020****STATE CLEARINGHOUSE**Kevin Sheridan
San Joaquin Regional Rail Commission
949 East Channel Street
Stockton, CA 95202

Re: 2020080321, Stockton Diamond Grade Separation Project, San Joaquin County

Dear Mr. Sheridan:

The Native American Heritage Commission (NAHC) has received the Notice of Preparation (NOP), Draft Environmental Impact Report (DEIR) or Early Consultation for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code §21000 et seq.), specifically Public Resources Code §21084.1, states that a project that may cause a substantial adverse change in the significance of a historical resource, is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit.14, §15064.5 (b) (CEQA Guidelines §15064.5 (b)). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an Environmental Impact Report (EIR) shall be prepared. (Pub. Resources Code §21080 (d); Cal. Code Regs., tit. 14, § 5064 subd.(a)(1) (CEQA Guidelines §15064 (a)(1)). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources within the area of potential effect (APE).

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a separate category of cultural resources, "tribal cultural resources" (Pub. Resources Code §21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment. (Pub. Resources Code §21084.2). Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code §21084.3 (a)). AB 52 applies to any project for which a notice of preparation, a notice of negative declaration, or a mitigated negative declaration is filed on or after July 1, 2015. If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). Both SB 18 and AB 52 have tribal consultation requirements. If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. §800 et seq.) may also apply.

The NAHC recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments.

Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.

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AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

- 1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project:** Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a lead agency shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:
 - a.** A brief description of the project.
 - b.** The lead agency contact information.
 - c.** Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code §21080.3.1 (d)).
 - d.** A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code §21073).

- 2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report:** A lead agency shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code §21080.3.1, subs. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or Environmental Impact Report. (Pub. Resources Code §21080.3.1(b)).
 - a.** For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code §65352.4 (SB 18). (Pub. Resources Code §21080.3.1 (b)).

- 3. Mandatory Topics of Consultation If Requested by a Tribe:** The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:
 - a.** Alternatives to the project.
 - b.** Recommended mitigation measures.
 - c.** Significant effects. (Pub. Resources Code §21080.3.2 (a)).

- 4. Discretionary Topics of Consultation:** The following topics are discretionary topics of consultation:
 - a.** Type of environmental review necessary.
 - b.** Significance of the tribal cultural resources.
 - c.** Significance of the project's impacts on tribal cultural resources.
 - d.** If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code §21080.3.2 (a)).

- 5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process:** With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code §6254 (r) and §6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code §21082.3 (c)(1)).

- 6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document:** If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:
 - a.** Whether the proposed project has a significant impact on an identified tribal cultural resource.
 - b.** Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code §21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code §21082.3 (b)).

- 7. Conclusion of Consultation:** Consultation with a tribe shall be considered concluded when either of the following occurs:
- a.** The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or
 - b.** A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code §21080.3.2 (b)).
- 8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document:** Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code §21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code §21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code §21082.3 (a)).
- 9. Required Consideration of Feasible Mitigation:** If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code §21084.3 (b). (Pub. Resources Code §21082.3 (e)).
- 10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:**
- a.** Avoidance and preservation of the resources in place, including, but not limited to:
 - i.** Planning and construction to avoid the resources and protect the cultural and natural context.
 - ii.** Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
 - b.** Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:
 - i.** Protecting the cultural character and integrity of the resource.
 - ii.** Protecting the traditional use of the resource.
 - iii.** Protecting the confidentiality of the resource.
 - c.** Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.
 - d.** Protecting the resource. (Pub. Resource Code §21084.3 (b)).
 - e.** Please note that a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code §815.3 (c)).
 - f.** Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code §5097.991).
- 11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource:** An Environmental Impact Report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:
- a.** The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code §21080.3.1 and §21080.3.2 and concluded pursuant to Public Resources Code §21080.3.2.
 - b.** The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.
 - c.** The lead agency provided notice of the project to the tribe in compliance with Public Resources Code §21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code §21082.3 (d)).

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf

SB 18 applies to local governments and requires local governments to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code §65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf.

Some of SB 18's provisions include:

- 1. Tribal Consultation:** If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe. (Gov. Code §65352.3 (a)(2)).
- 2. No Statutory Time Limit on SB 18 Tribal Consultation.** There is no statutory time limit on SB 18 tribal consultation.
- 3. Confidentiality:** Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code §65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code §5097.9 and §5097.993 that are within the city's or county's jurisdiction. (Gov. Code §65352.3 (b)).
- 4. Conclusion of SB 18 Tribal Consultation:** Consultation should be concluded at the point in which:
 - a.** The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
 - b.** Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason, we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: <http://nahc.ca.gov/resources/forms/>.

NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

- 1.** Contact the appropriate regional California Historical Research Information System (CHRIS) Center (http://ohp.parks.ca.gov/?page_id=1068) for an archaeological records search. The records search will determine:
 - a.** If part or all of the APE has been previously surveyed for cultural resources.
 - b.** If any known cultural resources have already been recorded on or adjacent to the APE.
 - c.** If the probability is low, moderate, or high that cultural resources are located in the APE.
 - d.** If a survey is required to determine whether previously unrecorded cultural resources are present.
- 2.** If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
 - a.** The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.
 - b.** The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.

3. Contact the NAHC for:
 - a. A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.
 - b. A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.

4. Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.
 - a. Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, §15064.5(f) (CEQA Guidelines §15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.
 - b. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.
 - c. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code §7050.5, Public Resources Code §5097.98, and Cal. Code Regs., tit. 14, §15064.5, subdivisions (d) and (e) (CEQA Guidelines §15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

If you have any questions or need additional information, please contact me at my email address: Nancy.Gonzalez-Lopez@nahc.ca.gov.

Sincerely,



Nancy Gonzalez-Lopez
Cultural Resources Analyst

cc: State Clearinghouse

DEPARTMENT OF TRANSPORTATION

P.O. BOX 2048 STOCKTON, CA 95201
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*Making Conservation
a California Way of Life.*

September 29, 2020

10-SJ-4-PM R017.393
Stockton Diamond Grade Separation
SCH#2020080321

Kevin L. Sheridan
San Joaquin Regional Rail Commission
949 E. Channel Street
Stockton, CA 95202

Dear Mr. Sheridan:

The California Department of Transportation appreciates the opportunity to review the Notice of Preparation for an Environmental Impact Report for the proposed Stockton Diamond Grade Separation Project. The San Joaquin Regional Rail Commission (SJRRC) proposes to replace an at-grade crossing of the Union Pacific Railroad and Burlington Northern Santa Fe Railway rail lines with a railroad grade separation. The existing crossing is in Stockton, south of E. Scotts Ave and east of Aurora Street. The proposed grade separation will be to the east of the existing crossing. This will result in an eastward shift of the point where the rails pass under SR 4. The Department has the following comments:

- Caltrans encourages the construction of complete streets features along the streets being modified in the project area. Enhancements to lighting along the sidewalks and improved pedestrian and bicycle facilities will help improve mobility and safety in the area. The installation of modern railroad safety equipment may help reduce vehicle and pedestrian accidents as well.
- Caltrans encourages the availability of pedestrian and bike options along the corridor and surrounding area during and after construction activities if possible.
- An Encroachment Permit will be required for work (if any) done within the Department's right of way or air space. Any transportation of special oversized equipment on the state highway will require a permit as well. This work is subject to the California Environmental Quality Act. Ground disturbing activities to the site prior to completion and/or approval of required environmental documents may affect the Department's ability to issue a permit for the project. Furthermore, if engineering plans or drawings will be part of your permit application, they should be prepared in standard units. For further information on these requirements please contact the D 10 Encroachment Permit Office.

Mr. Sheridan
September 29, 2020
Page 2

Caltrans looks forward to working with the SJRRC cooperatively on this project. If you have any questions or would like to discuss our comments in more detail, please contact Nicholas Fung at (209) 948-7190 or myself at (209) 941-1921.

Sincerely,

A handwritten signature in blue ink that reads "Tom Dumas". The signature is written in a cursive style with a large initial "T" and a long horizontal stroke at the end.

TOM DUMAS, CHIEF
OFFICE OF METROPOLITAN PLANNING

TRAC

Train Riders
Association
of California



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William F. McGeehan III
Contra Contra County

October 3, 2020

Submitted to:
info@stockton
diamond.com

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

Re: Stockton Diamond Grade Separation Project NOP

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 offer our comments on the Stockton Diamond Grade Separation Project (the "Project") NOP, both from the perspective of preserving functionality for the two passenger services using the Diamond, but also as active environmentalists. We are interested in seeing a substantial shift from freight trucking to freight rail, and support the Project if it will assist in increasing the market share for freight rail.

The Passenger Rail Context

TRAC is concerned that this project is commencing prior to definitive action on the future alignment for the San Joaquin service. On multiple occasions, TRAC has suggested that the service be co-located with ACE service between Stockton and Merced in the first phase,¹ and between Merced and Newark Junction in an Altamont Corridor Vision Project second phase.

While the Project and the in-progress MITC project in Merced strongly suggest that the San Joaquin will remain where it is now, TRAC doesn't consider that definitive. We await a formal Vision document laying out a multi-decade strategy that differentiates between the two services and capitalizes on the strengths of each.

Given the extreme geometric constraints of the Project site, it is critical to plan this major infrastructure project to accommodate the footprints of a range of possible scenarios, as future changes on active railroads would be likely to be operationally difficult and cost-prohibitive.

¹ This would be consistent with the way that the Valley Rail ROW will be shared by the two services between Stockton and Natomas.

Specifically, TRAC requests the EIR evaluate the Project's compatibility with a series of possible future scenarios, starting with at least the following:

1. ACE on the UP ROW and the San Joaquin on the BNSF ROW.
2. ACE on the UP ROW and the San Joaquin on the BNSF ROW, with footprint left for transfer facility between the two services at a new station on the Project site.
3. Both ACE and the San Joaquin on the UP ROW.

Project Cost Allocation

TRAC requests the EIR provide the formula for cost allocation between the State, each railroad and the SJRRC, and an explanation for how that formula was developed.

CEQA Exemption

The Project would appear to qualify for a statutory exemption from CEQA review:
§ 21080.13. Railroad Grade Separation Projects:

"(a) This division shall not apply to any railroad grade separation project that eliminates an existing grade crossing..."

Thank you for considering these comments.

Sincerely yours,

/s/ DAVID SCHONBRUNN

David Schonbrunn, President

October 8, 2020

Kevin L. Sheridan
San Joaquin Regional Rail Commission
949 East Channel Street
Stockton, CA 95202

**Project: Notice of Preparation of an Environmental Impact Report for the
Stockton Diamond Grade Separation Project**

District CEQA Reference No: 20200736

Dear Mr. Sheridan:

The San Joaquin Valley Unified Air Pollution Control District (District) has reviewed the Notice of Preparation (NOP) for the project referenced above from the San Joaquin Regional Rail Commission (SJRRC) proposing to replace an at-grade crossing of the Union Pacific Railroad (UP) and Burlington Northern Santa Fe Railway (BNSF) rail lines (known as the Stockton Diamond) with a railroad grade separation (Project). The Project is located south of downtown Stockton, CA, and lies within one of the thirteen communities in the State selected by the California Air Resources Board (CARB) for investment of additional air quality resources and attention under Assembly Bill (AB) 617 (2017, Garcia) in an effort to reduce air pollution exposure in impacted disadvantaged communities.

Project Description

Per the NOP, the Stockton Diamond is where the UP and BNSF rail lines intersect at-grade. The Stockton Diamond is one of the busiest, most congested rail corridors in California where both passenger and freight rail move through the at-grade crossing causing significant congestion and delays. The Project proposes to grade-separate the UP tracks from the BNSF tracks by elevating the UP tracks on a flyover structure above the BNSF tracks while maintaining the BNSF tracks at grade.

The Project would reduce congestion and allow for an uninterrupted flow of rail traffic through the crossing, improving freight mobility and leading to lower costs for freight shipping, reduced delays, and a decrease in fuel consumption for idling locomotives. In addition to improving freight movement, the Project will also benefit passenger rail

Samir Sheikh
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services' on-time performance. The Project will not only assist in reducing passenger train hours of delay, it will also facilitate the expansion of passenger train services and enable more freight and passenger trains to pass through the Stockton Diamond and allow them to travel at faster speeds.

The District's initial review of the Project concludes that emissions resulting from construction and/or operation of the Project may exceed the following thresholds of significance: 100 tons per year of carbon monoxide (CO), 10 tons per year of oxides of nitrogen (NOx), 10 tons per year of reactive organic gases (ROG), 27 tons per year of oxides of sulfur (SOx), 15 tons per year of particulate matter of 10 microns or less in size (PM10), or 15 tons per year of particulate matter of 2.5 microns or less in size (PM2.5). The District recommends that a more detailed preliminary review of the Project be conducted for the Project's construction and operational emissions.

1) Project Related Criteria Pollutant Emissions

The additional environmental review of the Project's potential impact on air quality should consider the following items:

1a) Project Related Construction Emissions

Construction emissions are short-term emissions and should be evaluated separately from operational emissions. Equipment exhaust, as well as fugitive dust emissions should be quantified. For reference, the District's annual criteria thresholds of significance for construction are listed above.

The District recommends that the SJRRC utilize the cleanest reasonably available off-road construction fleets and practices (i.e. eliminating unnecessary idling) to further reduce impacts from construction-related exhaust emissions and activities.

1b) Project Related Operational Emissions

Emissions from stationary sources and mobile sources should be analyzed separately. For reference, the District's annual criteria thresholds of significance for operational emissions are listed above.

Per the NOP, the Project will facilitate the expansion of train services which will result in increased volume of freight and passenger trains to pass through the Stockton Diamond. In addition to train traffic, there is potential for on-road traffic to increase as drivers may reroute through the Stockton Diamond Grade due to reduced wait-time at its railroad crossings. In light of the above, the District recommends that the expected increase in train and on-road traffic as a result of

this Project be evaluated, and the criteria pollutant emission increase be quantified.

1c) Recommended Model

Project related criteria pollutant emissions from construction and operational sources should be identified and quantified. Emissions analysis should be performed using CalEEMod (**California Emission Estimator Model**), which uses the most recent approved version of relevant Air Resources Board (ARB) emissions models and emission factors. CalEEMod is available to the public and can be downloaded from the CalEEMod website at: www.caleemod.com.

2) Voluntary Emission Reduction Agreement

If the Project is expected to have a significant impact, the District recommends the EIR also include a discussion on the feasibility of implementing a Voluntary Emission Reduction Agreement (VERA) for this Project.

A VERA is a mitigation measure by which the project proponent provides pound-for-pound mitigation of emissions increases through a process that develops, funds, and implements emission reduction projects, with the District serving a role of administrator of the emissions reduction projects and verifier of the successful mitigation effort. To implement a VERA, the project proponent and the District enter into a contractual agreement in which the project proponent agrees to mitigate Project specific emissions by providing funds for the District's incentives programs. The funds are disbursed by the District in the form of grants for projects that achieve emission reductions. Thus, project-specific regional impacts on air quality can be fully mitigated. Types of emission reduction projects that have been funded in the past include electrification of stationary internal combustion engines (such as agricultural irrigation pumps), replacing old heavy-duty trucks with new, cleaner, more efficient heavy-duty trucks, and replacement of old farm tractors.

In implementing a VERA, the District verifies the actual emission reductions that have been achieved as a result of completed grant contracts, monitors the emission reduction projects, and ensures the enforceability of achieved reductions. After the project is mitigated, the District certifies to the Lead Agency that the mitigation is completed, providing the Lead Agency with an enforceable mitigation measure demonstrating that project-specific regional emissions have been mitigated to less than significant. To assist the Lead Agency and Project proponent in ensuring that the environmental document is compliant with CEQA, the District recommends the Draft EIR includes an assessment of the feasibility of implementing a VERA.

3) Health Risk Screening/Assessment

A Health Risk Screening/Assessment identifies potential Toxic Air Contaminants (TAC's) impact on surrounding sensitive receptors such as hospitals, daycare centers, schools, work-sites, and residences. For this Project, single family residential units are located in the surrounding area with the nearest residence located approximately 800 feet from the Project. The nearest school (Spanos Elementary School) is located approximately 1,900 feet northwest of the Project and the nearest church (Life Changing Ministries) is located approximately 2,200 feet northeast of the Project.

TAC's are air pollutants identified by the Office of Environmental Health Hazard Assessment/California Air Resources Board (OEHHA/CARB) that pose a present or potential hazard to human health. A common source of TACs can be attributed to diesel exhaust emitted from both mobile and stationary sources. List of TAC's identified by OEHHA/CARB can be found at:

<https://ww2.arb.ca.gov/resources/documents/carb-identified-toxic-air-contaminants>

The District recommends the Project be evaluated for potential health impacts to surrounding receptors (on-site and off-site) resulting from operational and multi-year construction TAC emissions.

- i) The District recommends conducting a screening analysis that includes all sources of emissions. A screening analysis is used to identify projects which may have a significant health impact. A prioritization, using CAPCOA's updated methodology, is the recommended screening method. A prioritization score of 10 or greater is considered to be significant and a refined Health Risk Assessment (HRA) should be performed.

For your convenience, the District's prioritization calculator can be found at:
http://www.valleyair.org/busind/pto/emission_factors/Criteria/Toxics/Utilities/PRIORITIZATION%20RMR%202016.XLS.

- ii) The District recommends a refined HRA for projects that result in a prioritization score of 10 or greater. Prior to performing an HRA, it is recommended that the Project proponent contact the District to review the proposed modeling protocol. The Project would be considered to have a significant health risk if the HRA demonstrates that the Project related health impacts would exceed the District's significance threshold of 20 in a million for carcinogenic risk and 1.0 for the Acute and Chronic Hazard Indices, and would trigger all feasible mitigation measures. The District recommends that Projects that result in a significant health risk not be approved.

For HRA submittals, please provide the following information electronically to the District for review:

- HRA AERMOD model files
- HARP2 files
- Summary of emissions source locations, emissions rates, and emission factor calculations and methodology.

More information on toxic emission factors, prioritizations and HRAs can be obtained by:

- E-Mailing inquiries to: hramodeler@valleyair.org; or
- The District can be contacted at (559) 230-6000 for assistance; or
- Visiting the Districts website (Modeling Guidance) at:
http://www.valleyair.org/busind/pto/Tox_Resources/AirQualityMonitoring.htm.

As discussed above, the Project may result in increased volume of freight and passenger trains to pass through the Stockton Diamond. In addition to train traffic, there is potential for on-road traffic to increase as drivers may reroute through the Stockton Diamond Grade due to reduced wait-time at its railroad crossings. The District recommends that the health risk impact related to toxic air contaminants, including diesel particulate emitted by diesel on-road vehicles resulting for increase in traffic be evaluated.

4) Ambient Air Quality Analysis

An ambient air quality analysis (AAQA) uses air dispersion modeling to determine if emissions increases from a project will cause or contribute to a violation of the ambient air quality standards. The District recommends that an AAQA be performed for the Project if emissions exceed 100 pounds per day of any pollutant.

If an AAQA is performed, the analysis should include emissions from both Project specific permitted and non-permitted equipment and activities. The District recommends consultation with District staff to determine the appropriate model and input data to use in the analysis.

Specific information for assessing significance, including screening tools and modeling guidance is available online at the District's website www.valleyair.org/ceqa.

5) Cumulative Air Impacts

In addition to the discussions on the topics identified above, the District recommends the EIR also include a discussion of whether the Project would result in a cumulatively considerable net increase of any criteria pollutant or precursor for which the San Joaquin Valley Air Basin is in non-attainment. More information on the District's attainment status can be found online by visiting the District's website at: <http://valleyair.org/aqinfo/attainment.htm>.

6) Assembly Bill 617

Assembly Bill 617 requires the CARB and air districts to develop and implement Community Emission Reduction Programs (CERPs) in an effort to reduce air pollution exposure in impacted disadvantaged communities, like those in which the Project is located. South Stockton is one of the three Valley communities selected by CARB for investment of additional air quality resources and attention under AB 617.

The District is currently working with the South Stockton AB 617 Community Steering Committee to develop a list of CERP strategies. The CERP will identify a wide range of measures designed to reduce air pollution and exposure, including a number of strategies that will be implemented in partnership between agencies and local organizations. The District encourages the SJRRC to follow the CERP development process and once adopted, assess the emission reductions measures and strategies contained in the CERP for potential incorporation into the Project.

For more information regarding the South Stockton AB 617 community, please visit the District website at: <http://community.valleyair.org/selected-communities/stockton/>.

7) Locomotives, and Railcar Movers/Switchers Sources

The proposed grade separated UP tracks from the BNSF tracks with a flyover structure would enable more freight and passenger trains to pass through the Stockton Diamond. To reduce air quality emission impacts from locomotives consisting of freight and passenger trains passing through the Stockton Diamond, the District recommends that the SJRRC advise freight and passenger train operators to utilize newer, and cleaner technology. Replacing older locomotives is important to reduce the public's exposure to diesel emissions, including PM2.5 in the form of diesel particulate and NOx. These pollutants negatively impact human health, especially for sensitive populations such as children and the elderly. New, clean-technology

locomotives generate significantly lower emissions than older, uncontrolled diesel locomotives.

The District offers two incentive programs for locomotive fleets interested in transitioning to newer, clean technology, including:

- Heavy-Duty Program – <http://valleyair.org/grants/locomotive.htm>
Locomotive replacements, including switcher locomotives and railcar movers can be funded as an eligible project category under the District's utilizing funding provided to support AB 617. These projects are administered according to the Carl Moyer Program guidelines.
- Proposition 1B - <http://valleyair.org/grants/locomotives-prop1b.htm>
This program incentivizes the reduction of emissions and health risks associated with freight movement along California's trade corridors via upgrading to cleaner technologies or installation of emissions capture and control systems.

8) Vegetative Barriers and Urban Greening

The Project is located in an urban area south of downtown Stockton and is surrounded by mixed land use development. There are industrial uses immediately adjacent to the Project and single family residential units located in the surrounding area. The nearest school (Spanos Elementary School) is located approximately 1,900 feet northwest of the Project and the nearest church (Life Changing Ministries) is located approximately 2,200 feet northeast of the Project.

The District suggests SJRRC consider the feasibility of incorporating vegetative barriers and urban greening as a measure to further reduce air pollution exposure at sensitive receptor locations such as schools and residential dwellings.

While various emission control techniques and programs exist to reduce air quality emissions from mobile and stationary sources, vegetative barriers have been shown to be an additional measure to potentially reduce a population's exposure to air pollution through the interception of airborne particles and the uptake of gaseous pollutants. Examples of vegetative barriers include, but not limited to the following: trees, bushes, shrubs, or a mix of these. Generally, a higher and thicker vegetative barrier with full coverage will result in greater reductions in downwind pollutant concentrations. In the same manner, urban greening is also a way to help improve air quality and public health in addition to enhancing the overall beautification of a community with drought resistant low maintenance greenery.

9) **District Rules and Regulations**

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.

9a) **District Rule 9510 (Indirect Source Review)**

The purpose of District Rule 9510 is to reduce the growth in both NO_x and PM₁₀ emissions associated with development and transportation or transit development 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 development projects. In case the proposed development 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.

District Rule 9510 applies to any transportation or transit development projects where construction exhaust emissions equal or exceed two (2.0) tons of NO_x or two (2.0) tons of PM₁₀.

When subject to the rule, an Air Impact Assessment (AIA) application is required. 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>.

District staff is available to provide assistance and can be reached by phone at (559) 230-6000 or by email at ISR@valleyair.org.

9b) 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).

If you have any questions or require further information, please contact Sharla Yang by e-mail at Sharla.Yang@valleyair.org or by phone at (559) 230-5934.

Sincerely,



AM Arnaud Marjollet
Director of Permit Services

AM: sy

Stockton Diamond Grade Separation Project - Comments Received During Public Scoping Period (Aug. 19 to Oct. 3, 2020)

Comment Date	Comment Origin	Comment
Aug 20, 2020	Web Comment	Good morning, I work for the San Joaquin Valley Air Pollution Control District and would like to receive notifications on this project. Thank you.
Sep 8, 2020	Web Comment	Mailing List Sign-Up
Sep 14, 2020	Web Comment	Sign me up for the mailing list
Sep 15, 2020	Virtual Meeting	Why did the SJJPA elect to select the High Speed Rail Authority for NEPA clearance instead of the FRA?
Sep 15, 2020	Virtual Meeting	Do you have any plans to run service south of San Jose?
Sep 15, 2020	Virtual Meeting	Has or will BNSF and UPRR be contributing financially in this effort?
Sep 15, 2020	Virtual Meeting	I want to ask a follow-up question to Marlene's in regards to the midday or "5th Train" as Dan stated. Is Train 714 and 717 to and from the Bay Area set to soon be reinstated, giving Bakersfield to the Bay Area all five roundtrips back into the schedule?
Sep 15, 2020	Virtual Meeting	Where can I find the complete list of projects the FRA assigned to the High Speed Rail Authority for NEPA clearance?
Sep 15, 2020	Virtual Meeting	How do you plan on storing more than four trains south of Tamien? Will you add more tracks to the Alma yard or store trains further south and, if so, where?
Sep 15, 2020	Virtual Meeting	Any idea of the freight volume currently moving through the Stockton Diamond and what the projected volume would be upon completion?
Sep 15, 2020	Virtual Meeting	Thank you for this meeting. I am looking forward to additional meeting to update this Project. Good night.
Sep 15, 2020	Virtual Meeting	Is there a specific public outreach to the neighborhoods that will be impacted to get their involvement at these early stages? If so, how was that done?
Sep 15, 2020	Virtual Meeting	Would you consider operating hourly service between Gilroy (and potentially as far south as Hollister) and Alviso (or Fremont) instead of parking a sixth train south of Tamien?
Sep 15, 2020	Virtual Meeting	Please let Mark know that posting a link to the actual NEPA assignment MOU on the Authority's website would be very helpful.
Sep 15, 2020	Virtual Meeting	If approved, what would the estimated construction timeline be from start to finish of the Stockton Diamond Project?
Sep 15, 2020	Virtual Meeting	Could Haley please repost the link to the NEPA assignment MOU (the link is malformed)? Thank you.
Sep 15, 2020	Virtual Meeting	In regards to passenger service alerts, how will construction of the Stockton Diamond affect service, and implementation of service disruptions? Will conductors and the SJJPA website as well as the "Amtrak San Joaquins" website provide construction alerts?
Sep 15, 2020	Virtual Meeting	I am concerned about the pricing of tickets increasing after this project is completed. How will this affect the current ACE train once operations get underway?
Sep 15, 2020	Virtual Meeting	Where can I find out more about the funding sources for this project? Could you please provide me with a link?
Sep 15, 2020	Virtual Meeting	Will a subsequent public hearing on the Stockton Diamond Project need to be held at an SJJPA Board Meeting in 2021?
Sep 15, 2020	Virtual Meeting	Will there be upgraded ACE trains included in this project?
Sep 15, 2020	Virtual Meeting	When this construction is finished, will ACE have 6-7 day service?
Sep 15, 2020	Virtual Meeting	Although this project is immediately located in Stockton, will staff hold informational meetings with both their other partner agency members and riders from areas like Oakland, Sacramento, Merced, Fresno, and Bakersfield among others?
Sep 15, 2020	Virtual Meeting	How close are you to a full funding grant agreement (FFGA)?
Sep 15, 2020	Virtual Meeting	Could we have a midday train back again?
Sep 16, 2020	Virtual Meeting	I just have a comment. I think this project is vitally important and support it fully. I would hope that we maximize the number of road/rail grade separations to address air and noise pollution concerns in the area. Thank you!
Sep 16, 2020	Virtual Meeting	Both routes will have passenger service. At what locations will the trains make their passenger stops?
Sep 16, 2020	Virtual Meeting	I'm wondering if during the construction phase, there might be traffic backing up to the point where it may affect the ramps of SR 4. Thanks
Sep 16, 2020	Virtual Meeting	Having two stations in Stockton poses confusion to potential passengers. Has any thought been given in the design process to merge the two passenger stations into a single location?
Sep 16, 2020	Virtual Meeting	Comment and a question. I think it is a good project. I like the visuals that you created for this presentation. What will you do with the old rail line?
Sep 16, 2020	Virtual Meeting	Jonathan Pruitt, Environmental Justice Program Coordinator at Catholic Charities Diocese of Stockton. Is there an idea to present the concept off a real map? Just so people could see how it could look like from a drone view. I know folks need a visual.
Sep 16, 2020	Virtual Meeting	This project will benefit both UP and BNSF by improving the operation of their freight trains. In view of this benefit have they been willing to contribute \$ to this project?
Sep 16, 2020	Virtual Meeting	In conjunction with this good plan to help with emissions from idling, does BNSF and UP plan to look into retrofitting their freight to cleaner technology?
Sep 16, 2020	Virtual Meeting	Amelia, citizen Question: Will the new structure be compatible with modernization of rail travel, such as higher speed designs?

Sep 16, 2020	Virtual Meeting	With regards to visualization, please consider animation videos similar to those produced by AECOM to inform the Palo Alto grade separation alternatives: https://connectingpaloalto.com/renderings-plans-and-animations/
Sep 16, 2020	Virtual Meeting	Will the crossover accommodate electrification of double deck trains?
Sep 16, 2020	Virtual Meeting	Do you foresee any environmental issues that may delay this project due to the industrial businesses that along the corridor?
Sep 16, 2020	Virtual Meeting	Biden has electrification of freights and passenger trains in his Climate Change plans.
Sep 16, 2020	Virtual Meeting	What innovation and inclusive approach will be considered at early stage to integrate balanced community values like: historic, cultural, social aesthetic and environmental?
Sep 16, 2020	Virtual Meeting	It appears that the northeast quadrant in the vicinity of Union Square Park would be an ideal location for a satellite passenger station to serve the east/west San Joaquin trains. Yes? This would be a lot more convenient than the present situation.
Sep 16, 2020	Virtual Meeting	Please confirm that your clearance specifications will support ELECTRIFIED double-stack (Plate H) https://www.railjournal.com/freight/indian-railways-launches-electric-double-stack-container-operation/ https://youtu.be/0SYwe39qWr0?t=18
Sep 16, 2020	Virtual Meeting	You mentioned about a Stakeholder committee. Is there information that shows who's on the committee?
Sep 16, 2020	Virtual Meeting	Have you considered a hybrid that would depress the BNSF tracks by a few feet to decrease the height of the UP flyover?
Sep 16, 2020	Virtual Meeting	I do not understand why a station, on the south side of E Scotts Ave across from Union Square Park, on a ground level with BNSF tracks is not feasible for San Joaquin trains. Clarification via phone: I wanted to speak to the issue of the station location. The one of the two present stations is located several miles away from the Cabral station. It would be a lot more convenient to have something located closer. And if you're looking at the map, if the location to the north of the BNSF tracks and east of the UP tracks, which would be elevated. So the station there would not serve trains on the UP tracks, but it would be able to serve BNSF tracked trains. That would be the North South San Joaquin service. It would also be able to serve potentially the Bakersfield to Sacramento trains. Presently, there's a very inconvenient transfer between the present two stations. This would not totally merge the two in one location, but it would make it a lot more convenient. In fact, it would even be walking distance. So, I'm thinking in the planning that planner should leave options for the future to be open. In other words, don't make it impossible to put a station across from Union Square Park by putting something in there. Keep that idea open. So that's all I want to say. I just think we need to get more thought to relocating the San Joaquin station. I understand that you're talking about an entirely different thing here, but I want to put the idea out there that this is something really needs to be thought about.
Sep 16, 2020	Virtual Meeting	Do UP and BNSF know that the State is working on electrifying freight?
Sep 16, 2020	Virtual Meeting	This is correct: lowering one track and raising the other simultaneously is not feasible. The only way to construct this is in phases starting with the track lowering.
Sep 16, 2020	Virtual Meeting	Is there opportunity for BNSF and UP to be included in an outreach meeting in the future?
Sep 16, 2020	Virtual Meeting	Amelia, comment: It might be useful for BNSF and UP to be at a meeting like this and hear from the community around their lines. Your team seems to be doing a good job of listening to concerns and it's exciting to see the process.
Sep 16, 2020	Virtual Meeting	Can vegetative barriers be included in the planning to reduce rail emissions?
Sep 17, 2020	Web Comment	Phone: 209.464.1827
Sep 19, 2020	Web Comment	Why is there any public money involved in this at all? The two biggest railroads in the country couldn't come up with it on their own? Absolutely unacceptable
Sep 21, 2020	Phone	I am an 87 year old stock, Conan born person, and I'm so surprised and happy that the project is going to be built. I've lived in the area, and self starved in as a small child going to the Carnival, neared the Santa Fe Railroad Tracks and walking along the area this going to be built. I can hardly believe it, It took all this time for it to be done, but I'm so grateful,am so glad for, and thank all the people,that'll make it so much better for everyone.Thank you.
Sep 21, 2020	Web Comment	Join Mailing List
Sep 21, 2020	Web Comment	Join Mailing List
Sep 22, 2020	Stakeholder Meeting	Is there any new ROW take anticipated as part of the project?
Sep 22, 2020	Stakeholder Meeting	How does this affect the Charter Way crossing?
Sep 22, 2020	Stakeholder Meeting	Any improvement is good improvement to Charter Way as that structure is over 80 years old and built in an era where there were less cars and people were not driving as fast. I see this as an opportunity to also if we're able to look at the actual structure itself at the bottom where the vehicles cross, I understand there'll be new bridges that will be a little bit higher in elevation, but are there any plans for the vehicle crossing underneath, in terms of any kind of improvements, either widening or just anything cause that structure is outdated and old?
Sep 22, 2020	Stakeholder Meeting	Any opportunity to improve the pedestrian experience/access under the flyover at Charter Way would also be huge.
Sep 22, 2020	Stakeholder Meeting	Will Weber Avenue need to be closed at all?
Sep 22, 2020	Stakeholder Meeting	Will there be further opportunities to ask questions between now and the next working group meeting?
Sep 22, 2020	Stakeholder Meeting	What are the local approvals? So what do you need like approvals from the county? The city? Anything to that extent.
Sep 22, 2020	Stakeholder Meeting	Is there any local funding being allocated to this project?

Sep 22, 2020	Stakeholder Meeting	What kind of residential impacts can the communities expect during construction?
Sep 22, 2020	Stakeholder Meeting	What do you guys see happening with business displacements and other things like that?
Sep 22, 2020	Stakeholder Meeting	Have there been any discussions around developing some type of displacement mitigation fund that you guys could already just start setting up into a trust? An interest bearing account so that you would have a sustainable source of funding to assist some of these folks who are going to be impacted by the construction and relocation of their business.
Sep 22, 2020	Stakeholder Meeting	Would you guys be willing to enter into negotiations with the community to develop a set of community benefits that they would like to see any of these mitigation funds being used for so that they are not that greatly impacted? I keep thinking about the loss of the little Manila community, cause of the Crosstown freeway being developed, and just fearful that there are potential issues that we are going to see later on down the road with the development of this project and the lack of access and how it can kind of shut things down just even visually. It might be worthwhile to kind of think about internally whether or not you would want to enter into any type of a formal community benefit agreement, which then could potentially mitigate potential lawsuits later on down the road.
Sep 22, 2020	Stakeholder Meeting	I would like to double down on Darryl's ask about the establishment of a Community Benefit Agreement!
Sep 22, 2020	Stakeholder Meeting	What are the discussions like with the irrigation district regarding Mormon Slough? Particularly in the area where the Stockton Diamond grade separation is being proposed. You not only have the slough being completely utilized by homeless individuals, but the surrounding land areas have trailer camps, parked vehicles, basically a perfect storm of situations to deal with once the construction starts. I do not think they can demo that part of Mormon Slough or any part of it, but what are the discussions like? Are they going to beautify or widen and let water go through a new bridge? Is it going completely block off this new grade separation? Is it going to completely block off those parcels of land right around it? What are the conversations?
Sep 22, 2020	Stakeholder Meeting	Will you speak a little more about your communications/outreach plan for the project on this call? Would like to understand more about how you are hearing from current residents about the existing conditions of the project area.
Sep 22, 2020	Stakeholder Meeting	How has the COVID-19 pandemic impacted this project or your communications plan?
Sep 22, 2020	Stakeholder Meeting	Will there be any compensation for community groups to assist with the outreach needed outside of our current scopes of work? Will there be any type of stipend or compensation provided to residents who participate in any listening sessions, focus groups or any of the outreach that's being done given their time into this project?
Sep 22, 2020	Stakeholder Meeting	When will this group convene again?
Sep 22, 2020	Stakeholder Meeting	As the project gets further into the design process, would love to sit in on that and look at what the bike/pedestrian impacts to the local network might be. Happy to be involved or stay out of the way as is useful on that topic
Sep 22, 2020	Stakeholder Meeting	I just want to echo Darryl's earlier ask about compensation for public participation for either community groups or nonprofits and raise a slight concern about engagement of residents and community groups/nonprofits during this time with COVID. With everything going on with COVID, everyone is experiencing challenges especially the nonprofit and volunteer organizations. It is extremely difficult to get people to the table so I think it is worth thinking through some other funding sources or strategies for engaging people. Just want to make myself available in another conversation about that because as mentioned, not everyone was able to participate today so I think unless we address it head on, we might not ever get all the people that need to be at the table together. Thanks for your good work for now, but really want to figure out a way to ensure that people can participate.
Sep 22, 2020	Stakeholder Meeting	Will you be sending any project information out that we can share with our constituents?
Sep 27, 2020	Web Comment	sign up for project updates
Sep 28, 2020	Web Comment	Stockton Diamond email list
Sep 30, 2020	Email	Good afternoon! I would like to request the most recent plans/designs that will depict the proposed improvements throughout the Stockton Diamond Grade Separation Project. I understand that any information obtained is preliminary and is subject to change prior to project approval. Sincerely, Brittney Poppell

Sep 30, 2020	Email	<p>Dear Mr. Sheridan:</p> <p>The California Department of Transportation appreciates the opportunity to review the Notice of Preparation for an Environmental Impact Report for the proposed Stockton Diamond Grade Separation Project. The San Joaquin Regional Rail Commission (SJRRRC) proposes to replace an at-grade crossing of the Union Pacific Railroad and Burlington Northern Santa Fe Railway rail lines with a railroad grade separation. The existing crossing is in Stockton, south of E. Scotts Ave and east of Aurora Street. The proposed grade separation will be to the east of the existing crossing. This will result in an eastward shift of the point where the rails pass under SR 4. The Department has the following comments:</p> <p>Caltrans encourages the construction of complete streets features along the streets being modified in the project area. Enhancements to lighting along the sidewalks and improved pedestrian and bicycle facilities will help improve mobility and safety in the area. The installation of modern railroad safety equipment may help reduce vehicle and pedestrian accidents as well.</p> <p>Caltrans encourages the availability of pedestrian and bike options along the corridor and surrounding area during and after construction activities if possible.</p> <p>An Encroachment Permit will be required for work (if any) done within the Department's right of way or air space. Any transportation of special oversized equipment on the state highway will require a permit as well. This work is subject to the California Environmental Quality Act. Ground disturbing activities to the site prior to completion and/or approval of required environmental documents may affect the Department's ability to issue a permit for the project. Furthermore, if engineering plans or drawings will be part of your permit application, they should be prepared in standard units. For further information on these requirements please contact the D 10 Encroachment Permit Office.</p> <p>Caltrans looks forward to working with the SJRRRC cooperatively on this project. If you have any questions or would like to discuss our comments in more detail, please contact Nicholas Fung at (209) 948-7190 or myself at (209) 941-1921.</p>
Sep 30, 2020	Phone	<p>Yes, this is David with Brosamer & Wall. We're trying to track this project that you have—the railroad project in Stockton. I'm trying to see when is that going to come up for bids, the Stockton Rail Project? I know it might be 2 or 3 years away, I just wanted to get an idea if it's going to be in 2022 or 2023 for construction or coming up for bid around that time, please call me back at my mobile line (925) 395-5207, that's (925) 395-5207. Thank you.</p>
Oct 1, 2020	Email	<p>Hello,</p> <p>I thank you for the reminders of comment deadlines.</p> <p>I have not been able to attend – but I did listen to most of one meeting.</p> <p>My main concerns with the increased throughput relate to air quality and noise. Oh my goodness, I hear the trains loud as anything when my students unmute to participate in our video classes. I know if the sound is that loud that there may also be some localized air quality impacts. Additionally, Friday and Saturday I hear many more train horn hoots throughout the night and early morning and I am wondering if this just relates to safety but not quite sure why not every night?</p> <p>These are the two issues that I am most concern about based on my limited project review.</p> <p>Sincerely, Mary Elizabeth M.S., R.E.H.S.</p>



STOCKTON DIAMOND



DRAFT ENVIRONMENTAL IMPACT REPORT SUMMARY REPORT

Public Comment Period: March 15 – April 29, 2021



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Introduction

The Stockton Diamond Grade Separation Project is a critical element in the San Joaquin Regional Rail Commission’s (SJRRRC) and San Joaquin Joint Powers Authority’s (SJJPA) vision to expand intercity and commuter rail service between the housing rich Central Valley and economic growth in the Bay Area, increasing the jobs to housing balance within the Northern California Megaregion. As our communities continue to grow and evolve, demands for increased goods and needed infrastructure for mobility continue to increase. Reliable travel options that link residents to jobs and other key destinations are critical as freeways and local roads become further congested.

Today, the tracks of two major railways intersect at-grade in the City of Stockton at what is called the Stockton Diamond. This rail intersection, located just south of Downtown Stockton near Aurora Street South and East Scotts Avenue is the busiest, most congested rail bottleneck in California resulting in significant congestion and delays to service that moves valuable goods and people throughout the Central Valley as well as freight out to the larger national network. The existing crossing impacts reliability and efficiency of freight and passenger rail services that operate on the same rail lines. Train backups also cause local delays at crossing and potential vehicle, rail, bike and pedestrian conflicts.

Overview

PROJECT PURPOSE

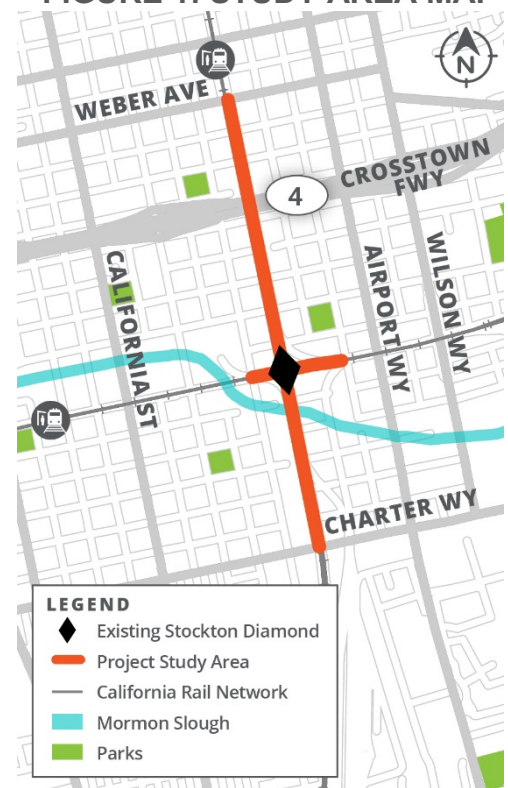
Through a collaboration between SJRRRC and the private entities BNSF Railway (BNSF) and Union Pacific Railroad (UP) as well as regional partner agencies, the Stockton Diamond Grade Separation Project (Project) proposes to identify feasible concepts that will separate the two rail lines with a flyover bridge at the Stockton Diamond. The grade separation will improve freight movement, reduce delays, decrease fuel consumption and improve freight access to the Port of Stockton.

PROJECT BENEFITS

Stimulate Mobility: Improve regional passenger and freight rail efficiency and travel reliability by reducing conflicting train movements

Enhance Safety: Improve Stockton residents’ access, safety, and mobility across rail lines through enhancements or closures at roadway-rail grade crossings

FIGURE 1: STUDY AREA MAP





Economic Vitality: Reducing delays will result in increased throughput and more efficient goods movement. This decreases fuel consumption and leads to cost savings

Inspire Connections: Support faster, more reliable passenger rail service linking residents to family, jobs and recreational destinations throughout Northern California

Improve Sustainability: Improve air quality through reduction of greenhouse gas (GHG) emissions from trains and vehicles that idle due to congestion and delays

Draft EIR Public Comment Period

In August 2020, SJRRC [California Environmental Quality Act (CEQA) Lead Agency], in cooperation with the California High Speed Rail Authority (CHSRA) [National Environmental Policy Act (NEPA) Lead Agency], under delegation by the Federal Railroad Administration, officially launched the environmental process for the proposed Project with a Notice of Preparation of an Environmental Impact Report (EIR)/Environmental Assessment (EA). Following the Project's public scoping period from August 19 to October 3, 2020, comments were documented, reviewed and an environmental analysis was performed. A Notice of Availability of the Draft EIR was later released on March 15, 2021 announcing the commencement of the 45-day public review and comment period that ended on April 29, 2021. All interested parties were encouraged to provide input on the Draft EIR, which was supplemented by a bilingual virtual public meeting on April 6, 2021. The proposed Project was originally scoped as a joint CEQA/NEPA Environmental Document or Draft EIR/EA; however, the process was separated in February 2021 due to schedule and funding constraints. CHSRA is currently preparing the EA, which is anticipated to be completed and approved in fall 2020. The Notice of Availability and CEQA Notice of Completion & Environmental Document Transmittal can be found in **Attachment A**.

Public Notification/Outreach

Several promotional tactics were deployed to build awareness about the Project, the availability of the Draft EIR, subsequent public review and comment period, and the bilingual virtual public meeting. Utilizing the established project website (stocktondiamond.com) and the Altamont Corridor Express (ACE) social media following, the project team posted key information online to drive viewers to the Project website, and launched social media posts to promote Project activities and environmental milestones. Along with these established tools, the team reached out to local media publications, mailed to a large property owners/stakeholder database, sent multiple electronic notices, and conducted public and stakeholder engagement. The graphic below depicts a quick snapshot of the public outreach and engagement numbers during the Draft EIR public review and comment period. Further below are details on each outreach tool used.



DRAFT EIR SUMMARY BY THE NUMBERS



STOCKTON DIAMOND

Public Review & Comment Period: March 15 - April 29, 2021

MULTIMEDIA REACH



136,500

Public Notices (via 2 Ads)

5,463

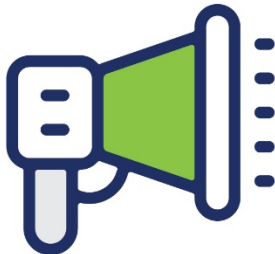
Bilingual Mailer Invites

233

News Release (1)

101,000

Email Contacts (13 e-Blasts)



8,666

Social Media (23 Posts 1 Ad)

3,128

Text Alert (1)

989

Website Users

TOTAL REACH: 255,979

PUBLIC NOTICE ADVERTISEMENTS

Two public notices for the Draft EIR public review and comment period were published in the Stockton Record on March 15, 2021 as well as in the Vida en el Valle on March 17, 2021. Copies of the public notice advertisements are included in **Attachment B**.

INVITE MAILER

To announce the availability of the Draft EIR, the 45-day public review and comment period as well as promote the bilingual virtual public meeting, a bilingual (English and Spanish) notice with a perforated comment card was mailed on March 19, 2020 to 525 regional stakeholders and 4,938 property owners within a one-mile radius of the project site. Copies of the invite mailer and database



methodology are included in **Attachment C**. Extra copies of the mailer were also printed and delivered to eight repositories including:

- Café Coop (42 N Sutter St., Stockton, CA)
- California High Speed Rail Authority (770 L St., Suite 620, Sacramento, CA)
- Catholic Charities Diocese of Stockton (1106 N. El Dorado St., Stockton, CA)
- El Concilio (445 N. San Joaquin St., Stockton, CA)
- Restoration for Life Ministries (1234 Anderson St., Stockton, CA)
- San Joaquin County (44 N San Joaquin St., Stockton, CA)
- San Joaquin Regional Rail Commission (949 E Channel St., Stockton, CA)
- Stockton City Hall (425 N El Dorado St., Stockton, CA)

POSTER & COMMENT CARD

As an additional means to promote the Draft EIR public review and comment period, two bilingual posters and 25-30 comment cards were delivered/posted on April 6, 2021 at 13 repositories/ stakeholder locations in Stockton (see list below). A copy of the posters and comment card can be found in **Attachment D**.

- Cafe Coop (42 N Sutter St. #208, Stockton, CA)
- Catholic Chairities Stockton (1106 N El Dorado St., Stockton, CA)
- Cesar Chavez Central Library (605 N El Dorado St., Stockton, CA)
- Community Partnership for Families (CPFSJ): Dorothy L. Jones/CUFF Family Resource Center (2044 Fair St., Stockton, CA)
- Fair Oaks Library (2370 E Main St., Stockton, CA)
- Huddle Cowork by Launch Pad (110 N San Joaquin St., 2nd Floor, Stockton, CA)
- In-Season Market (215 E Alpine Ave., Stockton, CA)
- Maya Angelou Branch Library (2324 Pock Ln., Stockton, CA)
- Restoration for Life Ministries (1234 E Anderson St., Stockton, CA)
- San Joaquin County (44 N San Joaquin St., Stockton, CA)
- Stockton City Hall (425 N El Dorado St., Stockton, CA)
- Troke Library (502 W Benjamin Holt Dr., Stockton, CA)
- Weston Ranch Branch Library (4606 McCuen Ave., Stockton, CA)

MEDIA RELATIONS

A news release was sent to 233 San Joaquin County media contacts. A copy of the news release is included in **Attachment E**.



WEBSITE

A project-specific website (stocktondiamond.com) was developed at the start of the project to act as the main hub of information for the public to learn about the project and receive updates. The website was updated regularly throughout the Draft EIR public review and comment period to provide timely information on outreach and engagement activities, including:

989 total users
1,131 total visits
531 total direct access

Page	Sections
Homepage	<ul style="list-style-type: none"> Added call to action button at the top of page “Draft EIR Now Available! Public Comment Period: 3/15 – 4/29” that hyperlinked to the Resources page
Environmental	<ul style="list-style-type: none"> Updated intro paragraph and CEQA/NEPA process steps
Public Engagement	<ul style="list-style-type: none"> Added call to action button at the top of page “Join our Bilingual Virtual Public Meeting! Tuesday, April 6, 2021 6-7:30 p.m.” that hyperlinked to the Events section Added news release: SJRRC issues Notice of Availability of Environmental Document for Proposed Stockton Diamond Grade Separation Project (March 15, 2021) Added Draft EIR public review and comment period details, including bilingual virtual public meeting and Draft EIR public review and Citizen’s Guide locations Uploaded Draft EIR and bilingual meeting materials, including: <ul style="list-style-type: none"> Draft Environmental Document Volume I (Executive Summary to Chapter 3.6) Volume II (Chapter 3.7 To Chapter 9) Appendix A – Stockton Background Documents Effecting Visual Quality Appendix B – Health Risk Assessment Appendix C – Supporting Biological Resources Information Appendix D – Construction General Permit Risk Level Determination Documentation Appendix E – Traffic Report Appendix F – Ab 52 Consultation Documentation Appendix G – Preferred Alternative and Concepts Eliminated Appendix H – Communications Plan Appendix I – Public Scoping Summary Report Notice of Availability (Mailer) Stockton Record Public Notice Vida En El Valle Public Notice Latino Times Notice (E-Blast) Poster (double sided in English & Spanish) Citizen’s Guide (English) Citizen’s Guide (Spanish) Video Recording (English) PowerPoint Presentation (English) Video Recording (Spanish) PowerPoint Presentation (Spanish)
Resources	



All inquiries and comments that came through the website were documented and recorded as part of the Draft EIR public review and comment period.

E-BLASTS

A total of 13 e-blasts were distributed during the 45-day scoping comment period to 101,000 contacts. Nine e-blasts were sent from info@stocktondiamond.com to the project’s stakeholder database list (400 contacts) providing project updates and reminders of the bilingual virtual public meeting and comment period. SJRRC forwarded three of the e-blasts to their ACE ridership of 600 contacts. Lastly, the Latino Times also sent an e-blast of the bilingual invite mailer to their list of over 100,000 readers. Copies of the e-blasts are included in **Attachment F**.

SOCIAL MEDIA

Throughout the Draft EIR public review and comment period, an extensive bilingual social media strategy was developed to educate the public about the Project and promote the release of the Draft EIR and public comment period. The outreach effort included use of ACE Rail’s Facebook, Twitter, and Instagram. A copy of the social media plan and post content can be found in **Attachment G**.

8,666 total reached
on Facebook

13,141 total impressions
on Facebook & Twitter

Social media analytics during the Draft EIR public review and comment period included:

- **Facebook (Nine posts & one paid ad)**
 - **Advertisement (ran from March 15 – April 29)**
 - 5,142 impressions
 - 2,089 reach
 - 11 clicks
 - **Posts (six standard & three boosted)**
 - 6,577 reach
 - 414 engagements
 - 282 clicks
 - 104 likes
 - 6 comments
 - 20 shares
- **Twitter (Seven total tweets)**
 - 7,999 impressions
 - 93 engagement
- **Instagram (Seven total posts)**
 - 84 likes



CITIZEN'S GUIDE / BROCHURE

A Citizen's Guide (see **Attachment H**) was developed in both English and Spanish to serve as a quick reference about the Project including local benefits, key findings of the Draft EIR and details on how to submit comments. The guide condensed and streamlined very technical information with simplified content and graphics to visually tell the story to all publics. An electronic copy was distributed to key stakeholders via email blasts as well as posted on the project website and social media. In addition, hardcopies were made available at 16 locations throughout Stockton including the eight repositories listed above (under invite mailer) as well as:

- Cesar Chavez Central Library (605 N El Dorado St., Stockton, CA)
- Community Partnership for Families (CPFJSJ): Dorothy L. Jones/CUFF Family Resource Center: (2044 Fair St., Stockton, CA)
- Fair Oaks Library (2370 E Main St., Stockton, CA)
- Huddle Cowork by Launch Pad (110 N San Joaquin St., 2nd Floor, Stockton, CA)
- In-Season Market (215 E Alpine Ave., Stockton, CA)
- Maya Angelou Branch Library (2324 Pock Ln., Stockton, CA)
- Troke Library (502 W Benjamin Holt Dr., Stockton, CA)
- Weston Ranch Branch Library (4606 McCuen Ave., Stockton, CA)

TEXT ALERT

A local Stockton realtor (and friend of a SJRRC employee) offered his services to send a mass text to local property owners regarding the Project. The Project team confirmed there were no privacy violations prior to the mass text being sent on April 20, 2021 to 3,128 property owners reminding folks to comment on the Draft EIR:

[Name], if you have questions, comments, or concerns in regards to the Stockton Diamond Grade Separation, please visit stocktondiamond.com SJ Regional Rail Commission Reply STOP for opt-out.

Public & Stakeholder Engagement

BILINGUAL VIRTUAL PUBLIC MEETING

For public convenience, and to allow participation in a safe environment while social distancing, a bilingual (English and Spanish) virtual public meeting was held via Webex during the 45-day public review and comment period. Members of the public were encouraged to attend the bilingual virtual public meeting to learn more about the Project, interact with team members, ask questions and submit formal comments.



English Meeting	Spanish Meeting
ONLINE: <ul style="list-style-type: none"> • Webex Link: bit.ly/SD_Meeting_English • Webex Password: SD_English BY PHONE: <ul style="list-style-type: none"> • Dial-in #: 408-418-9388 • Dial-in Code: 187 558 2321 	ONLINE: <ul style="list-style-type: none"> • Webex Link: bit.ly/SD_Meeting_Spanish • Webex Password: SD_Spanish BY PHONE: <ul style="list-style-type: none"> • Dial-in #: 408-418-9388 • Dial-in Code: 187 359 6057

Those who needed additional accessibility preferences were directed to call the Project information line or send an email to info@stocktondiamond.com. The PowerPoint presentation is included in **Attachment J**.

STAKEHOLDER PRESENTATIONS

During the Draft EIR public review and comment period, the Project Team presented virtually via Zoom to five local community groups to discuss the Project and remind the groups to submit comments.

- Downtown Stockton Alliance (10 attendees participated on March 17, 2021)
- Rise Stockton (24 attendees participated on April 15, 2021)
- Stockton Rotary (35 attendees participated on April 21, 2021)
- Catholic Charities Healthy Neighborhood Collaborative (11 attendees participated on April 21, 2021)
- San Joaquin Partnership (15 attendees participated on April 22, 2021)

A copy of the general stakeholder PowerPoint presentation is provided in **Attachment K**.

Comments Submittal

In an effort to provide convenience to interested participants, comments could be submitted through a number of different mediums during the Draft EIR 45-day public review and comment period. Comments submittal was established electronically through the website, Project email and the bilingual virtual public meeting. Comments were also able to be submitted via hard copy mailers that incorporated a perforated comment card or voicemail on the Project information line. The goal was to provide a feasible solution for all interested audiences for comments submittal. Overall, **26 comments** were submitted during the Project’s Draft EIR public review and comment period. A comments matrix including letters received during scoping can be found in **Attachment L**.

COMMENT ORIGIN

- Nine letters (submitted via email to info@stocktondiamond.com)
 - Two from state agencies:
 - Caltrans



- Central Valley Regional Water Quality Control Board
 - Seven from local agencies and organizations:
 - City of Stockton, Public Works Department
 - Rail Passenger Association of California and Nevada (RailPAC)
 - Rise Stockton
 - San Joaquin Council of Governments
 - San Joaquin Regional Transit District
 - San Joaquin Valley Air Pollution Control District
 - Union Pacific Railroad
- Three emails to info@stocktondiamond.com
 - BNSF
 - Catholic Charities
 - City of Stockton, Municipal Utilities Department
- Four hotline calls
- Four mailed comment cards from property owners
- One bilingual virtual meeting comment from Little Manila Rising
- Five website comments

COMMENTS DOCUMENTATION / REVIEW

A final step during the formal solicitation of comments during the Draft EIR public review and comment period is the collection, categorization and review of all input. Comments/input submitted during the 45-day period were documented and organized by category to allow for easy review by the project team and respective technical disciplines.

Comment Themes

Of the 26 comments submitted during the 45-day scoping period from **March 15 to April 29, 2021**, the following comment themes were identified.

- **Aesthetics**
 - Vegetation barriers and aesthetic treatments
- **Agency Coordination**
 - Corridor transportation projects
 - Permits
 - Utility coordination



- **Air Quality/Greenhouse Gas Emissions**
 - Air quality analysis & impacts
 - Air quality project-related emissions
 - GHG emissions/reductions
- **Approval Process**
 - NEPA assignment MOU & FRA list of projects
- **Biological Impacts**
 - San Joaquin County Multi-Species Habitat Conservation and Open Space Plan consistency
 - Vegetation removal
 - Endangered and Special-Status Species
- **Community**
 - Business displacements
 - Community benefit agreement
 - Connectivity
 - Relocations
- **Concepts/Alternatives**
 - Right-of-way acquired
 - Train storage south of Tamien
 - Request for plans/designs depicting project
 - Drone video footage of project (visual animations)
 - Compatible with modernization of rail travel (higher speed designs)
 - Clearance specifications to support electrification of double deck trains
 - Hybrid option that depresses BNSF tracks
 - Support of the Build Alternative
 - Opposition of the project
 - Project improvement maintenance
- **Construction**
 - Traffic congestion & related impacts
 - Timeline
- **Environmental Justice**
 - Diverse audiences, community benefit
 - Homelessness
 - Economic Impacts
- **Freight Operations**
 - Current & future volumes



- Electrification
- Technology (locomotives, railcar movers)
- District rules and regulations

- **Funding/Costs**
 - Private/local contribution & funding sources

- **Health/Safety**
 - Rail crossings

- **Noise/Vibration**
 - Residents & property values
 - Analysis and impacts to residents

- **Outreach/Communications**
 - Communications strategy/plan & pandemic
 - Additional meetings with SWG, partner agencies and riders
 - Compensation for public participation

- **Passenger Service**
 - Expansion plans
 - Frequency increases
 - Station locations

- **Traffic/Transportation Circulation**
 - Local road impacts
 - Road closures
 - Bus facilities/routes
 - Traffic analysis and Impacts
 - Caltrans Complete Streets Directive
 - Pedestrian/bicycle facilities

- **Water Quality**
 - Plan consistency (State, Regional, Local)
 - 401, 404 Permits
 - MS4 Permit
 - Post construction Water Quality Measures
 - Permitting
 - Hydrology analysis and impacts
 - Local drainage



Next Steps

SJRRC is currently reviewing input received during the Draft EIR public review and comment period to prepare the Final EIR, which is anticipated to be released and approved in summer 2021. CHSRA is concurrently preparing the EA for the proposed Project, which is anticipated to be completed and approved in fall 2021.



Notice of Availability and CEQA Notice of Completion & Environmental Document Transmittal



**STOCKTON
DIAMOND**

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



**SAN JOAQUIN
REGIONAL
RAIL COMMISSION**

NOTICE OF AVAILABILITY OF A DRAFT ENVIRONMENTAL IMPACT REPORT

**Stockton Diamond Grade
Separation**

PUBLIC REVIEW PERIOD: MARCH 15, 2021 – April 28, 2021

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

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

A. Stockton Diamond Grade Separation Location and Limits

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

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

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

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

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

B. Description of the Stockton Diamond Grade Separation

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

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

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

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

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

C. Potential Environmental Impacts

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

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

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

D. Availability of Draft Environmental Impact Report

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

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

E. Virtual Meeting

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

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

English Meeting Information

Webex: bit.ly/SD_Meeting_English
Webex Password: SD_English
Dial-in #: 408-418-9388
Access Code: 187 558 2321

Spanish Meeting Information

WebEx: bit.ly/SD_Meeting_Spanish
Webex Password: SD_Spanish
Dial-in #: 408-418-9388
Access Code: 187 359 6057

F. Comments on the Draft Environmental Impact Report

A 45-day public and agency review period pursuant to Section 150105 of the State CEQA Guidelines is scheduled from **March 15, 2021 to April 28, 2021**. Comments may be made on comment cards provided at the open house or submitted in writing by regular mail or email. Please note that you do not need to attend one of the open houses to comment on the Draft EIR. Please send comments submitted in writing to:

Email:

info@stocktondiamond.com

Mail:

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

Comments on the Draft EIR must be received by the end of the review period, which is **April 28, 2021 at 5:00 p.m.**



State of California - Department of Fish and Wildlife
2021 ENVIRONMENTAL FILING FEE CASH RECEIPT
 DFW 753.5a (REV. 01/01/21) Previously DFG 753.5a

RECEIPT NUMBER: 39-03152021-065
STATE CLEARINGHOUSE NUMBER (if applicable)

SEE INSTRUCTIONS ON REVERSE. TYPE OR PRINT CLEARLY.

LEAD AGENCY SAN JOAQUIN REGIONAL RAIL COMMISSION	LEAD AGENCY EMAIL	DATE 03/15/2021
COUNTY/STATE AGENCY OF FILING SAN JOAQUIN	DOCUMENT NUMBER 39-03152021-065	

PROJECT TITLE
 NOTICE OF AVAILABILITY OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE STOCKTON DIAMOND

PROJECT APPLICANT NAME SAN JOAQUIN REGIONAL RAIL COMMISSION	PROJECT APPLICANT EMAIL	PHONE NUMBER 0
PROJECT APPLICANT ADDRESS 949 E CHANNEL ST	CITY STOCKTON	STATE CA
		ZIP CODE 95202

PROJECT APPLICANT (Check appropriate box)

Local Public Agency
 School District
 Other Special District
 State Agency
 Private Entity

CHECK APPLICABLE FEES:

- Environmental Impact Report (EIR) \$3,445.25 \$ _____
- Mitigated/Negative Declaration (MND)(ND) \$2,480.25 \$ _____
- Certified Regulatory Program (CRP) document - payment due directly to CDFW \$1,171.25 \$ _____
- Exempt from fee
 - Notice of Exemption (attach)
 - CDFW No Effect Determination (attach)
- Fee previously paid (attach previously issued cash receipt copy)
- Water Right Application or Petition Fee (State Water Resources Control Board only) \$850.00 \$ _____
- County documentary handling fee \$ _____
- Other \$ _____

PAYMENT METHOD:

- Cash
 Credit
 Check
 Other
 TOTAL RECEIVED \$ _____ \$0.00

SIGNATURE X	AGENCY OF FILING PRINTED NAME AND TITLE Samantha E. Treat-Landrum ,Deputy
----------------	------------------------------------------------------------------------------





State of California - Department of Fish and Wildlife
2021 ENVIRONMENTAL FILING FEE CASH RECEIPT
 DFW 753.5a (REV. 01/01/21) Previously DFG 753.5a

NOTICE

Each project applicant shall remit to the county clerk the environmental filing fee before or at the time of filing a Notice of Determination (Pub. Resources Code, § 21152; Fish & G. Code, § 711.4, subdivision (d); Cal. Code Regs., tit. 14, § 753.5). Without the appropriate fee, statutory or categorical exemption, or a valid No Effect Determination issued by the California Department of Fish and Wildlife (CDFW), the Notice of Determination is not operative, vested, or final, and shall not be accepted by the county clerk.

COUNTY DOCUMENTARY HANDLING FEE

The county clerk may charge a documentary handling fee of fifty dollars (\$50) per filing in addition to the environmental filing fee (Fish & G. Code, § 711.4, subd. (e); Cal. Code Regs., tit. 14, § 753.5, subd. (g)(1)). A county board of supervisors shall have the authority to increase or decrease the fee or charge, that is otherwise authorized to be levied by another provision of law, in the amount reasonably necessary to recover the cost of providing any product or service or the cost of enforcing any regulation for which the fee or charge is levied (Gov. Code, § 54985, subd. (a)).

COLLECTION PROCEDURES FOR COUNTY GOVERNMENTS

Filing Notice of Determination (NOD):

- Collect environmental filing fee or copy of previously issued cash receipt. *(Do not collect fee if project applicant presents a No Effect Determination signed by CDFW. An additional fee is required for each separate environmental document. An addendum is not considered a separate environmental document. Checks should be made payable to the county.)*
- Issue cash receipt to project applicant.
- Attach copy of cash receipt and, if applicable, previously issued cash receipt, to NOD.
- Mail filing fees for CRP document to CDFW prior to filing the NOD or equivalent final approval (Cal. Code Regs. Tit. 14, § 753.5 (b)(5)). The CRP should request receipt from CDFW to show proof of payment for filing the NOD or equivalent approval. Please mail payment to address below made attention to the Cash Receipts Unit of the Accounting Services Branch.

If the project applicant presents a **No Effect Determination** signed by CDFW, also:

- Attach No Effect Determination to NOD *(no environmental filing fee is due).*

Filing Notice of Exemption (NOE) *(Statutorily or categorically exempt project (Cal. Code Regs., tit. 14, §§ 15260-15285, 15300-15333))*

- Issue cash receipt to project applicant.
- Attach copy of cash receipt to NOE *(no environmental filing fee is due).*

Within 30 days after the end of each month in which the environmental filing fees are collected, each county shall summarize and record the amount collected on the monthly State of California Form No. CA25 (TC31) and remit the amount collected to the State Treasurer. Identify the remittance on Form No. CA25 as "Environmental Document Filing Fees" per Fish and Game Code section 711.4.

The county clerk shall mail the following documents to CDFW on a monthly basis:

- ✓ A photocopy of the monthly State of California Form No. CA25 (TC31)
- ✓ CDFW/ASB copies of all cash receipts (including all voided receipts)
- ✓ A copy of all CDFW No Effect Determinations filed in lieu of fee payment
- ✓ A copy of all NODs filed with the county during the preceding month
- ✓ A list of the name, address and telephone number of all project applicants for which an NOD has been filed. If this information is contained on the cash receipt filed with CDFW under California Code of Regulations, title 14, section 753.5, subdivision (e)(6), no additional information is required.

DOCUMENT RETENTION

The county shall retain two copies of the cash receipt (for lead agency and county clerk) and a copy of all documents described above for at least 12 months.

RECEIPT NUMBER

- # The first two digits automatically populate by making the appropriate selection in the County/State Agency of Filing drop down menu.
- # The next eight digits automatically populate when a date is entered.
- # The last three digits correspond with the sequential order of issuance for each calendar year. For example, the first receipt number issued on January 1 should end in 001. If a county issued 252 receipts for the year ending on December 31, the last receipt number should end in 252. CDFW recommends that counties and state agencies 1) save a local copy of this form, and 2) track receipt numbers on a spreadsheet tabbed by month to ensure accuracy.

DO NOT COMBINE THE ENVIRONMENTAL FEES WITH THE STATE SHARE OF FISH AND WILDLIFE FEES.

Mail to:

California Department of Fish and Wildlife
 Accounting Services Branch
 P.O. Box 944209
 Sacramento, California 94244-2090



State of California - Department of Fish and Wildlife
2021 ENVIRONMENTAL FILING FEE CASH RECEIPT
 DFW 753.5a (REV. 01/01/21) Previously DFG 753.5a

RECEIPT NUMBER: 39-03152021-065
STATE CLEARINGHOUSE NUMBER <i>(if applicable)</i>

SEE INSTRUCTIONS ON REVERSE. TYPE OR PRINT CLEARLY.

LEAD AGENCY SAN JOAQUIN REGIONAL RAIL COMMISSION	LEAD AGENCY EMAIL	DATE 03/15/2021
COUNTY/STATE AGENCY OF FILING SAN JOAQUIN	DOCUMENT NUMBER 39-03152021-065	

PROJECT TITLE

NOTICE OF AVAILABILITY OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE STOCKTON DIAMOND

PROJECT APPLICANT NAME SAN JOAQUIN REGIONAL RAIL COMMISSION	PROJECT APPLICANT EMAIL	PHONE NUMBER 0	
PROJECT APPLICANT ADDRESS 949 E CHANNEL ST	CITY STOCKTON	STATE CA	ZIP CODE 95202

PROJECT APPLICANT *(Check appropriate box)*

- Local Public Agency
 School District
 Other Special District
 State Agency
 Private Entity

CHECK APPLICABLE FEES:

- | | | |
|-----------------------------------------------------------------------------------------------------|------------|----------|
| <input type="checkbox"/> Environmental Impact Report (EIR) | \$3,445.25 | \$ _____ |
| <input type="checkbox"/> Mitigated/Negative Declaration (MND)(ND) | \$2,480.25 | \$ _____ |
| <input type="checkbox"/> Certified Regulatory Program (CRP) document - payment due directly to CDFW | \$1,171.25 | \$ _____ |

- Exempt from fee
 Notice of Exemption (attach)
 CDFW No Effect Determination (attach)
 Fee previously paid (attach previously issued cash receipt copy)

- | | | |
|-------------------------------------------------------------------------------------------------------------|----------|----------|
| <input type="checkbox"/> Water Right Application or Petition Fee (State Water Resources Control Board only) | \$850.00 | \$ _____ |
| <input type="checkbox"/> County documentary handling fee | | \$ _____ |
| <input type="checkbox"/> Other | | \$ _____ |

PAYMENT METHOD:

- Cash
 Credit
 Check
 Other

TOTAL RECEIVED \$ _____ **\$0.00**

SIGNATURE 	AGENCY OF FILING PRINTED NAME AND TITLE Samantha E. Treat-Landrum ,Deputy
---------------	------------------------------------------------------------------------------



Lead Agency:

San Joaquin Regional Rail Commission

949 E Channel

Stockton, Ca 95202

DOCUMENT TITLE

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

Filed Doc #: 39-03152021-065
03/15/2021 10:50:37 AM
Steve J. Bestolarides
San Joaquin County Clerk



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



**SAN JOAQUIN
REGIONAL
RAIL COMMISSION**

NOTICE OF AVAILABILITY OF A DRAFT ENVIRONMENTAL IMPACT REPORT

**Stockton Diamond Grade
Separation**

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

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

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

A. Stockton Diamond Grade Separation Location and Limits

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

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

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

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

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

B. Description of the Stockton Diamond Grade Separation

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

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

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

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

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

C. Potential Environmental Impacts

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

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

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

D. Availability of Draft Environmental Impact Report

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

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

E. Virtual Meeting

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

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

English Meeting Information

Webex: bit.ly/SD_Meeting_English

Webex Password: SD_English

Dial-in #: 408-418-9388

Access Code: 187 558 2321

Spanish Meeting Information

WebEx: bit.ly/SD_Meeting_Spanish

Webex Password: SD_Spanish

Dial-in #: 408-418-9388

Access Code: 187 359 6057

F. Comments on the Draft Environmental Impact Report

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

Email:
info@stocktondiamond.com

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

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

Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
 For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH #

Project Title: _____
 Lead Agency: _____ Contact Person: _____
 Mailing Address: _____ Phone: _____
 City: _____ Zip: _____ County: _____

Project Location: County: _____ City/Nearest Community: _____
 Cross Streets: _____ Zip Code: _____
 Longitude/Latitude (degrees, minutes and seconds): _____° _____' _____" N / _____° _____' _____" W Total Acres: _____
 Assessor's Parcel No.: _____ Section: _____ Twp.: _____ Range: _____ Base: _____
 Within 2 Miles: State Hwy #: _____ Waterways: _____
 Airports: _____ Railways: _____ Schools: _____

Document Type:

CEQA: <input type="checkbox"/> NOP	<input type="checkbox"/> Draft EIR	NEPA: <input type="checkbox"/> NOI	Other: <input type="checkbox"/> Joint Document
<input type="checkbox"/> Early Cons	<input type="checkbox"/> Supplement/Subsequent EIR	<input type="checkbox"/> EA	<input type="checkbox"/> Final Document
<input type="checkbox"/> Neg Dec	(Prior SCH No.) _____	<input type="checkbox"/> Draft EIS	<input type="checkbox"/> Other: _____
<input type="checkbox"/> Mit Neg Dec	Other: _____	<input type="checkbox"/> FONSI	_____

Local Action Type:

<input type="checkbox"/> General Plan Update	<input type="checkbox"/> Specific Plan	<input type="checkbox"/> Rezone	<input type="checkbox"/> Annexation
<input type="checkbox"/> General Plan Amendment	<input type="checkbox"/> Master Plan	<input type="checkbox"/> Prezone	<input type="checkbox"/> Redevelopment
<input type="checkbox"/> General Plan Element	<input type="checkbox"/> Planned Unit Development	<input type="checkbox"/> Use Permit	<input type="checkbox"/> Coastal Permit
<input type="checkbox"/> Community Plan	<input type="checkbox"/> Site Plan	<input type="checkbox"/> Land Division (Subdivision, etc.)	<input type="checkbox"/> Other: _____

Development Type:

<input type="checkbox"/> Residential: Units _____ Acres _____	<input type="checkbox"/> Transportation: Type _____
<input type="checkbox"/> Office: Sq.ft. _____ Acres _____ Employees _____	<input type="checkbox"/> Mining: Mineral _____
<input type="checkbox"/> Commercial: Sq.ft. _____ Acres _____ Employees _____	<input type="checkbox"/> Power: Type _____ MW _____
<input type="checkbox"/> Industrial: Sq.ft. _____ Acres _____ Employees _____	<input type="checkbox"/> Waste Treatment: Type _____ MGD _____
<input type="checkbox"/> Educational: _____	<input type="checkbox"/> Hazardous Waste: Type _____
<input type="checkbox"/> Recreational: _____	<input type="checkbox"/> Other: _____
<input type="checkbox"/> Water Facilities: Type _____ MGD _____	

Project Issues Discussed in Document:

<input type="checkbox"/> Aesthetic/Visual	<input type="checkbox"/> Fiscal	<input type="checkbox"/> Recreation/Parks	<input type="checkbox"/> Vegetation
<input type="checkbox"/> Agricultural Land	<input type="checkbox"/> Flood Plain/Flooding	<input type="checkbox"/> Schools/Universities	<input type="checkbox"/> Water Quality
<input type="checkbox"/> Air Quality	<input type="checkbox"/> Forest Land/Fire Hazard	<input type="checkbox"/> Septic Systems	<input type="checkbox"/> Water Supply/Groundwater
<input type="checkbox"/> Archeological/Historical	<input type="checkbox"/> Geologic/Seismic	<input type="checkbox"/> Sewer Capacity	<input type="checkbox"/> Wetland/Riparian
<input type="checkbox"/> Biological Resources	<input type="checkbox"/> Minerals	<input type="checkbox"/> Soil Erosion/Compaction/Grading	<input type="checkbox"/> Growth Inducement
<input type="checkbox"/> Coastal Zone	<input type="checkbox"/> Noise	<input type="checkbox"/> Solid Waste	<input type="checkbox"/> Land Use
<input type="checkbox"/> Drainage/Absorption	<input type="checkbox"/> Population/Housing Balance	<input type="checkbox"/> Toxic/Hazardous	<input type="checkbox"/> Cumulative Effects
<input type="checkbox"/> Economic/Jobs	<input type="checkbox"/> Public Services/Facilities	<input type="checkbox"/> Traffic/Circulation	<input type="checkbox"/> Other: _____

Present Land Use/Zoning/General Plan Designation:

Project Description: (please use a separate page if necessary)

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.

Reviewing Agencies Checklist

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with an "X".
If you have already sent your document to the agency please denote that with an "S".

<input type="checkbox"/> Air Resources Board	<input type="checkbox"/> Office of Historic Preservation
<input type="checkbox"/> Boating & Waterways, Department of	<input type="checkbox"/> Office of Public School Construction
<input type="checkbox"/> California Emergency Management Agency	<input type="checkbox"/> Parks & Recreation, Department of
<input type="checkbox"/> California Highway Patrol	<input type="checkbox"/> Pesticide Regulation, Department of
<input type="checkbox"/> Caltrans District # _____	<input type="checkbox"/> Public Utilities Commission
<input type="checkbox"/> Caltrans Division of Aeronautics	<input type="checkbox"/> Regional WQCB # _____
<input type="checkbox"/> Caltrans Planning	<input type="checkbox"/> Resources Agency
<input type="checkbox"/> Central Valley Flood Protection Board	<input type="checkbox"/> Resources Recycling and Recovery, Department of
<input type="checkbox"/> Coachella Valley Mtns. Conservancy	<input type="checkbox"/> S.F. Bay Conservation & Development Comm.
<input type="checkbox"/> Coastal Commission	<input type="checkbox"/> San Gabriel & Lower L.A. Rivers & Mtns. Conservancy
<input type="checkbox"/> Colorado River Board	<input type="checkbox"/> San Joaquin River Conservancy
<input type="checkbox"/> Conservation, Department of	<input type="checkbox"/> Santa Monica Mtns. Conservancy
<input type="checkbox"/> Corrections, Department of	<input type="checkbox"/> State Lands Commission
<input type="checkbox"/> Delta Protection Commission	<input type="checkbox"/> SWRCB: Clean Water Grants
<input type="checkbox"/> Education, Department of	<input type="checkbox"/> SWRCB: Water Quality
<input type="checkbox"/> Energy Commission	<input type="checkbox"/> SWRCB: Water Rights
<input type="checkbox"/> Fish & Game Region # _____	<input type="checkbox"/> Tahoe Regional Planning Agency
<input type="checkbox"/> Food & Agriculture, Department of	<input type="checkbox"/> Toxic Substances Control, Department of
<input type="checkbox"/> Forestry and Fire Protection, Department of	<input type="checkbox"/> Water Resources, Department of
<input type="checkbox"/> General Services, Department of	<input type="checkbox"/> Other: _____
<input type="checkbox"/> Health Services, Department of	<input type="checkbox"/> Other: _____
<input type="checkbox"/> Housing & Community Development	
<input type="checkbox"/> Native American Heritage Commission	

Local Public Review Period (to be filled in by lead agency)

Starting Date _____ Ending Date _____

Lead Agency (Complete if applicable):

Consulting Firm: _____	Applicant: _____
Address: _____	Address: _____
City/State/Zip: _____	City/State/Zip: _____
Contact: _____	Phone: _____
Phone: _____	

Signature of Lead Agency Representative: _____ Date: _____

Authority cited: Section 21083, Public Resources Code. Reference: Section 21161, Public Resources Code.

Stockton Diamond Grade Separation Project Description:

The San Joaquin Regional Rail Commission (SJRRRC) proposes to construct a grade separation of two principal railroad lines at the Stockton Diamond in Stockton, California. This Environmental Impact Report (EIR) was prepared in conformance with the California Environmental Quality Act (CEQA). SJRRRC, as the project sponsor, is the CEQA lead agency.

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

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

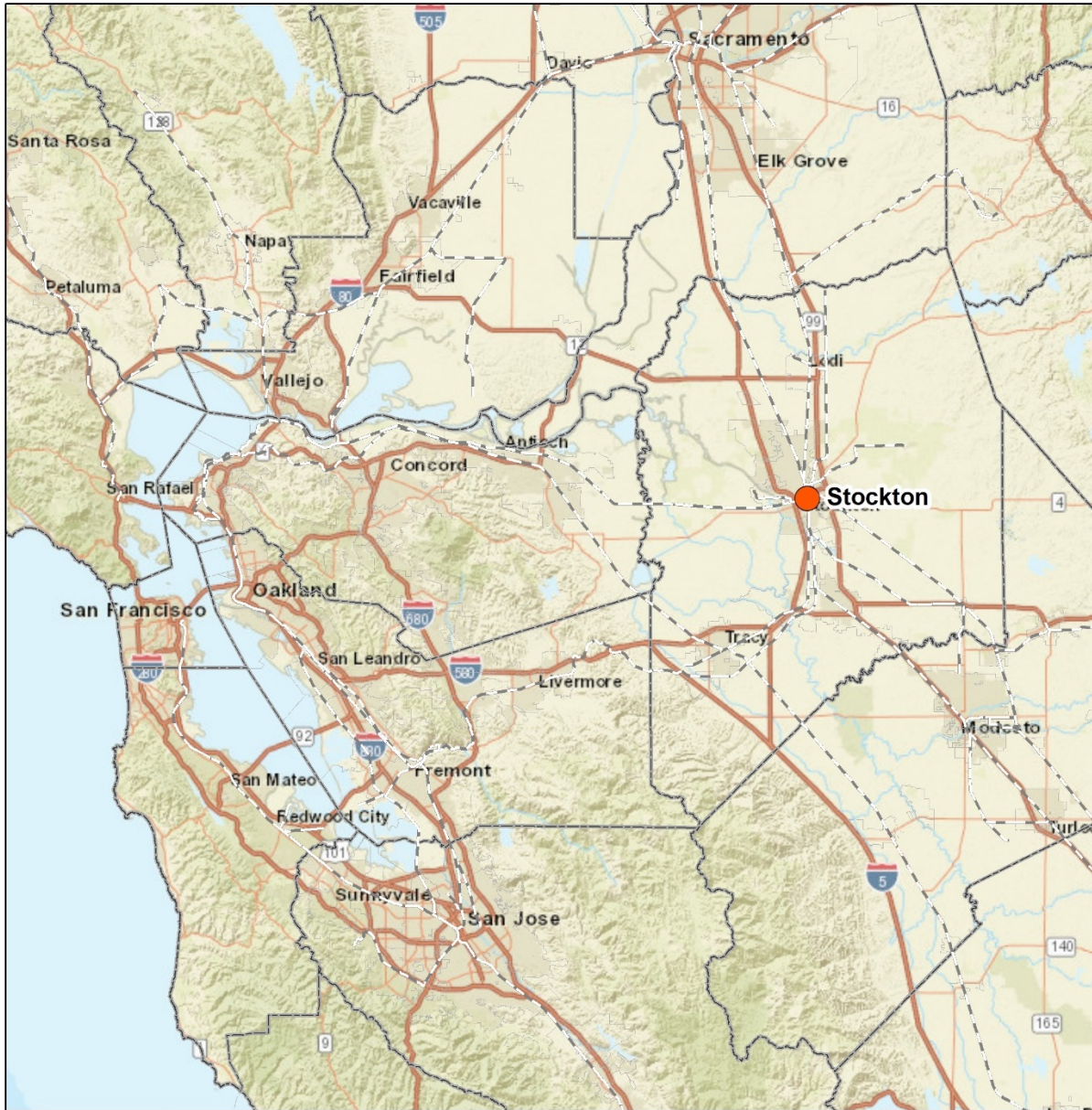
The proposed Project would construct a grade separation of the BNSF and UP rail lines to reduce rail congestion and allow passenger and freight rail traffic to flow uninterrupted through the crossing. The reduction in rail congestion would reduce delays for passenger and freight rail providers and improve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

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

The nearest school to the Project site is Jane Frederick Continuation High School, which is approximately 0.04 miles to the northeast of the Project construction limits. Other educational facilities in the hazards and hazardous materials RSA, all located east of Stanislaus Street, include: TEAM Charter School and Academy, Creative Child Care at TEAM Charter, and Gleason Park Head Start.

Figure 1: Regional Location



REGIONAL LOCATION

- Stockton
- California Rail Network
- City Boundary
- County Boundary



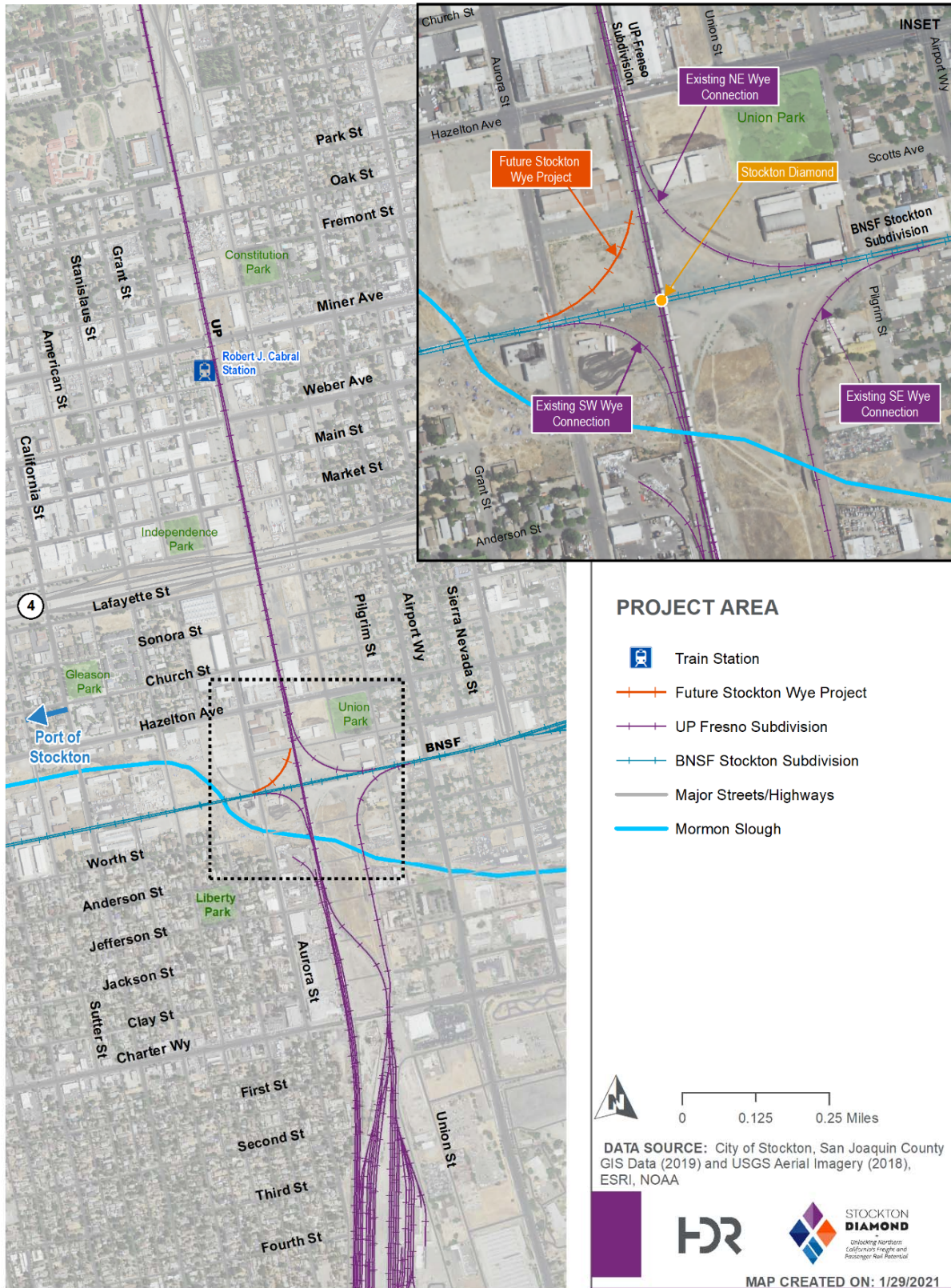
0 15 30 Miles

DATA SOURCE: City of Stockton (2019), ESRI, HERE, Garmin, NOAA, and USGS (2020)









MAP CREATED ON: 11/19/2020

Figure 2: Project Area



PROJECT AREA

-  Train Station
-  Future Stockton Wye Project
-  UP Fresno Subdivision
-  BNSF Stockton Subdivision
-  Major Streets/Highways
-  Mormon Slough



DATA SOURCE: City of Stockton, San Joaquin County GIS Data (2019) and USGS Aerial Imagery (2018), ESRI, NOAA



MAP CREATED ON: 1/29/2021



Public Notice Advertisements

NOTICE OF AVAILABILITY

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

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



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

PROJECT OVERVIEW

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ENGLISH MEETING

Webex: bit.ly/SD_Meeting_English

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Dial-in #: 408-418-9388 | **Access Code:** 187 558 2321

SPANISH MEETING

Webex: bit.ly/SD_Meeting_Spanish

Webex Password: SD_Spanish

Dial-in #: 408-418-9388 | **Access Code:** 187 359 6057

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Rams

Continued from Page 1A

senior running back Tyrei Washington scored a 6-yard touchdown to bring the Rams within 8. The Spartans recovered the ensuing inside kick, and put the final touches on their opening win.

"We've been out for a while," said Washington, who scored twice Saturday night. "It was really surprising for us to come out and play like that. We got a couple bad plays, but we pulled it together and only lost by a touchdown."

As months passed during the coronavirus pandemic, Saturday night's game looked like it may never happen. For seniors like Washington, the loss didn't outweigh the pleasure of playing in a real game for the first time since November 2019.

"It felt great," Washington said. "I've never not played football for this long, so it really felt great. For us to come out here and do what we did, with all the chaos going on in the offseason, it was just pretty great for us."

With minimal fans watching in the stands, each player was allowed two spectators from the same household, the Rams fell behind 7-0 in the first quarter when Nico Torrez scored on a 60-yard touchdown run. St. Mary's immediately responded with two touchdowns, one coming on a 9-yard pass from Cruz Herrera to Naseri Danielson, then a 50-yard bomb from Nathan Arnaudo to Jacy Marshall to give St. Mary's a 13-7 lead.

Washington's first touchdown cut De La Salle's lead to 28-19 late in the third quarter. His second gave the Rams a fighting chance at the end.

"I like the plan that we had," Franks said. "I think that was good. We made some plays at times. We gave up some plays at times. Just keep doing what we do, keep getting better. I like the way our kids played. I thought it was a game, both teams payed respect to the game. When I talked to the players about honoring the game, making sure you play it right, play it hard and respect the opponent, this game tonight was that."

Washington said the Rams will take time to evaluate the film and adjust ahead of their next game at Jesuit (Carmichael) on March 20.

Throughout the extended offseason, St. Mary's prepared for every obstacle that COVID-19 could throw at them during Saturday's game. Masks were worn throughout the sideline. The Rams opted against using a locker room, staying on the field during halftime and changing on the sidelines after the game was over. And instead of using water bottles, the team brought a water jug that attempted to eliminate close contact. But with almost everything during the pandemic, refining those procedures as the games move forward will likely be the norm.

"We got to adjust," Franks said. "We are going to



St. Mary's Jayden McKey (7), left, evades being tackled by De La Salle's Brodie Tagaloa (87), left, and Kairo Reid (11) during a varsity football game at De La Salle High School in Concord on Saturday.

CLIFFORD OTO, CLIFFORD OTO/THE STOCKTON RECORD

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evaluate and come up with a better plan for water. Something simple like making sure guys have enough to drink for a football game."

Though Saturday night's game was another step down the right path to normalcy, there were still some voids that the Rams felt. For example, no students from either school were in the stands.

As testing numbers continue to flatten, Franks hopes maybe that can return in the future as well.

"Part of this whole thing is emotion and atmosphere," he said. "The game is part of it, and we got the

game part done. It would be nice to get our fans, our students here and get our fans back and people in the community that would love to see a good hard-fought high school football game.

"That would have been nice. Maybe we can get to that at some point."

Record reporter Justin Frommer covers prep and college sports. He can be reached at or jfrommer@recordnet.com or on Twitter @JustinbFrommer. Support local news, subscribe to The Stockton Record at <https://www.recordnet.com/subscribe>



House Speaker Nancy Pelosi, D-Calif., says infrastructure bills are always bipartisan, "except when Republicans oppose it with a Democratic president." J. SCOTT APPLEWHITE/AP FILE

Pelosi

Continued from Page 3A

timeline. The rollout was likely to slide into April as the administration embarks on a nationwide push over the coming weeks to sell Americans on the benefits of the COVID-19 relief bill.

Sen. Tom Carper, D-Del., chairman of the Senate Environment and Public Works Committee, and Rep. Peter DeFazio, D-Ore., chairman of House Transportation and Infrastructure Committee, hope to pass a bill out of their committees in May.

The package could include policy changes – on green energy and immigration – and even try to make permanent some of the just-passed COVID-19 assistance such as child tax credits.

"It is going to be green and it is going to be big," DeFazio told The Associated Press.

Wyoming Sen. John Barrasso, the No. 3 Senate Republican, said he wants to see bipartisan support for an infrastructure legislation. But he said the House in the last Congress refused to embrace a \$287 billion bill unanimously passed by a Senate committee and changed it in a way that Republicans could not accept.

"What did the House do? They replaced our highway bill with the Green New Deal," he said.

On Sunday, Pelosi declined to say whether tax increases would be required for the House legislation, stressing that Congress would explore all options, including generating revenue with something similar to the Obama administration's Build America bonds.

Cost will be a major hurdle in passing an infrastructure plan. There's little political interest in increasing the 18.3-cent-per-gallon federal gas tax, which generates revenue for the Highway Trust Fund, even though the rate has not increased since 1993. Biden promised during the campaign he would not increase taxes on people making less than \$400,000 a year.

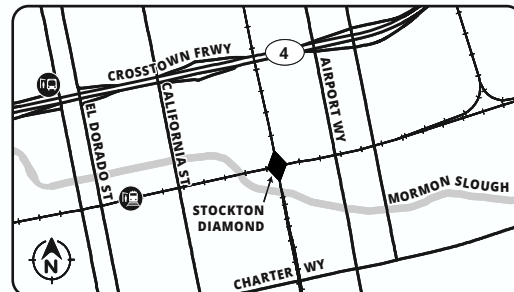
"This is about broadband. It's about water systems. It's about mass transit, it's about good paying jobs all over the country," she said. "It's also about schools and housing and the rest. ... So the goal is to promote good growth, creating good-paying jobs as we protect our planet and are fiscally sound."

Pelosi and Barrasso spoke on ABC's "This Week."

NOTICE OF AVAILABILITY

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

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



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NOTIFICACIÓN SOBRE DISPONIBILIDAD

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

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



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

POSIBLES IMPACTOS AMBIENTALES

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

APERTURAS A LA PARTICIPACIÓN PÚBLICA

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

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Contraseña de Webex: SD_Spanish

Tel. para Ingresar #: 408-418-9388 | Clave: 187 359 6057

JUNTA EN INGLÉS

Enlace de Webex: bit.ly/SD_Meeting_English

Contraseña de Webex: SD_English

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PARA SOMETER SUS COMENTARIOS

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

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ADAPTACIONES ESPECIALES PARA PARTICIPAR

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

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- ayudarte a pagar tu renta?
- ayudarte a reparar tu carro?
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CUANDO NO TE DEMORES PARA DECLARAR TUS TAXES.

Aún tienes tiempo para reclamar tu Crédito en los Taxes por Ingreso del Trabajo que brindan el estado de California y el gobierno federal. CalEITC4Me.org

Si tus ingresos son de \$30,000 o menos, podrías calificar para el crédito CalEITC.

Visita CalEITC4Me.org para ver si calificas y mientras estés ahí:

- Accede los materiales que te ayudarán a comprender qué es el Crédito en los Taxes por Ingreso del Trabajo
- Conoce cómo obtener ayuda gratuita con tus taxes y cómo programar una cita
- Usa nuestra calculadora gratuita para determinar la cantidad de tus créditos posibles en los taxes



¿No tienes un número de seguro social? No hay problema. Por primera vez, los contribuyentes que tienen un número ITIN pueden ser elegibles para solicitar el crédito CalEITC junto con tu declaración de taxes 2020.



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

APERTURAS A LA PARTICIPACIÓN PÚBLICA

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

JUNTA EN ESPAÑOL

Enlace de Webex: bit.ly/SD_Meeting_Spanish
 Contraseña de Webex: SD_Spanish
 Tel. para Ingresar #: 408-418-9388 | Clave: 187 359 6057

JUNTA EN INGLÉS

Enlace de Webex: bit.ly/SD_Meeting_English
 Contraseña de Webex: SD_English
 Tel. para Ingresar #: 408-418-9388 | Clave: 187 558 2321

PARA SOMETER SUS COMENTARIOS

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

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

Correo Electrónico: info@stocktondiamond.com
 Sitio Virtual: stocktondiamond.com
 Telephone: 209-235-0133

ADAPTACIONES ESPECIALES PARA PARTICIPAR

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



Invite Mailer & Database Methodology

**NOTICE OF AVAILABILITY
OF DRAFT ENVIRONMENTAL
IMPACT REPORT AND BILINGUAL
VIRTUAL PUBLIC MEETING**



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**PUBLIC COMMENT PERIOD
March 15 – April 29, 2021**

Visit stocktondiamond.com anytime during this time to review information and submit comments.

STOCKTONDIAMOND.COM

INFO@STOCKTONDIAMOND.COM

209-235-0133

ALTAMONTCORRIDOREXPRESS

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WE WANT TO HEAR FROM YOU!

Due to COVID-19 pandemic, we are offering a convenient, bilingual virtual meeting for you to learn more about the project, interact with project team members, ask questions and submit formal comments on the Draft EIR during the project’s 45-day public comment period.

Please contact us for additional accessibility preferences. For the deaf, hard of hearing or speech impaired (TDD) users, contact California Relay Service TTY and/or Voice Line at 1-800-735-2929, or 711.

**BILINGUAL VIRTUAL PUBLIC MEETING
Tuesday, April 6, 2021 | 6–7:30 p.m.**

ENGLISH MEETING

Webex Link: bit.ly/SD_Meeting_English

Webex Password: SD_English

Dial-in #: 408-418-9388 | Code: 187 558 2321

SPANISH MEETING

Webex Link: bit.ly/SD_Meeting_Spanish

Webex Password: SD_Spanish

Dial-in #: 408-418-9388 | Code: 187 359 6057

The San Joaquin Regional Rail Commission, the California Environmental Quality Act (CEQA) Lead Agency, is issuing this Notice of Availability of a Draft Environmental Impact Report (EIR) and bilingual virtual public meeting for the Stockton Diamond Grade Separation Project. **The public review and comment period of 45 days will begin on March 15 and end at 5 p.m. on April 29, 2021.** During the comment period, the public is encouraged to provide input on the Draft EIR. All input received will be documented and addressed in the Final EIR, anticipated to be completed this summer. The California High Speed Rail Authority (CHSRA) serves as the National Environmental Policy Act (NEPA) Lead Agency, under delegation by the Federal Highway Administration, and is concurrently preparing an Environmental Assessment (EA) for the proposed Project.

The proposed project will grade separate the railway tracks of BNSF Railway and Union Pacific Railroad at the Stockton Diamond to enhance passenger and freight rail operations, efficiency, and safety. This improvement will also reduce vehicle and train idling which in turn reduces greenhouse gas emissions.

DRAFT EIR PUBLIC REVIEW LOCATIONS

To review the Draft EIR electronically, visit the project website or visit any of the below locations to review a hard copy.

- San Joaquin Regional Rail Commission**
949 E Channel St., Stockton, CA
- California High Speed Rail Authority**
770 L St., Suite 620, Sacramento, CA
- Stockton City Hall**
425 N El Dorado St., Stockton, CA
- San Joaquin County**
44 N San Joaquin St., Stockton, CA
- Catholic Charities Diocese of Stockton**
1106 N. El Dorado St., Stockton, CA
- Café Coop**
42 N Sutter St., Stockton, CA
- El Concilio**
445 N. San Joaquin St., Stockton, CA
- Restoration for Life Ministries**
1234 Anderson St., Stockton, CA

COMMENT CARD / TARJETA DE COMENTARIOS

To submit comments on the Draft EIR, please fill out the comment card below then detach, affix stamp and place in mailbox.

Para someter comentarios sobre el EIR preliminar, llene la tarjeta de comentarios aquí abajo, córtela, póngale un sello postal y colóquela en un buzón de correos.

Name / Nombre: _____ Email / Correo electrónico: _____

Address / Domicilio: _____ Phone / Teléfono: _____



COMENTARIO PÚBLICO
15 de marzo al 29 de abril del 2021

Puede visitar stocktondiamond.com en cualquier momento durante estas fechas anotadas para revisar la información y someter sus comentarios..

-  **STOCKTONDIAMOND.COM**
-  **INFO@STOCKTONDIAMOND.COM**
-  **209-235-0133**
-  **ALTAMONTCORRIDOREXPRESS**
-  **ACE_TRAIN**

LUGARES DE ACCESO AL PLAN PRELIMINAR SOBRE IMPACTO AMBIENTAL (EIR)

Para leer el EIR Preliminar en-línea, visite el sitio virtual del proyecto, o —para ver una copia impresa— visite cualquiera de los lugares a continuación:

-  **Comisión Ferroviaria Regional de San Joaquín**
949 E Channel St., Stockton, CA
-  **Jurisdicción del Tren-Bala de California**
770 L St., Suite 620, Sacramento, CA
-  **Ayuntamiento de Stockton**
425 N El Dorado St., Stockton, CA
-  **Condado de San Joaquín**
44 N San Joaquin St., Stockton, CA
-  **Caridades Católicas de la Diócesis de Stockton**
1106 N. El Dorado St., Stockton, CA
-  **Café Coop**
42 N Sutter St., Stockton, CA
-  **El Concilio**
445 N. San Joaquin St., Stockton, CA
-  **Ministerios 'Restauración de Vida'**
1234 Anderson St., Stockton, CA

Notificación de Acceso al Informe Preliminar sobre Impacto Ambiental (EIR) y Foro Virtual Abierto al Público Bilingüe respecto del proyecto de Separación de Líneas Ferroviarias llamado Stockton Diamond. **El período de 45 días abiertos a la revisión y comentario público sobre el proyecto iniciará el 15 de marzo para concluir a las 5 p.m. el 29 de abril de 2021.** Durante este tiempo de comentario, se invita al público a contribuir su opinión sobre el EIR Preliminar. Todos los comentarios recibidos se documentarán y serán cubiertos en el EIR final, que se espera ser terminado este verano. La Jurisdicción del Tren-Bala de California (CHSRA) actúa como la agencia fiscalizadora del Decreto Nacional de Políticas Ambientales (NEPA), bajo delegación de la Administración Federal de Carreteras, al tiempo que está prepara una Evaluación Ambiental (EA) para el propuesto Proyecto.

El proyecto propuesto separará las vías férreas de BNSF Railway y Union Pacific Railroad en el area conocido como Stockton Diamond para optimizar operaciones, eficiencia y seguridad en ferrocarriles de pasajeros y de carga. Esta mejora reducirá, además, la cantidad y duración que vehículos y locomotoras estén detenidos con el motor andando —lo que al final resultará en una disminución de emisiones de gas de efecto-invernadero.

¡QUEREMOS SABER QUE PIENSAN!

Debido a la pandemia de COVID-19 —durante los 45 días de período abierto para comentario público sobre el proyecto— estaremos ofreciendo una conveniente junta virtual y bilingüe para que se informe mejor sobre este proyecto, para compartir con miembros del equipo del proyecto, y que pueda hacer preguntas y someter comentarios formales sobre el Informe de Impacto Ambiental (EIR) Preliminar.

Llame o envíe un correo electrónico para informarse sobre otras opciones de acceso. Los usuarios sordos, con deficiencias de oído o del habla (TDD) pueden comunicarse con el servicio de retransmisión de California TTY y/o la línea de voz al 1-800-735-2929 o al 711.

REUNIÓN VIRTUAL BILINGÜE ABIERTO AL PÚBLICO
Martes 6 de abril de 2021 | 6 a 7:30 p.m.

JUNTA EN ESPAÑOL

Enlace de Webex: bit.ly/SD_Meeting_Spanish
Contraseña de Webex: SD_Spanish
Tel. para Ingresar #: 408-418-9388 | Clave: 187 359 6057

JUNTA EN INGLÉS

Enlace de Webex: bit.ly/SD_Meeting_English
Contraseña de Webex: SD_English
Tel. para Ingresar #: 408-418-9388 | Clave: 187 558 2321

PLACE
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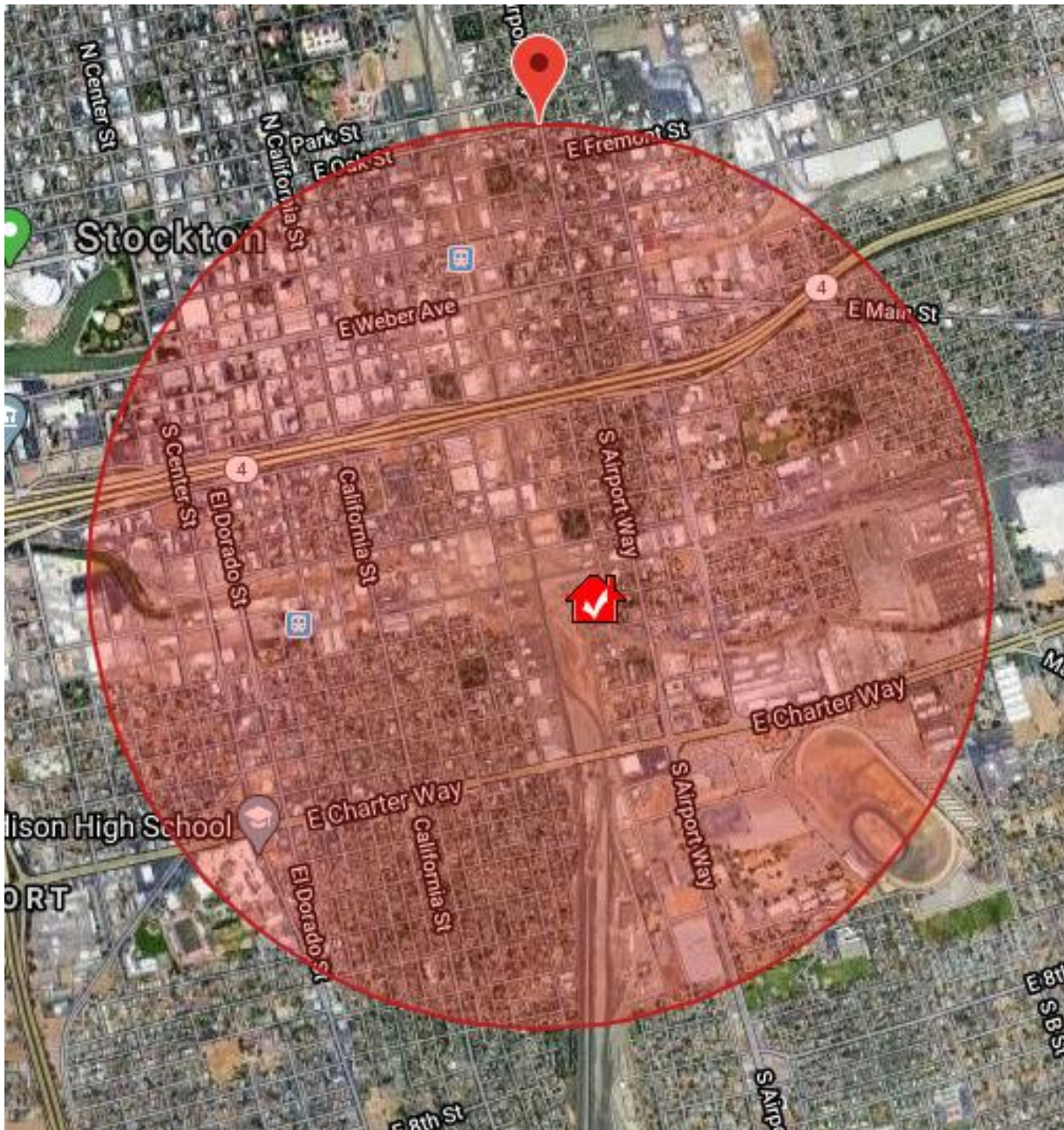
c/o PUBLIC OUTREACH
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SUITE 200
SACRAMENTO, CA 95833-4239



The database for the Stockton Diamond Project is an inclusive and diverse list containing adjacent property owners, occupants and businesses, as well as key stakeholders such as community, neighborhood, and homeowners associations, emergency responders, local schools, organizations, agencies, and elected officials.

Property Database

The online property-based software program ListSource was used to determine the adjacent property owners/occupants and businesses. Search parameters included a one mile radius from the project site which yielded 4,448 parcels (excluding renters/current occupants).





Poster & Comment Card

STOCKTON DIAMOND GRADE
SEPARATION PROJECT

DRAFT ENVIRONMENTAL IMPACT REPORT



STOCKTON
DIAMOND

**Public Comment Period:
March 15 - April 29, 2021**

The San Joaquin Regional Rail Commission is looking forward to your valuable input on the Stockton Diamond Grade Separation Project Draft Environmental Impact Report (EIR). The Draft EIR analyzed the potential environmental impacts and identified mitigations measures for the proposed project.

YOUR REVIEW IS IMPORTANT!

Review online at stocktondiamond.com or go to a convenient public location listed below. Submit comments by 5 p.m. April 29.

PUBLIC LOCATIONS IN STOCKTON:

- ▶ San Joaquin Regional Rail Commission
949 E Channel St.
- ▶ California High Speed Rail Authority
770 L St., Suite 620 (Sacramento)
- ▶ Stockton City Hall
425 N El Dorado St.
- ▶ San Joaquin County
44 N San Joaquin St.
- ▶ Catholic Charities Diocese of Stockton
1106 N. El Dorado St.
- ▶ Café Coop
42 N Sutter St.
- ▶ El Concilio
445 N. San Joaquin St.
- ▶ Restoration for Life Ministries
1234 Anderson St.



WE WANT TO HEAR FROM YOU!



BILINGUAL VIRTUAL PUBLIC MEETING

Tuesday, April 6, 2021 | 6–7:30 p.m.

JOIN US ONLINE OR BY PHONE!

ENGLISH MEETING

Webex Link: bit.ly/SD_Meeting_English
Webex Password: SD_English
Dial-in #: 408-418-9388
Code: 187 558 2321

SPANISH MEETING

Webex Link: bit.ly/SD_Meeting_Spanish
Webex Password: SD_Spanish
Dial-in #: 408-418-9388
Code: 187 359 6057

WE VALUE YOUR INPUT!



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209-235-0133

EL PLAN PRELIMINAR DE INFORME SOBRE IMPACTO AMBIENTAL



STOCKTON
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Comentario Público: 15 de marzo al 29 de abril del 2021

La Comisión Regional Ferroviaria de San Joaquín espera sus valiosos comentarios sobre el Informe Preliminar de Impacto Medioambiental (EIR) del Proyecto de Separación de Ferrovías "Stockton Diamond". El Estudio del EIR analizó los impactos ambientales potenciales e identificó medidas de mitigación para el proyecto propuesto.

¡SU OPINIÓN ES IMPORTANTE!

Examine el documento en-línea en stocktondiamond.com o visite el lugar público que le quede más a mano entre los enumerados a continuación. Someta sus comentarios antes de las 5 p.m. del 29 de abril.

LOCALES PÚBLICOS DONDE EXAMINAR COPIAS IMPRESAS EN STOCKTON:

- ▶ Comisión Ferroviaria Regional de San Joaquín
949 E Channel St.
- ▶ Jurisdicción del Tren-Bala de California
770 L St., Suite 620 (Sacramento)
- ▶ Ayuntamiento de Stockton
425 N El Dorado St.
- ▶ Condado de San Joaquín
44 N San Joaquin St.
- ▶ Caridades Católicas de la Diócesis de Stockton
1106 N. El Dorado St.
- ▶ Café Coop
42 N Sutter St.
- ▶ El Concilio
445 N. San Joaquin St.
- ▶ Ministerios 'Restauración de Vida'
1234 Anderson St.

 ¡QUEREMOS SABER QUE PIENSA! 

REUNIÓN VIRTUAL BILINGÜE ABIERTO AL PÚBLICO
Martes 6 de abril de 2021 | 6 a 7:30 p.m.

¡ÚNETENOS EN-LÍNEA O POR TELÉFONO!

JUNTA EN ESPAÑOL

Enlace de Webex: bit.ly/SD_Meeting_Spanish
Contraseña de Webex: SD_Spanish
Tel. para Ingresar #: 408-418-9388
Clave: 187 359 6057

JUNTA EN INGLÉS

Enlace de Webex: bit.ly/SD_Meeting_English
Contraseña de Webex: SD_English
Tel. para Ingresar #: 408-418-9388
Clave: 187 558 2321

¡SU OPINIÓN IMPORTA!

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SACRAMENTO, CA 95833

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

COMMENT CARD

To submit comments on the Draft Environmental Impact Report (EIR), please fill out the comment card below then detach, affix stamp and place in mailbox.

TARJETA DE COMENTARIOS

Para someter comentarios sobre el EIR preliminar, llene la tarjeta de comentarios aquí abajo, córtela, póngale un sello postal y colóquela en un buzón de correos.

We value your input! / ¡Su opinión importa!

Name / Nombre:

Address / Domicilio:

Phone Number / Teléfono:

Email / Correo Electrónico:

**Submit comments by 5 p.m. April 29, 2021.
Someta sus comentarios antes de las 5 p.m. del
29 de abril.**

 **STOCKTONDIAMOND.COM**

 **INFO@STOCKTONDIAMOND.COM**

 **209-235-0133**

 **2379 GATEWAY OAKS DRIVE, SUITE 200
SACRAMENTO, CA 95833**

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California's Freight and
Passenger Rail Potential*

March 15, 2021
FOR IMMEDIATE RELEASE

Contact: David Lipari
San Joaquin Joint Powers Authority
david@sjjpa.com
209-851-1626

SJRRC issues Notice of Availability of Environmental Document for Proposed Stockton Diamond Grade Separation Project

Public input encouraged on Draft Environmental Impact Report

Stockton, CA – As the California Environmental Quality Act (CEQA) Lead Agency, the [San Joaquin Regional Rail Commission](#) (SJRRC) is seeking public input on the Draft Environmental Impact Report (EIR) for the Stockton Diamond Grade Separation Project (Project), which proposes to grade separate the worst freight rail bottleneck in California with a flyover bridge just south of Downtown Stockton at what is called the “Stockton Diamond.” This rail intersection is where Union Pacific Railroad and BNSF Railway mainline tracks currently cross at-grade. The public review and comment period of 45 calendar days begins today, March 15, 2021 and will end at 5 p.m. on April 29, 2021. All input received will be documented and addressed in the Final EIR, anticipated to be completed this summer. The California High Speed Rail Authority (CHSRA) serves as the National Environmental Policy Act (NEPA) Lead Agency, under delegation by the Federal Railroad Administration, and is concurrently preparing an Environmental Assessment (EA) for the proposed Project.

PUBLIC PARTICIPATION OPPORTUNITIES

Due to COVID-19 pandemic, SJRRC is offering a convenient, bilingual virtual meeting for the public to learn more about the Project, interact with Project team members, ask questions and submit formal comments on the Draft EIR during the Project's 45-day public comment period. If unable to attend the bilingual virtual public meeting, a recording of the meeting presentation will be posted to the Project website [resources page](#) the day after the meeting and available for review until 5 p.m. on April 29, 2021.

Bilingual Virtual Public Meeting

Join our bilingual virtual public meeting on **Tuesday, April 6, 2021 from 6 to 7:30 p.m.** through Webex using a link and password, or by phone using a dial-in number and access code.

English Meeting Information	Spanish Meeting Information
ONLINE: <ul style="list-style-type: none">• Webex Link: bit.ly/SD_Meeting_English• Webex Password: SD_English BY PHONE: <ul style="list-style-type: none">• Dial-in #: 408-418-9388• Dial-in Code: 187 558 2321	ONLINE: <ul style="list-style-type: none">• Webex Link: bit.ly/SD_Meeting_Spanish• Webex Password: SD_Spanish BY PHONE: <ul style="list-style-type: none">• Dial-in #: 408-418-9388• Dial-in Code: 187 359 6057

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

SUBMITTING COMMENTS

Comments and input on the Draft EIR are invited from all interested parties for a period of 45 calendar days from March 15 to April 29, 2021. The Draft EIR is available for public review at:

- **San Joaquin Regional Rail Commission**
949 E Channel St., Stockton CA
- **California High Speed Rail Authority**
770 L St., Suite 620, Sacramento CA
- **Stockton City Hall**
425 N El Dorado St, Stockton CA
- **San Joaquin County**
44 N San Joaquin St., Stockton CA
- **Catholic Charities Diocese of Stockton**
1106 N. El Dorado St., Stockton CA
- **Café Coop**
42 N Sutter St., Stockton CA
- **El Concilio**
445 N. San Joaquin St., Stockton CA
- **Restoration for Life Ministries**
1234 Anderson St., Stockton CA

Written comments must be submitted by **5 p.m. April 29, 2021** via the following options:

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

Website: stocktondiamond.com
Email: info@stocktondiamond.com
Phone: (209) 235-0133

BACKGROUND

The proposed Project is a collaboration between SJRRC and the private entities [BNSF Railway](#) and [Union Pacific Railroad](#) as well as regional partner agencies. This rail intersection results in significant congestion and delays for both freight and passenger rail.

By reducing train conflicts at the crossing and resulting congestion, rail service reliability and operational efficiency will improve. The proposed project will also enhance safety and improve access and mobility across the tracks for City of Stockton residents, businesses and visitors. The grade separation will improve efficiency, reduce delays and emissions caused by automobile traffic congestion, and freight and passenger train idling at several track crossings near the Stockton Diamond. This will result in improved air quality, decreased fuel consumption, increased goods movement throughput and train velocity, creating cost savings for transportation.

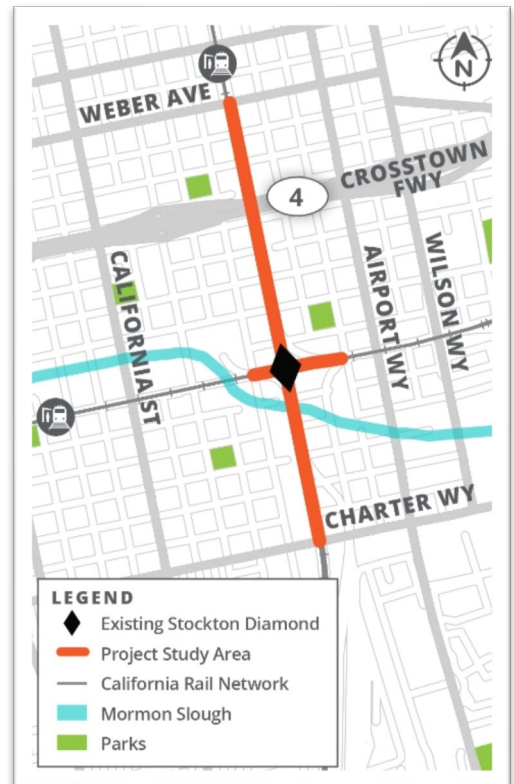
The proposed Project is a critical element in SJRRC's vision to expand intercity and commuter rail service between the San Joaquin Valley, Sacramento and the Bay Area. Allowing trains to move unrestricted through the proposed Project will create the opportunity for future passenger service expansion for ACE and San Joaquins. The improvements support on-time performance and travel options to connect affordable housing, jobs, school, recreation and families.

ABOUT SJRRC:

Governed by a Board of Directors consisting of six full-voting members from San Joaquin County and two special-voting members from Alameda County, SJRRC owns, operates and is the policy-making body for the ACE service, which has been transporting passengers between the Central Valley and Bay Area since 1999. For more information about SJRRC and ACE, visit acerail.com or connect through Facebook ([@AltamontCorridorExpress](#)) and Twitter ([@ACE_train](#)).

LEARN MORE ABOUT STOCKTON DIAMOND PROJECT:

Visit stocktondiamond.com, email info@stocktondiamond.com or call (209) 235-0133.





E-blasts

Sent on March 15, 2021

Subject: Notice of Availability of Draft EIR & Bilingual Virtual Public Meeting



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

Notice of Availability of Draft Environmental Impact Report

The San Joaquin Regional Rail Commission, the California Environmental Quality Act (CEQA) Lead Agency is issuing this Notice of Availability of a Draft Environmental Impact Report (EIR) and virtual public meetings for the Stockton Diamond Grade Separation Project (Project). **The public review and comment period of 45 days begins today, March 15 and will end at 5 p.m. on April 29, 2021.** During this period, the public is encouraged to provide input on the Draft EIR. All input received will be documented and addressed in the Final EIR, anticipated to be completed this summer. The California High Speed Rail Authority (CHSRA) serves as the National Environmental Policy Act (NEPA) Lead Agency, under delegation by the Federal Railroad Administration is concurrently preparing an Environmental Assessment (EA) for the proposed Project.

PUBLIC PARTICIPATION OPPORTUNITIES

Due to COVID-19 pandemic, SJRRC is offering a convenient, bilingual virtual meeting for the public to learn more about the Project, interact with Project team members, ask questions and submit formal comments on the Draft EIR during the Project's 45-day public comment period. If unable to attend the bilingual virtual public meeting, a recording of the meeting presentation will be posted to the Project website [resources page](#) the day after the meeting and available for review until 5 p.m. on April 29, 2021.

Bilingual Virtual Public Meeting

Join our bilingual virtual public meeting on **Tuesday, April 6, 2021 from 6 to 7:30 p.m.** through Webex using a link and password, or by phone using a dial-in number and access code.

English Meeting	Spanish Meeting
ONLINE: <ul style="list-style-type: none">• Webex Link: bit.ly/SD_Meeting_English• Webex Password: SD_English BY PHONE: <ul style="list-style-type: none">• Dial-in #: 408-418-9388• Dial-in Code: 187 558 2321	ONLINE: <ul style="list-style-type: none">• Webex Link: bit.ly/SD_Meeting_Spanish• Webex Password: SD_Spanish BY PHONE: <ul style="list-style-type: none">• Dial-in #: 408-418-9388• Dial-in Code: 187 359 6057

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

COMMENTS SUBMITTAL

Comments and input on the Draft EIR are invited from all interested parties for a period of 45 days from March 15 to April 29, 2021. The Draft EIR is available for public review at:

- **San Joaquin Regional Rail Commission**
949 E Channel St., Stockton, CA
- **San Joaquin County**
44 N San Joaquin St., Stockton, CA
- **California High Speed Rail Authority**
770 L St., Suite 620, Sacramento, CA
- **Catholic Charities Diocese of Stockton**
1106 N. El Dorado St., Stockton, CA
- **Stockton City Hall**
425 N El Dorado St., Stockton, CA
- **Café Coop**
42 N Sutter St, Stockton, CA

Sent on March 15, 2021

Subject: Notice of Availability of Draft EIR & Bilingual Virtual Public Meeting

- **El Concilio**
445 N. San Joaquin St., Stockton, CA
- **Restoration for Life Ministries**
1234 Anderson St., Stockton, CA

Written comments must be submitted by 5 p.m. April 29, 2021 via the following options:

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

Website: stocktondiamond.com/contact/
Email: info@stocktondiamond.com
Phone: (209) 235-0133

STAY INFORMED



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INFO@STOCKTONDIAMOND.COM



209-235-0133



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ACE_TRAIN

Please call or email for additional accessibility preferences. For the deaf, hard of hearing or speech impaired (TDD) users may contact the California Relay Service TTY and/or Voice Line at 1-800-735-2929, or 711.

Sent on March 19, 2021

Subject: HELP SPREAD THE WORD – Draft EIR Now Available & Upcoming Bilingual Virtual Public Meeting



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

Dear Stakeholder:

Thank you for your ongoing engagement in the Stockton Diamond Grade Separation Project and commitment in our Stakeholder Working Group (SWG). As you may know, SJRRC released the Draft Environmental Impact Report (EIR) with a 45-day public review and comment period from March 15 through April 29, 2021.

PLEASE HELP US PROMOTE

We have undergone various bilingual outreach and engagement efforts to promote the Draft EIR, public comment period and upcoming virtual public, but still need your help! **Please share the attached informational bilingual poster by emailing it to your friends, neighbors, colleagues, constituents or posting on your social media pages, websites or at your public offices.**

JOIN US ONLINE OR BY PHONE

For your convenience and to allow participation in a safe environment while social distancing, a bilingual virtual public meeting will be held through an interactive, online webinar on **Tuesday, April 6, 2021 from 6-7:30 p.m.** Please see the poster or project website for meeting details.

WE NEED YOUR INPUT

If you are unable to attend the virtual public meeting, you can submit feedback anytime until 5 p.m. April 29, 2021 via the following options:

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

Website: stocktondiamond.com/contact/
Email: info@stocktondiamond.com
Phone: (209) 235-0133


Click [here](#) to review the Draft EIR electronically, or visit any of the locations on the attached poster to view a hard copy.

Again, thank you for your continued collaboration and helping us promote the Draft EIR.

STAY INFORMED

 STOCKTONDIAMOND.COM

 INFO@STOCKTONDIAMOND.COM

 209-235-0133

 [ALTAMONTCORRIDOREXPRESS](#)

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 [ACE_TRAIN](#)

Please call or email for additional accessibility preferences. For the deaf, hard of hearing or speech impaired (TDD) users may contact the California Relay Service TTY and/or Voice Line at 1-800-735-2929, or 711.

Sent on March 26, 2021

Subject: Bilingual Virtual Public Meeting – Mark Your Calendar



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

Dear Stakeholder:

Thank you for your ongoing support in the Stockton Diamond Grade Separation Project. As we continue to increase support and engagement for the Draft Environmental Impact Report (EIR) during the 45-day public review and comment period ending on April 29, we ask that you encourage the public to mark their calendar and join us for the upcoming bilingual virtual public meeting so that they may provide valuable feedback to our Project team.

BILINGUAL VIRTUAL PUBLIC MEETING

Join our bilingual virtual public meeting on **Tuesday, April 6, 2021 from 6-7:30 p.m.** through WebEx using a link and password or call in by phone using a dial-in number and access code.

English Meeting	Spanish Meeting
ONLINE: <ul style="list-style-type: none"> • Webex Link: bit.ly/SD_Meeting_English • Webex Password: SD_English BY PHONE: <ul style="list-style-type: none"> • Dial-in #: 408-418-9388 • Dial-in Code: 187 558 2321 	ONLINE: <ul style="list-style-type: none"> • Webex Link: bit.ly/SD_Meeting_Spanish • Webex Password: SD_Spanish BY PHONE: <ul style="list-style-type: none"> • Dial-in #: 408-418-9388 • Dial-in Code: 187 359 6057

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

HOW TO SUBMIT COMMENTS

If you are unable to attend the virtual public meeting, you can submit feedback anytime until 5 p.m. April 29, 2021 via the following options:

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

Website: stocktondiamond.com/contact/
Email: info@stocktondiamond.com
Phone: (209) 235-0133

CONTINUE TO HELP US PROMOTE

Please continue to share this information by emailing it to your friends, neighbors, colleagues, constituents or posting it on your social media pages, websites or at your public offices, reminding them to mark their calendar for **Tuesday, April 6.**

As a reminder, the Draft EIR can be viewed electronically [here](#), or by visiting any of the locations on the [poster](#) which is available for you to download, print, email, and share with your constituents.

Thank you for your continued collaboration and helping us promote the Draft EIR.

STAY INFORMED

- STOCKTONDIAMOND.COM
- INFO@STOCKTONDIAMOND.COM
- 209-235-0133
- ALTAMONTCORRIDOREXPRESS
- ALTAMONTCORRIDOREXPRESS
- ACE_TRAIN

Please call or email for additional accessibility preferences. For the deaf, hard of hearing or speech impaired (TDD) users may contact the California Relay Service TTY and/or Voice Line at 1-800-735-2929, or 711.

Sent on March 30, 2021
Subject: We Need Your Input!



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

Dear Stakeholder:

As we continue to circulate the Draft Environmental Impact Report (EIR) for the Stockton Diamond Grade Separation Project, we encourage all interested parties to review the Draft EIR either online or in-person at key repositories to provide input throughout our 45-day public comment period. During this time, we also want to continue fostering education about the proposed project and increasing awareness, so we have created a **Citizen's Guide** to serve as a quick reference about the **project, local benefits** and **key findings of the Draft EIR**. The guide also details the locations for viewing the Draft EIR and how to comment.

SHARE OUR STORY:

This Citizen's Guide is a helpful resource for broader community education. To help us achieve our goal in receiving a wide range of participation and involvement from the community and stakeholders during this public comment period, we ask that you please share the attached guide or [webpage](#) with your friends, neighbors, colleagues, constituents or post on your social media pages, websites or at your public offices.

FRIENDLY REMINDER:

Don't Forget to Join us Online or by Phone Tuesday, April 6, 2021 from 6 - 7:30 p.m.

Please see the attached citizen's guide or [project website](#) for additional details for our upcoming bilingual virtual public meeting.

COMMENTS DUE APRIL 29:

If you are unable to attend the virtual public meeting, comments can be submitted anytime until 5 p.m. April 29, 2021 via the following options:

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

Website: stocktondiamond.com/contact/
Email: info@stocktondiamond.com
Phone: (209) 235-0133

Again, thank you for your ongoing engagement and support in the Stockton Diamond Grade Separation Project.

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Please call or email for additional accessibility preferences. For the deaf, hard of hearing or speech impaired (TDD) users may contact the California Relay Service TTY and/or Voice Line at 1-800-735-2929, or 711.

Sent on April 6, 2021

Subject: Reminder: Bilingual Virtual Public Meeting This Evening!



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

Dear Stakeholder:

Thank you for your ongoing interest in the Stockton Diamond Grade Separation Project. We have reached the halfway point of the project's 45-day public review and comment period for the Draft Environmental Impact Report (EIR) ending April 29.

We are asking the community to join us and participate in a bilingual virtual public meeting this evening starting at 6 p.m. Please share the meeting details below so that all interested stakeholders can join the conversation, ensuring their feedback is heard in order to gain the broadest satisfaction amongst all parties. As a reminder, the Draft EIR can be viewed electronically [here](#), or by visiting any of the eight locations listed on the [project website](#).

VIRTUAL PUBLIC MEETING TONIGHT

Please join us **this evening, April 6, 2021 from 6 - 7:30 p.m.** via Webex using a link and password or call in by phone through a dial-in number and access code.

English Meeting	Spanish Meeting
ONLINE: <ul style="list-style-type: none">Webex Link: bit.ly/SD_Meeting_EnglishWebex Password: SD_English BY PHONE: <ul style="list-style-type: none">Dial-in #: 408-418-9388Dial-in Code: 187 558 2321	ONLINE: <ul style="list-style-type: none">Webex Link: bit.ly/SD_Meeting_SpanishWebex Password: SD_Spanish BY PHONE: <ul style="list-style-type: none">Dial-in #: 408-418-9388Dial-in Code: 187 359 6057

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

COMMENTS DUE APRIL 29

We have created a handy Citizen's Guide ([English](#) / [Spanish](#)) to serve as a quick reference about the project including local benefits, key findings of the Draft EIR and details on how to comment. Hardcopies of the Citizen's Guide are also available at 16 [locations](#) throughout Stockton. Comments can be submitted anytime until 5 p.m. April 29, 2021 via the following options:

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

Website: stocktondiamond.com/contact/
Email: info@stocktondiamond.com
Phone: (209) 235-0133

Thank you again for your continued collaboration as well as helping us engage the community and foster education regarding the Draft EIR. We hope to connect with you later!

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Sent on April 13, 2021
Subject: In Case You Missed It!



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

Dear Stakeholder:

We'd like to thank everyone for attending our bilingual virtual public meeting last week and for your ongoing support of the Stockton Diamond Grade Separation Project. If you happened to miss the meeting, you can check out the PowerPoint presentation and video recording on the [resources page](#) of the website.

As you know, the Environmental Impact Report (EIR) was released almost a month ago and we are now nearing the end of the 45-day public review and comment period. To ensure participation from all interested parties, we would like to remind everyone that there are still multiple ways to submit comments, even if they missed the virtual public meeting.

WHERE ARE WE IN THE PROCESS?

There are just about two weeks remaining in the project's Draft EIR 45-day public review and comment period. During this time, all interested parties are encouraged to **provide feedback through April 29th**. SJRRC will provide responses to comments submitted and then incorporate the responses and comments into the Final EIR (EIR). The Final EIR will become a documented resource for the public at large, which may include approval or denial of the project.

HOW TO SUBMIT COMMENTS?

If you were unable to attend our recent bilingual virtual public meeting, you can still submit comments anytime until **5 p.m. April 29, 2021** via the following options:

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

Website: stocktondiamond.com/contact/
Email: info@stocktondiamond.com
Phone: (209) 235-0133

WHY YOUR INPUT IS IMPORTANT?

- During the public review and comment period, your written comment will become part of the formal record.
- The public process allows you to participate in shaping the proposed project in a positive manner for your local community.
- Public comments are a valuable opportunity to address any concerns related to practical use, aesthetics, noise, and environmental issues before the proposed project is finalized.

WANT TO LEARN MORE?


Check out our Citizen's Guide, a handy reference that outlines a **broad overview of the project, local benefits**, and presents **key findings** for the Stockton Diamond Grade Separation Project. The guide also details the locations for viewing and **commenting on the Draft EIR**. Feel free to share the [online guide](#) by emailing it to your friends, neighbors, colleagues, constituents or posting on your social media pages, websites and at your public offices.

Click [here](#) to review the Draft EIR electronically, or visit any of the locations on the attached guide to view a hard copy. Again, thank you for your ongoing interest in the Stockton Diamond Grade Separation Project.

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Sent on April 20, 2021

Subject: There's Still Time – Two Weeks Left to Submit Comments!



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

Dear Stakeholder:

We want to extend our thanks for supporting the Stockton Diamond Grade Separation Project as we continue to gain momentum nearing the final stages of the Draft Environmental Impact Report (EIR) public comment period. While we circulate the Draft EIR, we want to do our part to ensure the community is not only informed about this important rail improvement project but also ensure all parties have ample time to submit comments prior to the deadline on **April 29**.

MISSED OUR VIRTUAL MEETING?

No problem, you can listen to a recording of the meeting or view our presentation by visiting our [website](#).

STILL NEED MORE INFORMATION?

We designed an informative Citizen's Guide ([English](#) / [Spanish](#)) to serve as a quick reference about the project including local benefits, key Draft EIR findings and how to comment details. Hardcopies of the Citizen's Guide are also available at 16 [locations](#) throughout Stockton.

Don't forget, the Draft EIR can also be viewed electronically [here](#) and comments can be submitted anytime until **5 p.m. April 29, 2021** via the following options:

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

Website: stocktondiamond.com/contact/
Email: info@stocktondiamond.com
Phone: (209) 235-0133

CONTINUE TO HELP US PROMOTE

To help us continue to spread the word about this vital project, please continue to share this information by emailing it to your friends, neighbors, colleagues, constituents or posting it on your social media pages, websites and at your public offices.

As always, we appreciate your continued support and helping us promote the Stockton Diamond Grade Separation Project.

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 209-235-0133

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Please call or email for additional accessibility preferences. For the deaf, hard of hearing or speech impaired (TDD) users may contact the California Relay Service TTY and/or Voice Line at 1-800-735-2929, or 711.

Sent on April 27, 2021
Subject: Two more days...to submit input!



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

Dear Stakeholder:

The Stockton Diamond Grade Separation Project is reaching a milestone as the 45-day public review and comment period for the Draft Environmental Impact Report (EIR) comes to a close this Thursday. This is the final opportunity for all parties to weigh in on the report and provide comments prior to the deadline of **April 29 at 5 p.m.**

OBTAIN PROJECT INFORMATION

We have created an informative Citizen's Guide ([English](#) / [Spanish](#)) to serve as a quick reference about the project including local benefits, key Draft EIR findings and how to comment details. If you need more information, can also listen to a recording of the meeting or view our presentation by visiting our [website](#).

ASK QUESTIONS

If you have questions, reach out to our project team this week either by calling the number below or by emailing us at: info@stocktondiamond.com.

SUBMIT COMMENTS

The Draft EIR can be viewed electronically [here](#) and comments can be submitted within the **next TWO DAYS**. All comments must be submitted **prior to 5 p.m.** on **April 29** via any of the following options:

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

Website: stocktondiamond.com/contact/
Email: info@stocktondiamond.com
Phone: (209) 235-0133

GET SOCIAL


You'll find us on all the main social media channels, including Facebook, Twitter, and Instagram. This is our way of building an on-line community where we continue to share project news and information about this important rail project.

Thank you again for helping us promote the Stockton Diamond Grade Separation Project. We appreciate your continued support and efforts as we near the end of this important public comment period.

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Please call or email for additional accessibility preferences. For the deaf, hard of hearing or speech impaired (TDD) users may contact the California Relay Service TTY and/or Voice Line at 1-800-735-2929, or 711.

Sent on April 30, 2021

Subject: Thank You for Your Input During the Public Review and Comment Period!



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

Dear Stakeholder:

We would like to extend a big Thank You for your participation in the Stockton Diamond Grade Separation project. We appreciate the generous support and feedback received during the formal 45-day public review and comment period for the Draft Environmental Impact Report (EIR) from March 15 to April 29, 2021.

What's Next?

Based on all the valuable comments and input submitted, the San Joaquin Regional Rail Commission (SJRRRC) is now preparing the Final EIR that will include responses to comments received during the public review and comment period. A copy of the response to comments included in the Final EIR will be made available to all commenting parties 10 days prior to the certification of the Final EIR. Currently, SJRRRC plans to consider and certify the Final EIR on June 4, 2021. If you have any additional questions or concerns, you can connect with us via phone or email.

SHARE OUR STORY

Although the public comment period has officially come to a close, you can still find us on [Facebook](#), [Twitter](#), and [Instagram](#) where we will continue to share project news and milestones.

Thank you again for your support of the Stockton Diamond Grade Separation Project and your participation in influencing the future of your community.

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STOCKTON DIAMOND

STOCKTON DIAMOND GRADE SEPARATION NOTICE OF AVAILABILITY OF DRAFT ENVIRONMENTAL IMPACT REPORT AND BILINGUAL VIRTUAL PUBLIC MEETING

WE WANT TO HEAR FROM YOU!

Due to COVID-19 pandemic, we are offering a convenient, bilingual virtual meeting for you to learn more about the project, interact with project team members, ask questions and submit formal comments on the Draft EIR during the project's 45-day public comment period.

Please contact us for additional accessibility preferences. For the deaf, hard of hearing or speech impaired (TDD) users, contact California Relay Service TTY and/or Voice Line at 1-800-735-2929, or 711.

BILINGUAL VIRTUAL PUBLIC MEETING Tuesday, April 6, 2021 | 6-7:30 p.m.

ENGLISH MEETING

Webex Link: bit.ly/SD_Meeting_English

Webex Password: SD_English

Dial-in #: 408-418-9388

Code: 187 558 2321

SPANISH MEETING

Webex Link: bit.ly/SD_Meeting_Spanish

Webex Password: SD_Spanish

Dial-in #: 408-418-9388

Code: 187 359 6057

PUBLIC COMMENT PERIOD March 15 – April 29, 2021

Visit stocktondiamond.com anytime during this time to review information and submit comments.

 [STOCKTONDIAMOND.COM](https://stocktondiamond.com)

 INFO@STOCKTONDIAMOND.COM

 209-235-0133

 [ALTAMONTCORRIDOREXPRESS](https://www.facebook.com/ALTAMONTCORRIDOREXPRESS)









 [ACE_TRAIN](https://twitter.com/ACE_TRAIN)

The San Joaquin Regional Rail Commission, the California Environmental Quality Act (CEQA) Lead Agency, is issuing this Notice of Availability of a Draft Environmental Impact Report (EIR) and bilingual virtual public meeting for the Stockton Diamond Grade Separation Project. **The public review and comment period of 45 days will begin on March 15 and end at 5 p.m. on April 29, 2021.** During the comment period, the public is encouraged to provide input on the Draft EIR. All input received will be documented and addressed in the Final EIR, anticipated to be completed this summer. The California High Speed Rail Authority (CHSRA) serves as the National Environmental Policy Act (NEPA) Lead Agency, under delegation by the Federal Highway Administration, and is concurrently preparing an Environmental Assessment (EA) for the proposed Project.

The proposed project will grade separate the railway tracks of BNSF Railway and Union Pacific Railroad at the Stockton Diamond to enhance passenger and freight rail operations, efficiency, and safety. This improvement will also reduce vehicle and train idling which in turn reduces greenhouse gas emissions.

DRAFT EIR PUBLIC REVIEW LOCATIONS

To review the Draft EIR electronically, visit the project website or visit any of the below locations to review a hard copy.

-  **San Joaquin Regional Rail Commission**
949 E Channel St., Stockton, CA
-  **California High Speed Rail Authority**
770 L St., Suite 620, Sacramento, CA
-  **Stockton City Hall**
425 N El Dorado St., Stockton, CA
-  **San Joaquin County**
44 N San Joaquin St., Stockton, CA
-  **Catholic Charities Diocese of Stockton**
1106 N. El Dorado St., Stockton, CA
-  **Café Coop**
42 N Sutter St., Stockton, CA
-  **El Concilio**
445 N. San Joaquin St., Stockton, CA
-  **Restoration for Life Ministries**
1234 Anderson St., Stockton, CA



STOCKTON DIAMOND

PROYECTO DE SEPARACIÓN DE LÍNEAS FERROVIARIAS LLAMADO STOCKTON DIAMOND

NOTIFICACIÓN - EL PLAN PRELIMINAR DE INFORME SOBRE IMPACTO AMBIENTAL Y FOROS VIRTUALES BILINGÜE ABIERTOS AL PÚBLICO

¡QUEREMOS SABER QUE PIENSAN!

Debido a la pandemia de COVID-19 —durante los 45 días de período abierto para comentario público sobre el proyecto— estaremos ofreciendo una conveniente junta virtual y bilingüe para que se informe mejor sobre este proyecto, para compartir con miembros del equipo del proyecto, y que pueda hacer preguntas y someter comentarios formales sobre el Informe de Impacto Ambiental (EIR) Preliminar.

Llame o envíe un correo electrónico para informarse sobre otras opciones de acceso. Los usuarios sordos, con deficiencias de oído o del habla (TDD) pueden comunicarse con el servicio de retransmisión de California TTY y/o la línea de voz al 1-800-735-2929 o al 711.

REUNIÓN VIRTUAL BILINGÜE ABIERTO AL PÚBLICO

Martes 6 de abril de 2021 | 6 a 7:30 p.m.

JUNTA EN ESPAÑOL

Enlace de Webex: bit.ly/SD_Meeting_Spanish
Contraseña de Webex: SD_Spanish
Tel. para Ingresar #: 408-418-9388
Clave: 187 359 6057

JUNTA EN INGLÉS

Enlace de Webex: bit.ly/SD_Meeting_English
Contraseña de Webex: SD_English
Tel. para Ingresar #: 408-418-9388
Clave: 187 558 2321


COMENTARIO PÚBLICO

15 de marzo al 29 de abril del 2021

Puede visitar stocktondiamond.com en cualquier momento durante estas fechas anotadas para revisar la información y someter sus comentarios.

 [STOCKTONDIAMOND.COM](https://stocktondiamond.com)

 INFO@STOCKTONDIAMOND.COM

 209-235-0133

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 [ACE_TRAIN](https://twitter.com/ACE_TRAIN)

Notificación de Acceso al Informe Preliminar sobre Impacto Ambiental (EIR) y Foro Virtual Abierto al Público Bilingüe respecto del proyecto de Separación de Líneas Ferroviarias llamado Stockton Diamond. **El período de 45 días abiertos a la revisión y comentario público sobre el proyecto iniciará el 15 de marzo para concluir a las 5 p.m. el 29 de abril de 2021.** Durante este tiempo de comentario, se invita al público a contribuir su opinión sobre el EIR Preliminar. Todos los comentarios recibidos se documentarán y serán cubiertos en el EIR final, que se espera ser terminado este verano. La Jurisdicción del Tren-Bala de California (CHSRA) actúa como la agencia fiscalizadora del Decreto Nacional de Políticas Ambientales (NEPA), bajo delegación de la Administración Federal de Carreteras, al tiempo que está preparando una Evaluación Ambiental (EA) para el propuesto Proyecto.

El proyecto propuesto separará las vías férreas de BNSF Railway y Union Pacific Railroad en el área conocido como Stockton Diamond para optimizar operaciones, eficiencia y seguridad en ferrocarriles de pasajeros y de carga. Esta mejora reducirá, además, la cantidad y duración que vehículos y locomotoras estén detenidos con el motor andando —lo que al final resultará en una disminución de emisiones de gas de efecto-invernadero.

LUGARES DE ACCESO AL PLAN PRELIMINAR SOBRE IMPACTO AMBIENTAL (EIR)

Para leer el EIR Preliminar en-línea, visite el sitio virtual del proyecto, o —para ver una copia impresa— visite cualquiera de los lugares a continuación:

- ▶ **Comisión Ferroviaria Regional de San Joaquín**
949 E Channel St., Stockton, CA
- ▶ **Jurisdicción del Tren-Bala de California**
770 L St., Suite 620, Sacramento, CA
- ▶ **Ayuntamiento de Stockton**
425 N El Dorado St., Stockton, CA
- ▶ **Condado de San Joaquín**
44 N San Joaquin St., Stockton, CA
- ▶ **Caridades Católicas de la Diócesis de Stockton**
1106 N. El Dorado St., Stockton, CA
- ▶ **Café Coop**
42 N Sutter St., Stockton, CA
- ▶ **El Concilio**
445 N. San Joaquin St., Stockton, CA
- ▶ **Ministerios 'Restauración de Vida'**
1234 Anderson St., Stockton, CA





Social Media



Date	Post	Associated Graphics
<p>Mon, 3/15/21 boosted</p>	<p>We've been working hard to analyze potential environmental impacts and identify mitigation measures for the proposed Stockton Diamond Grade Separation Project. The Draft Environmental Impact Report is now available for public review and comment.</p> <p>Visit www.stocktondiamond.com anytime between now and April 29 to review information and submit comments. We look forward to receiving your valuable input.</p> <p>#StocktonDiamond #GradeSeparation #UnlockingRailPotential</p>	
<p>Tues, 3/23/21 boosted</p>	<p>To ensure public participation is available in a safe environment, the Stockton Diamond team will be hosting a bilingual virtual public meeting (English and Spanish) on April 6 from 6 to 7:30 p.m. Please join us online or dial in to get your questions answered and your comments submitted on the Draft Environmental Impact Report. For more information, visit our Public Engagement page at www.stocktondiamond.com</p> <p>#StocktonDiamond #GradeSeparation #UnlockingRailPotential</p>	



<p>Tues, 3/30/21 boosted</p>	<p>The Draft Environmental Impact Report (EIR) for the Stockton Diamond Grade Separation project is now available for public comment through April 29. To learn more about key findings within the Draft EIR, local benefits and how to provide input, we've created a handy citizen's guide that is available on our website at www.stocktondiamond.com/resources.</p>	 <p>We Need Your Input! ¡Necesitamos Su Opinión!</p> <p>STOCKTON DIAMOND</p>
<p>Mon, 4/5/21</p>	<p>The Stockton Diamond team will be hosting a bilingual virtual public meeting tomorrow (English and Spanish) from 6 to 7:30 p.m. Please join us online or call in to get your questions answered and comments submitted on the Draft Environmental Impact Report. For meeting details, visit www.stocktondiamond.com</p>	 <p>STOCKTON DIAMOND</p> <p>REMINDER Bilingual Virtual Public Meeting Tomorrow!</p> <p>TUESDAY APR 6 6-7:30 p.m.</p> <p>STOCKTON DIAMOND</p> <p>RECORDATORIO ¡Bilingual Virtual Public Meeting Mañana!</p> <p>MARTES 6 DE ABRIL 6-7:30 p.m.</p>



<p>Tues, 4/13/21</p>	<p>Here are some safe and convenient ways you can still provide input on the project's Draft Environmental Impact Report in case you missed the public meeting last week.</p> <ol style="list-style-type: none"> 1) Submit through our Contact page at www.stocktondiamond.com 2) Leave a voicemail on our informational hotline at (209) 235-0133 3) Send an email to info@stocktondiamond.com 4) Send a letter to c/o Public Outreach at 2379 Gateway Oaks Drive, Suite 200, Sacramento, CA 95833 <p>Learn more at www.stocktondiamond.com #StocktonDiamond #GradeSeparation #UnlockingRailPotential</p>	
<p>Tues, 4/20/21</p>	<p>The Stockton Diamond Grade Separation Project is nearing the final stages of the public comment period for the Draft Environmental Impact Report ending on April 29, 2021. If you haven't already, visit our resources page at www.stocktondiamond.com. There you'll find a handy Citizen's Guide that highlights key findings of the Draft EIR and how to submit comments, as well as the presentation from our virtual public meeting last week.</p>	



<p>Tues, 4/27/21</p>	<p>There are just two days left to submit comments on the Draft Environmental Impact Report (EIR). This is your opportunity to learn more about the project and provide feedback. Visit our website to find our Citizen's Guide that provides key findings, local benefits and how to submit input on the Draft EIR at www.stocktondiamond.com</p>	<p>Two more days... to submit input!</p> <p>Dos días más... para enviar comentarios!</p>
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Citizen's Guide/Brochure





STOCKTON DIAMOND GRADE SEPARATION PROJECT

A CITIZEN'S GUIDE TO REVIEWING AND COMMENTING ON THE DRAFT ENVIRONMENTAL IMPACT REPORT

**ALL INTERESTED PUBLIC ARE INVITED TO
REVIEW AND COMMENT ON THE DRAFT EIR
FROM MARCH 15 THROUGH APRIL 29, 2021
(45-DAY PUBLIC COMMENT PERIOD)**



Today, the tracks of two major railways intersect at-grade in the City of Stockton at what is called the Stockton Diamond, the busiest, most congested rail bottleneck in California.

PROJECT OVERVIEW

The San Joaquin Regional Rail Commission (SJRRCC) proposes to construct a grade separation of the principal lines of BNSF Railway (BNSF) and Union Pacific Railroad (UP) at the Stockton Diamond to create uninterrupted flow of rail traffic through the crossing. By elevating one track over the other, the Stockton Diamond Grade Separation Project (proposed Project) will enhance passenger and freight rail operations, efficiency and safety as the tracks are shared with the Altamont Corridor Express (ACE), and Amtrak San Joaquin's passenger rail services.

BENEFITS OF THIS CRITICAL RAIL IMPROVEMENT PROJECT



STIMULATE MOBILITY
Improve regional passenger and freight rail efficiency and travel reliability by reducing conflicting train movements.



ECONOMIC VITALITY
Reducing delays will result in increased throughput and more efficient movement of goods. This decreases fuel consumption and leads to cost savings.



ENHANCE SAFETY
Improve Stockton residents' access, safety, and mobility across rail lines through enhancements or closures at roadway-rail grade crossings.



INSPIRE CONNECTIONS
Support faster, more reliable passenger rail service linking residents to family, jobs, and recreational destinations throughout Northern California.



IMPROVE SUSTAINABILITY
Improve air quality through reduction of greenhouse gas (GHG) emissions from trains and vehicles that idle due to congestion and delays.

WHAT HAPPENS DURING AN ENVIRONMENTAL REVIEW

WE ARE HERE



- STEP 1 SCOPING**
 - Project alternative development
 - Solicitation of public input on proposed Project and environmental scope
 - 45-Day Public Comment Period (August 19 - October 3, 2020)
 - Host Public Scoping Meetings
 - Input considered as technical studies
- STEP 2 DEVELOP DRAFT EIR**
 - Known as "Full Disclosure Document", the Draft EIR examines project alternatives to identify potential effects on the surrounding environment
 - Identifies mitigation measures to avoid or lessen significant effects
 - The Draft EIR is made available for public review/comment during 45-Day Comment Period (March 15 - April 29, 2021)
- STEP 3 DEVELOP FINAL EIR**
 - All comments gathered on the Draft EIR are reviewed and addressed within the Final EIR
 - Includes a Statement of Overriding Considerations and Mitigation Monitoring and Reporting Program
 - Will identify the preferred and environmentally superior alternative
 - If approved, the Final EIR is certified by SJRRCC at a Public Hearing with a Notice of Determination

WHERE TO VIEW THE DRAFT EIR

**THE DRAFT EIR IS POSTED ON THE STOCKTON DIAMOND WEBSITE AT
WWW.STOCKTONDIAMOND.COM**



PRINT COPIES FOR ONSITE VIEWING AT AREA REPOSITORIES:

- San Joaquin Regional Rail Commission**
949 E Channel Street, Stockton, CA
- California High Speed Rail Authority**
770 L Street, Suite 620, Sacramento, CA
- Stockton City Hall**
425 N El Dorado Street, Stockton, CA
- San Joaquin County**
44 N San Joaquin Street, Stockton, CA
- Catholic Charities Diocese of Stockton**
1106 N. El Dorado Street, Stockton, CA
- Café Coop**
42 N. Sutter Street, Stockton, CA
- El Concilio**
445 N. San Joaquin Street, Stockton, CA
- Restoration for Life Ministries**
1234 Anderson Street, Stockton, CA

This document was prepared by the SJRRCC to serve as a guide, but it is not intended to be a legal resource. For further information regarding the formal CEQA process, please visit the Governor's Office of Planning and Research at www.opr.ca.gov.

HOW TO COMMENT ON THE DRAFT EIR COMMENTS MAY BE SUBMITTED THE FOLLOWING WAYS:

- ONLINE** stocktondiamond.com/contact
- EMAIL** info@stocktondiamond.com
- HOTLINE** (209) 235-0133
- BY MAIL**
c/o Public Outreach
2379 Gateway Oaks Drive, Suite 200
Sacramento, CA 95833

BILINGUAL VIRTUAL PUBLIC MEETING Tuesday, April 6, 2021 from 6-7:30 p.m.

- JOIN US ONLINE OR BY PHONE**
SJRRCC is offering a virtual opportunity for the public to learn more about the proposed Project, interact with team members, ask questions and submit formal comments.
- ENGLISH MEETING INFORMATION**
Webex: bit.ly/SD_Meeting_English
Webex Password: SD_English
Dial-in #: 408-418-9388
Access Code: 187 558 2321
- SPANISH MEETING INFORMATION**
WebEx: bit.ly/SD_Meeting_Spanish
Webex Password: SD_Spanish
Dial-in #: 408-418-9388
Access Code: 187 359 6057

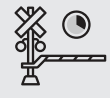
**COMMENTS MUST BE SUBMITTED IN WRITING DURING THE ESTABLISHED 45-DAY PUBLIC COMMENT PERIOD.
DUE BY 5 P.M. APRIL 29, 2021**

Sign-up on the website to receive project notices and follow us on social.

stocktondiamond.com



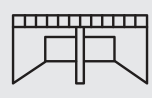
LOCAL BENEFITS



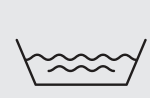
20-30% reduction in vehicle delay at crossings



Bicycle & pedestrian improvements at Main & Market Streets plus Hazelton, Scotts & Weber Avenues



Proposed new bridges accommodate future improved underpass at MLK Jr. Blvd./Charter Way



Proposed structure across Mormon Channel accommodates future flood diversion

1 LAFAYETTE ST. (Looking West)*

Proposed Improvements
Close roadway at Union & Aurora Streets



2 SONORA ST. (Looking West)*

Proposed Improvements
Close roadway west of Union St.



3 UNION ST. (Looking North)*

No Proposed Improvements
North of Hazelton Ave.

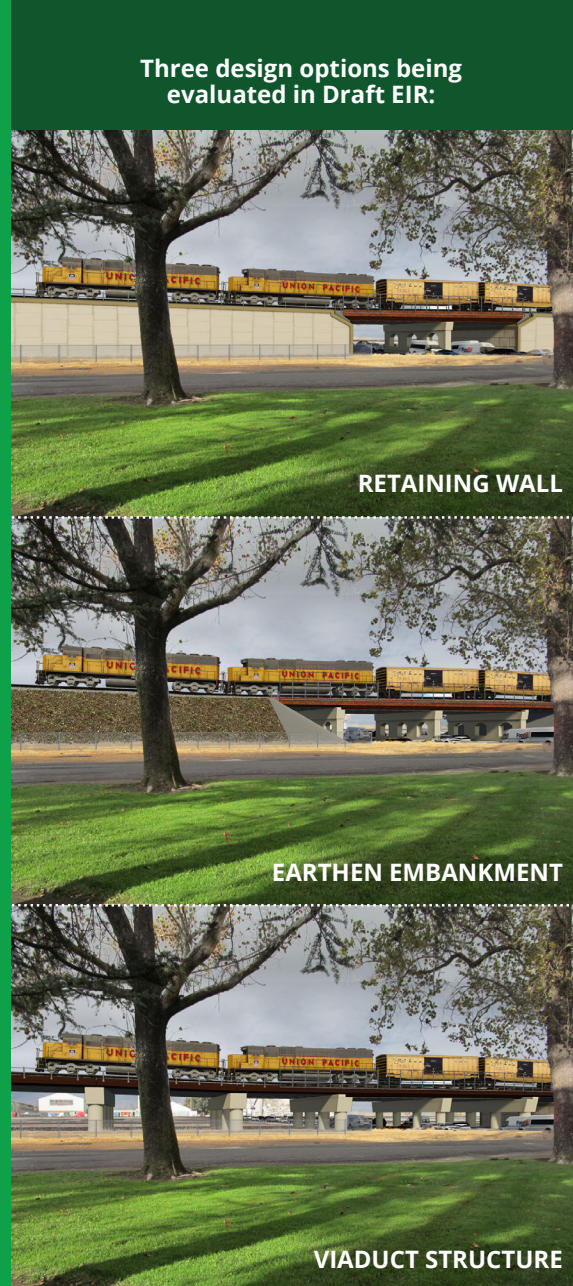


4 HAZELTON AVE. (Looking West)*

Proposed Improvements
Construct grade separated crossing that accommodates future bike lanes & separated sidewalk

On-street parking west of existing tracks

Roadway grade lowered to provide required minimum vertical clearance from overhead bridge



Three design options being evaluated in Draft EIR:

RETAINING WALL

EARTHEN EMBANKMENT

VIADUCT STRUCTURE

KEY FINDINGS

The Stockton Diamond Grade Separation Project:

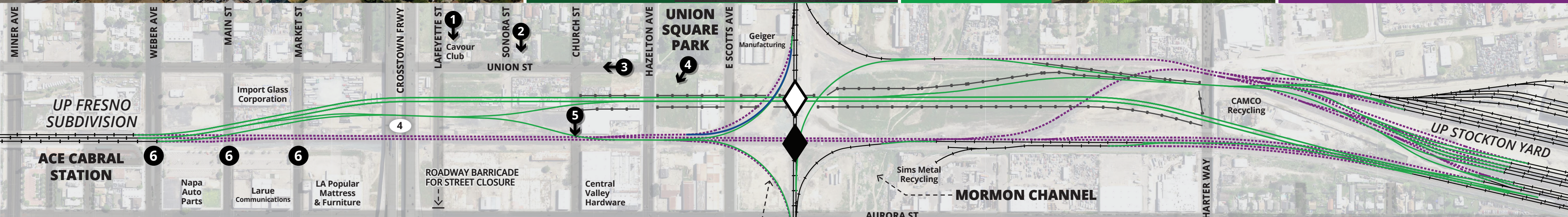
► Would result in **overall regional benefits** in terms of:

- 📍 Improving regional connectivity
- ☁️ Improving air quality
- 🌱 Reducing greenhouse gas emissions

► Would **not** result in significant and unavoidable impacts, or cumulatively considerable and unavoidable impacts, to any resource evaluated in the Draft EIR, after incorporation of mitigation

► Would result in **less than significant impacts with mitigation incorporated** on these resource topics:

- 🌿 Biological resources
- ⚠️ Hazards & hazardous materials
- 📐 Land use & planning
- 🔊 Noise & vibration



5 CHURCH ST. (Looking West)

Proposed Improvements
Close roadway at Union St. & maintain private access off of Aurora St.



6 WEBER AVE., MAIN & MARKET STREETS

Proposed Improvements

- ◆ Relocate existing at grade crossings to the east
- ◆ Adjust roadway grades to accommodate new crossing locations
- ◆ New curb, gutter and sidewalk improvements
- ◆ Accommodate City's future bicycle plans



LEGEND

- ◊ Proposed Flyover Location
- ◆ Existing at-Grade Stockton Diamond
- Proposed Track
- Existing Tracks (to remain)
- Proposed Elevated Structure on Retaining Wall
- ⋯ Track Removal (existing)
- Phase 1 - Shift Wye Track
- # Location Marker
- ← Image View

STOCKTON WYE TO BE CONSTRUCTED BY UP IN 2021



PROYECTO CRUCE DUO-NIVEL DEL NUDO FERROVIARIO DE STOCKTON

GUÍA PARA LA CIUDADANÍA

UNA PARA INSPECCIONAR Y COMENTAR EL INFORME PRELIMINAR DE IMPACTO MEDIOAMBIENTAL

SE INVITA A TODOS EL PÚBLICO INTERESADO A ANALIZAR Y COMENTAR EL PROYECTO DE INFORME PRELIMINAR DE IMPACTO MEDIOAMBIENTAL (EIR)

ENTRE EL 15 DE MARZO Y 29 DE ABRIL DEL 2021

(PERIODO DE 45 DÍAS ABIERTO AL COMENTARIO PÚBLICO)



DESCRIPCIÓN DEL PROYECTO

La Comisión Ferroviaria Regional de San Joaquín (SJRR) propone separar las ferrovías del ferrocarril Burlington Northern Santa Fe (BNSF) y las del ferrocarril Union Pacific (UP) en el nudo ferroviario de Stockton para crear un flujo ininterrumpido a través del mencionado cruce. Al elevar una vía sobre la otra, el Proyecto de Separación Duo-Nivel de Ferrovías "Stockton Diamond" (el proyecto propuesto) mejorará las operaciones ferroviarias de pasajeros y carga, y su eficiencia y seguridad, dado que las vías se comparten, además, con los servicios ferroviarios de pasajeros del Altamont Corridor Express (ACE) y los "San Joaquins" de Amtrak.

En este momento los rieles de dos importantes ferrocarriles se cruzan a-nivel en la ciudad de Stockton en un nudo ferroviario que se conoce como 'Stockton Diamond'— el embudo ferroviario más transitado y congestionado de California.

BENEFICIOS DE ESTE VITAL PROYECTO DE MEJORA FERROVIARIA



FACILITA LA CIRCULACIÓN

Mejora la eficiencia de los trenes regionales de carga y de pasajeros al igual que la confiabilidad del desplazamiento vial al reducir conflictos con operaciones ferroviarias.



VITALIDAD ECONÓMICA

La reducción de las demoras dará como resultado un mayor rendimiento y eficiencia en la circulación de mercancías. Esto reduce el consumo de combustible y genera ahorros de costes.



PERFECCIONA LA SEGURIDAD

Mejora el acceso, la seguridad y circulación de los residentes de Stockton a través del perfeccionamiento o clausura de crucesos "a-nivel" de la carretera y el ferrocarril.



INSPIRA CONECTIVIDAD

Respalda traslados de pasajeros con trenes más rápidos y confiables, brindando un servicio que une a los residentes con sus familias, empleos y destinos recreativos en todo el norte de California.



SUSTENTABILIDAD

Mejora la calidad del aire mediante la reducción de los gases de efecto-invernadero (GHG) causados por los trenes y vehículos que corren sus motores sin moverse debido a la congestión y los retrasos.

QUÉ OCURRE DURANTE EL PROCESO DE ANÁLISIS MEDIOAMBIENTAL

ESTÁS AQUÍ

PASO 1

DETERMINACIÓN DE ALCANCES

- Proyecto de desarrollo alternativo
- Apertura al aporte del público sobre el proyecto propuesto y el alcance ambiental
- Período de 45 días abierto al comentario público (del 19 de agosto al 3 de octubre de 2020)
- Organización de Reuniones Públicas de Exploración
- Se aceptan opiniones del público mientras se realizan los estudios técnicos

PASO 2

DESARROLLO DEL INFORME PRELIMINAR DE IMPACTO MEDIOAMBIENTAL (EIR)

- Conocido como "Documento de Transparencia", el EIR Preliminar examina las alternativas al proyecto para identificar los posibles efectos en el medioambiente circundante.
- Identificación de medidas de mitigación para evitar o atenuar efectos significativos
- El EIR Preliminar se pone a disposición para su lectura y comentario público durante un período de 45 días abierto a comentarios (15 de marzo al 29 de abril de 2021)

PASO 3

DESARROLLO DEL EIR FINAL

- Todos los comentarios recopilados sobre el EIR Preliminar se analizan y abordan en el EIR Final.
- Incluye una Declaración de Consideraciones Prioritarias y un Programa de Supervisión y Reporte de Medidas de Mitigación
- Identificará la Alternativa Preferida y Mejor para el Medioambiente
- De ser aprobada, el EIR Final es certificado por SJRRC durante una Audiencia Pública publicitada con una Notificación de Determinación

DÓNDE PUEDE VER EL INFORME PRELIMINAR DE IMPACTO MEDIOAMBIENTAL (EIR)

EL INFORME PRELIMINAR DE IMPACTO MEDIOAMBIENTAL (EIR) ESTÁ DISPONIBLE EN EL SITIO VIRTUAL DE STOCKTON DIAMOND EN:

WWW.STOCKTONDIAMOND.COM



OBTENGA COPIAS EN PAPEL PARA SU VISUALIZACIÓN EN ESTOS LUGARES DEL ÁREA:

- Comisión Ferroviaria Regional de San Joaquín
949 E Channel Street, Stockton, CA
- Jurisdicción del Tren-Bala de California
770 L Street, Suite 620, Sacramento, CA
- Ayuntamiento de Stockton
425 N El Dorado Street, Stockton, CA
- Condado de San Joaquín
44 N San Joaquin Street, Stockton, CA
- Caridades Católicas de la Diócesis de Stockton
1106 N. El Dorado Street, Stockton, CA
- Café Coop
42 N. Sutter Street, Stockton, CA
- El Concilio
445 N. San Joaquín Street, Stockton, CA
- Ministerios 'Restauración de Vida'
1234 Anderson Street, Stockton, CA

Este documento fue preparado por el SJRRC para servir como guía, pero no pretende ser un documento legal. Para mayor información sobre el proceso formal del Decreto de Calidad Medioambiental de California (CEQA), visite la Oficina de Estudios y Planificación de la Oficina del Gobernador en www.opr.ca.gov.

CÓMO COMENTAR SOBRE EL EIR PRELIMINAR PUEDE SOMETER SUS COMENTARIOS DE LAS SIGUIENTES FORMAS:

EN-LÍNEA

stocktondiamond.com/contact

CORREO POSTAL

CORREO ELECTRÓNICO

info@stocktondiamond.com

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

LÍNEA DIRECTA

(209) 235-0133

REUNIÓN VIRTUAL ABIERTA AL PÚBLICO BILINGÜE

Martes 6 de abril de 2021 | 6 a 7:30 p.m.

¡ÚNETENOS O EN-LÍNEA O POR TELÉFONO!

SJRRC ofrece una oportunidad virtual para que el público conozca más sobre el Proyecto propuesto, interactúe con los miembros del equipo, haga preguntas y envíe comentarios formales.

Enlace de Webex: bit.ly/SD_Meeting_English
Contraseña de Webex: SD_English
Dial-in #: 408-418-9388
Access Code: 187 558 2321

JUNTA EN INGLÉS

JUNTA EN ESPAÑOL

bit.ly/SD_Meeting_Spanish
SD_Spanish
408-418-9388
187 359 6057

LOS COMENTARIOS DEBEN SER SOMETIDOS POR ESCRITO DURANTE EL PERIODO DE 45 DÍAS ESTABLECIDO PARA COMENTARIOS PÚBLICOS.

PLAZO A LAS 5 P.M. DEL 29 DE ABRIL DE 2021

Inscríbese en el sitio virtual para recibir novedades sobre el proyecto y síganos en las redes sociales.

stocktondiamond.com



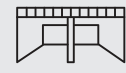
BENEFICIOS LOCALES



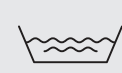
20-30% de reducción en el retraso de vehículos en los cruces



Mejoras para peatones y ciclistas en las calles Main y Market y, además, en las avenidas Hazelton, Scotts y Weber



Los nuevos puentes propuestos se adaptan al futuro y refeccionado paso bajo-nivel de MLK Jr. Blvd./Charter Way



La estructura propuesta a lo largo del Canal Mormón se adapta al futuro desvío de inundaciones

1 LAFAYETTE ST. (Vista al Oeste)*

Propuestas de Mejoras
Cierre de calles en las calles Union y Aurora



2 SONORA ST. (Vista al Oeste)*

Propuestas de Mejoras
Cierre de calle al oeste de Union St.



3 UNION ST. (Vista al Norte)*

Sin Propuestas de Mejoras
Norte de la Av. Hazelton



4

HAZELTON AVE. (Vista al Oeste)*

Propuestas de Mejoras
Construcción de un cruce separado a dos niveles que se adapte a futuros carriles para bicicletas y banquetas separadas

Estacionamiento en la calle al oeste de las ferrovías existentes

Rebaja del nivel de la calle existente para permitir el espacio libre vertical mínimo que requiere el puente elevado



Tres opciones de diseño que se están evaluando en el Informe Preliminar De Impacto Medioambiental (EIR)

MURO DE CONTENCIÓN

TERRAPLÉN DE TIERRA

ESTRUCTURA DEL VIADUCTO

RESULTADOS DE IMPORTANCIA

El Proyecto de Separación de Líneas Ferroviarias llamado Stockton Diamond:

Resultaría en **beneficios regionales en general** como:

- Mejora de la conectividad regional
- Mejora de la calidad del aire
- Reducir las emisiones de gases de efecto-invernadero

No causaría impactos significativos e inevitables — o impactos acumulativamente considerables e inevitables — a ningún recurso evaluado en el Informe Preliminar de Impacto Medioambiental (EIR) después de la incorporación de medidas de mitigación

Causaría **impactos "menos que significativos" con las medidas de mitigación incorporadas** en los siguientes factores:

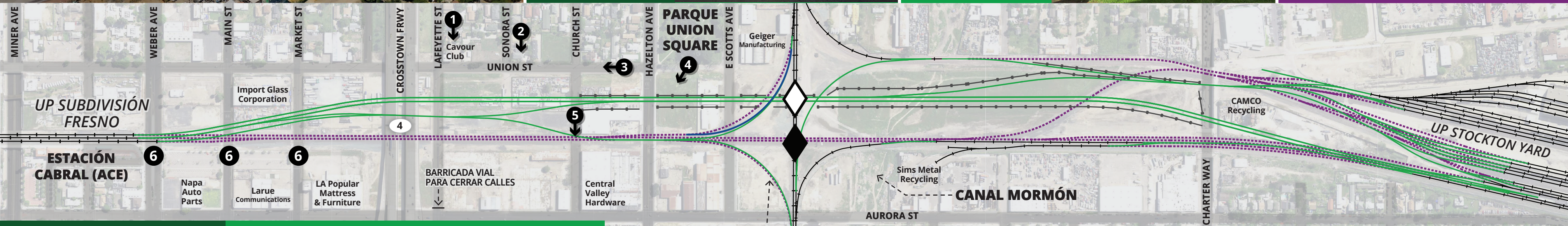
- Recursos biológicos
- Riesgos y materiales peligrosos
- Planificación y Uso del Suelo
- Ruido y vibración



* Simulación Visual



* Simulación Visual



LA FERROCONEXIÓN STOCKTON SERÁ CONSTRUIDA POR UNION PACIFIC EN 2021

LEYENDA

- Ubicación Propuesta para el Paso Sobre Nivel
- Paso a-nivel existente en el Stockton Diamond
- Ferrovía Propuesta
- Ferrovías Existentes (a permanecer)
- Estructura Elevada Propuesta sobre el Muro de Retención
- Eliminación de Rieles (existente)
- Fase 1 - Desplazamiento rieles de conexión
- Marcador de Ubicación
- Marco de la Imagen

5 CHURCH ST. (Vista al Oeste)

Propuestas de Mejoras
Cierre de calle en Union St., manteniéndose el acceso privado a la salida por Aurora St.

6 WEBER AVE., MAIN & MARKET STREETS

Propuestas de Mejoras

- Reubicar los cruces a-nivel existentes al este
- Ajustar el nivel de las calles para adaptarse a los nuevos cruces
- Nuevas mejoras en bordillos, cunetas y calzadas
- Acomodarse a los futuros planes ciclistas del Ayuntamiento





Virtual Public Meeting Presentations



STOCKTON
DIAMOND

Bilingual Virtual Public Meeting

Tuesday, April 6, 2021
6-7:30 p.m.



STOCKTON DIAMOND GRADE SEPARATION PROJECT



Welcome / Introductions / Meeting Format



Part 1: Project Presentation – Overview & Draft EIR Findings



Part 2: Presentation Clarification



Part 3: Formal Comment Period

Meeting Format & Reminders



- Attendees muted upon entry
- Project presentation, followed by presentation clarification & formal comment period
- **Questions/comments can be provided verbally or by using Q&A box**
- Please limit verbal questions & comments to **two minutes**
- Formal Draft EIR comments submittal tonight and through **5 p.m. April 29** via project email, website, hotline & mail
- Meeting is being recorded for documentation



◆ PROJECT OVERVIEW



Reduce passenger and freight rail delays, and associated congestion



Maintain key community connections



Improve multimodal access

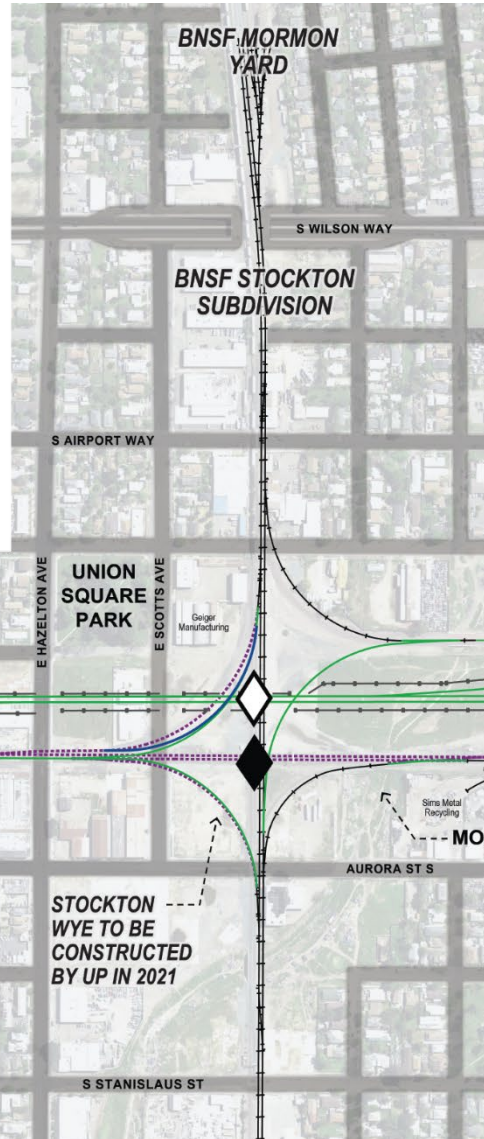
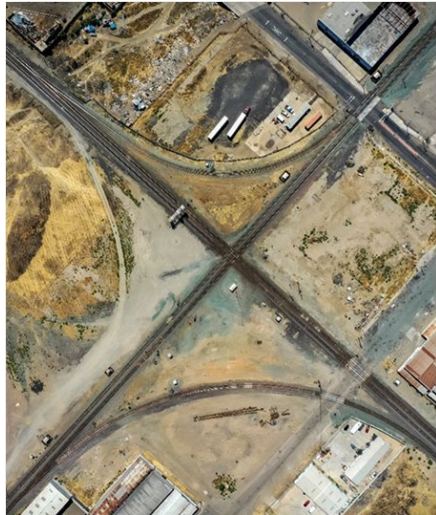


Provide local and regional environmental and economic benefits




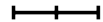





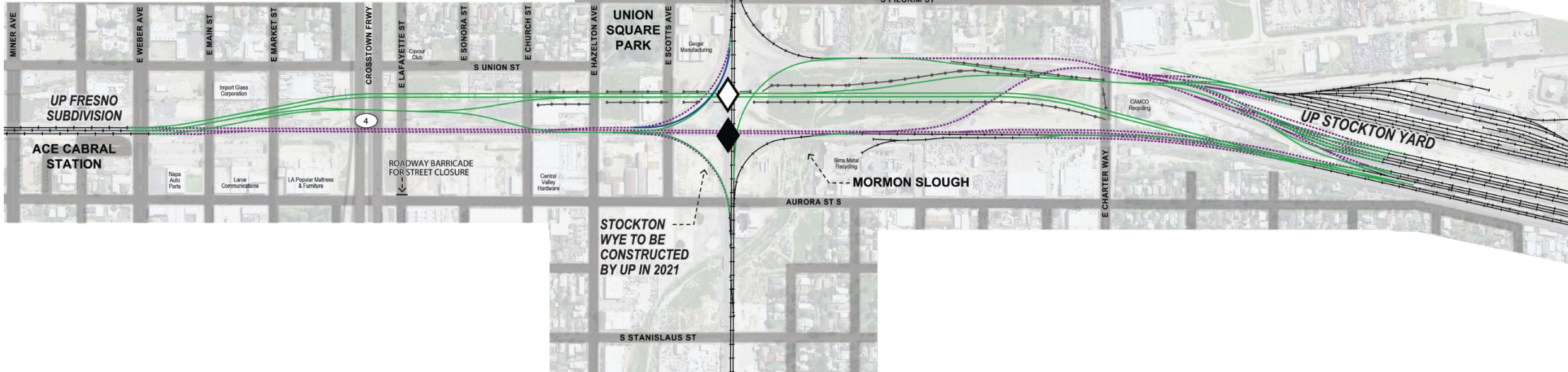
Address safety by closures and enhancements at key roadway-rail grade crossings

Proposed Concept



LEGEND

-  Proposed Flyover Location
-  Existing at-Grade Stockton Diamond
-  Proposed Track
-  Existing Tracks (to remain)
-  Proposed Elevated Structure on Retaining Wall
-  Track Removal (existing)
-  Phase 1 - Shift Wye Track



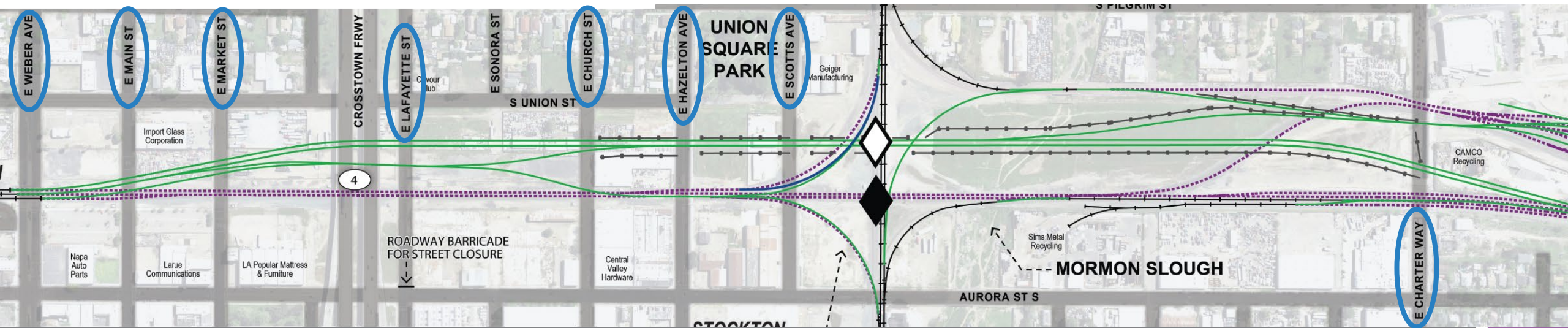
Project Visual Rendering



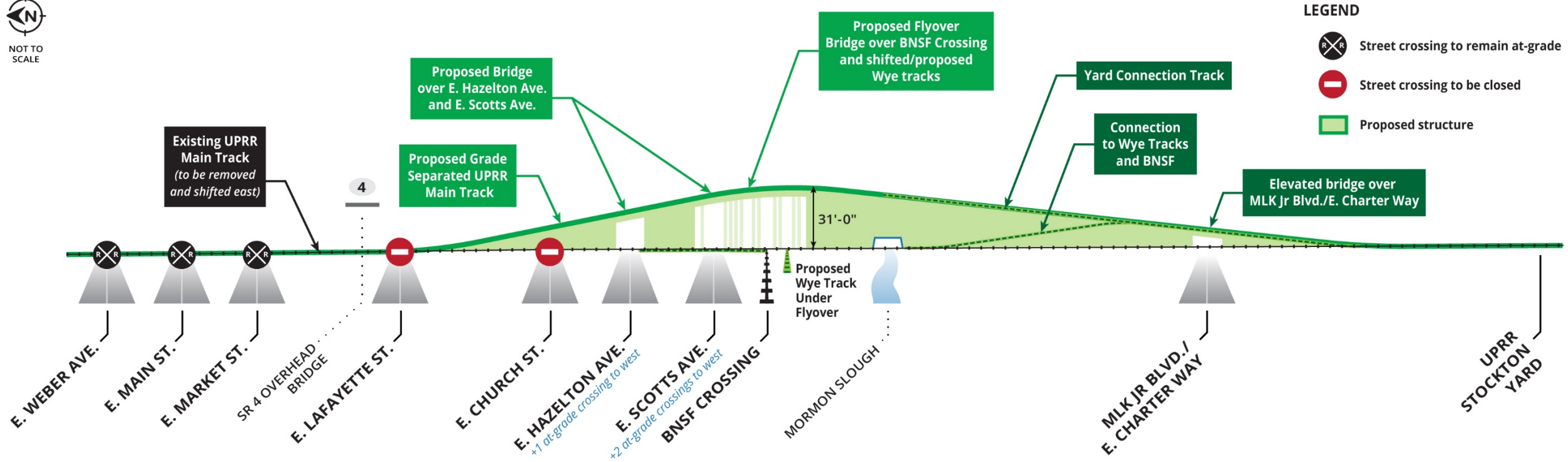
Proposed Local Road Modifications

New alignment, rail connections & flyover bridge will impact several local east-west city streets

1. E. Weber Ave.
2. E. Main St.
3. E. Market St.
4. E. Lafayette St.
5. E. Church St.
6. E. Hazelton Ave.
7. E. Scotts Ave.
8. E. Charter Way



Proposed Changes to Local Roads



Proposed Street Improvements – E. Weber Ave.

New curb, gutter & sidewalk on north side, from tracks to Union Street *

**Note: Improvements on south side will be matched by the SJRRC Cabral Station Expansion Project (construction 2021)*



Proposed Improvements – E. Main St.

New curb, gutter & sidewalk on south side,
from tracks to Union Street *



Current Conditions



E. Main St. looking west

**Note: Improvements on south side will be matched by the SJRRC Cabral Station Expansion Project (construction 2021)*

Proposed Improvements – E. Market St.

New curb, gutter & sidewalk on both sides of street, from tracks to Union Street



E. Market St. looking west

Proposed Improvements – E. Scotts Ave.

New curb, gutter & sidewalk on both sides of street, from tracks to Union Street



Current Conditions



E. Scotts Ave. looking west

Structure Design Options – Earthen Embankment



Structure design can influence visual aesthetics, access & public safety

Structure Design Options – Retaining Wall



Structure Design Options – Viaduct





STIMULATE MOBILITY: Improve rail efficiency and reliability

What this means to you:

- Improved local traffic resulting from reduced delays at rail crossings (20-30%)
- Reduced delay and improved reliability for ACE and San Joaquins passengers
- Supports on-time reliability for ACE and enables future Valley Rail expansion



ECONOMIC VITALITY: Increased throughput

What this means to you:

- Improved freight movement and increased throughput for delivery of goods
- Decreased fuel consumption results in cost savings for rail operation



INSPIRE CONNECTIONS: Support service expansion

What this means to you:

- Faster, more reliable travel options for passengers connecting housing to jobs
- Rail structures create opportunity for future Charter Way underpass improvements
- Grade separation at E. Hazelton & E. Scotts accommodate future multimodal streets



ENHANCE SAFETY: Improve track crossings

What this means to you:

- Enhanced sidewalks, curbs and gutters on E. Weber, E. Main, E. Market & E. Scotts
- Bike & pedestrian improvements on E. Weber, E. Main, E. Market, E. Hazelton & E. Scotts
- Modifications and upgrades at existing crossings to improve access and safety
- Flyover of main tracks off E. Hazelton & E. Scotts removes train conflicts with vehicles and bikes/pedestrians



SUSTAINABILITY: Improve air quality with emission reduction

What this means to you:

- Grade Separation allows trains to move through Stockton Diamond quickly means less idling trains and vehicles which results in reduced greenhouse gas emissions and improving regional air quality
- Structure across Mormon Slough accommodates future flood diversion



◆ ENVIRONMENTAL ANALYSIS / FINDINGS

California Environmental Quality Act (CEQA)

Lead Agency = San Joaquin Regional Rail Commission

National Environmental Policy Act (NEPA)

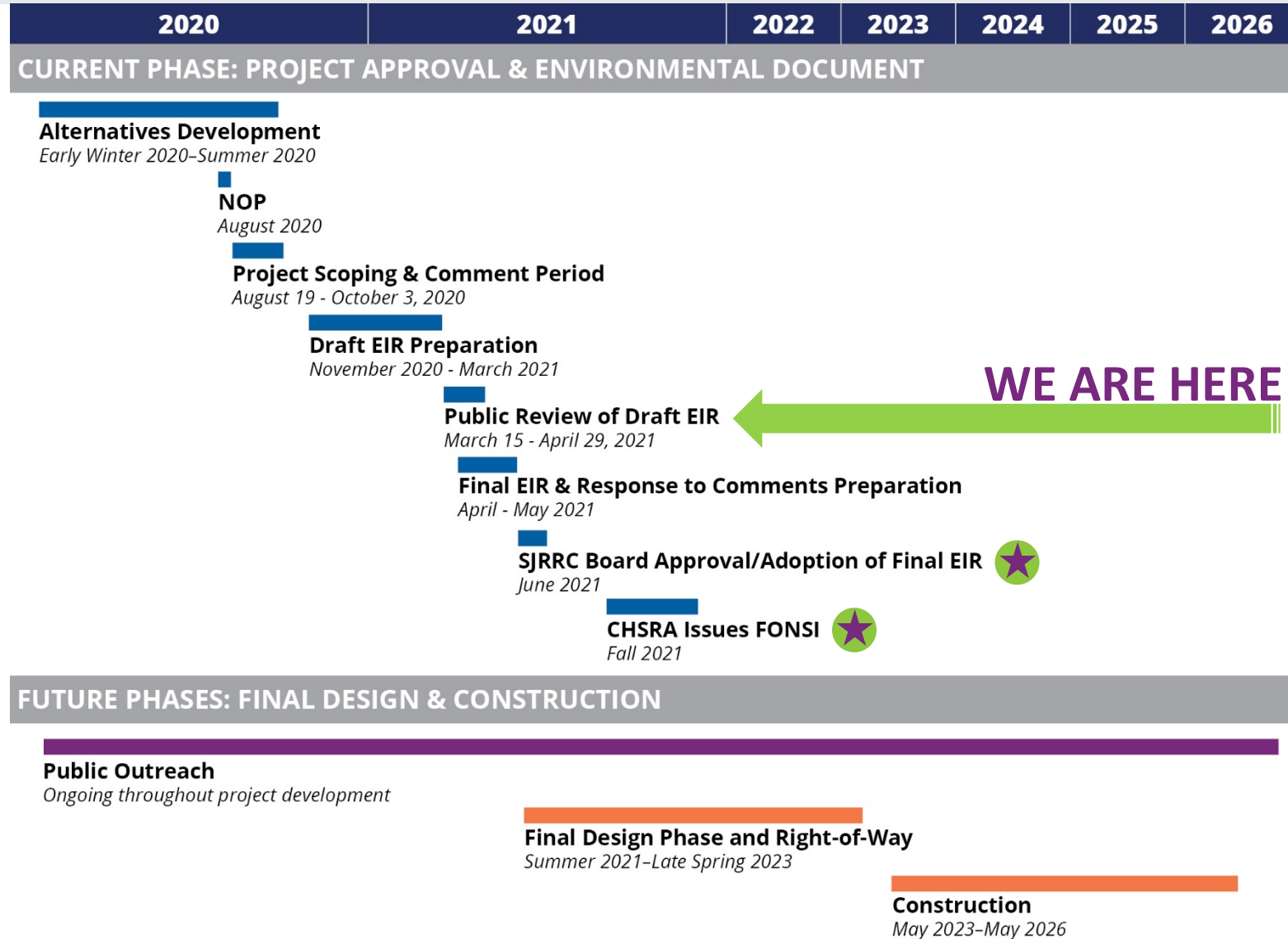
Lead Agency = California High Speed Rail Authority under assignment by Federal Railroad Administration



Originally scoped a joint CEQA/NEPA Environmental Document or Draft Environmental Impact Report (EIR) / Environmental Assessment (EA)

February 2021- Separated processes due to schedule & funding constraints

Project Schedule



Alternatives Evaluated

No Build Alternative



Proposed Project Alternative 1A



No Build Alternative

What impacts would result if this project is not constructed?



Proposed Alternative 1A

What impacts would result from built project?



Resources Analyzed in Draft EIR



Land Use Planning



Population & Housing



Air Quality & Greenhouse Gas Emissions



Noise & Vibration



Visual Resources



Parks & Recreation



Biological Resources



Hydrology & Water Quality



Cultural Resources



Hazards & Hazardous Materials



Transportation & Circulation



Geology & Soils



Energy



Public Services & Utilities



Agriculture & Forestry Resources



Wildfire

- Result in **overall regional and local benefits** to mobility, air quality, greenhouse gas emissions, and energy use
- Not result in **significant & unavoidable impacts, or cumulatively considerable & unavoidable impacts**, to any resource evaluated in Draft EIR, after incorporation of mitigation
- Result in **less than significant impacts** with mitigation:



Biological resources



Land use & planning



Hazards & Hazardous materials



Noise & vibration

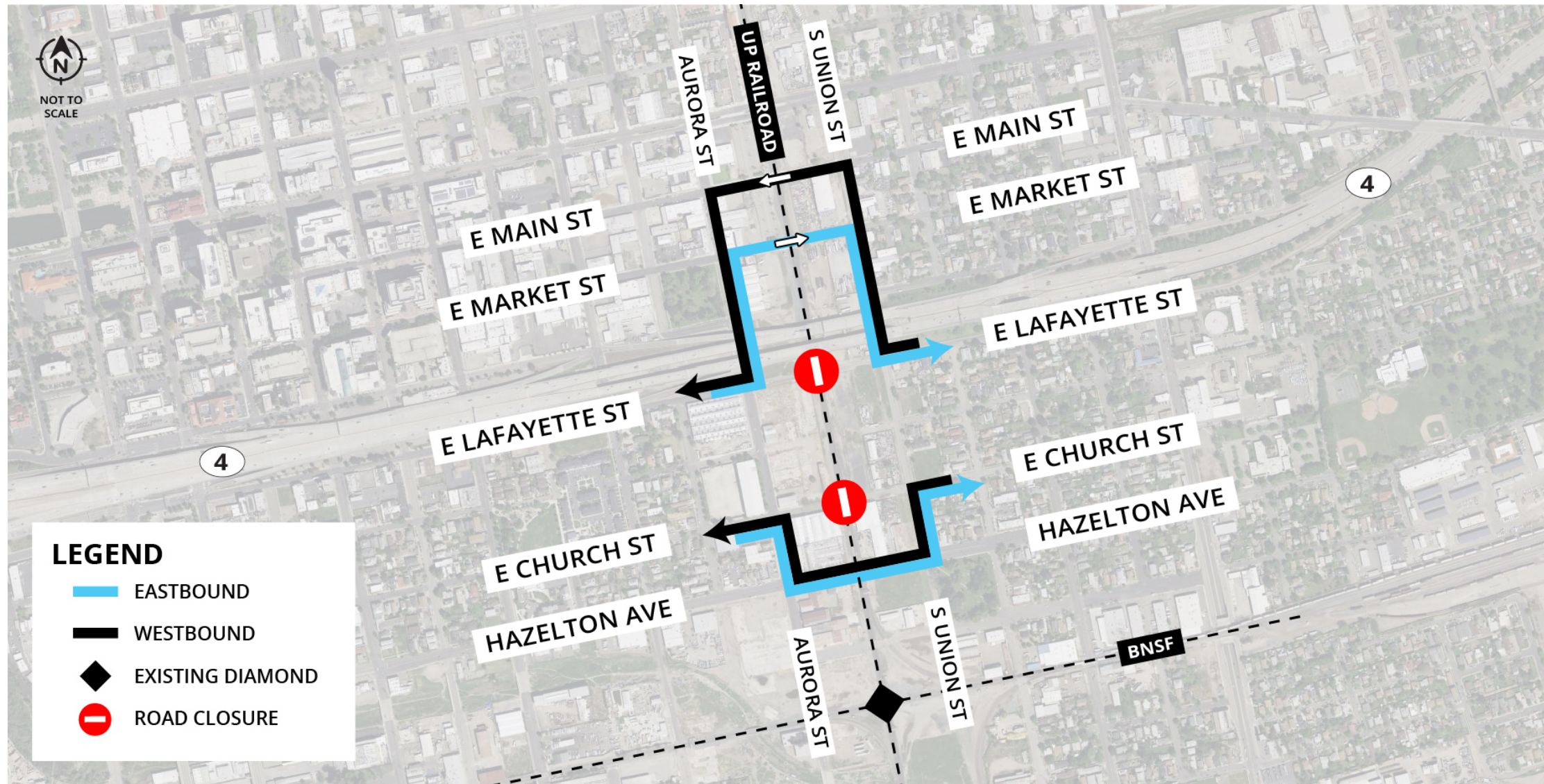
DEIR Findings: Local Circulation & Mobility

- E. Hazelton Ave. grade separation improves mobility by allowing future bike lanes & separated sidewalk
- Shorter gate-down times result in fewer delays at railroad crossings
- Permanent road closures at E. Lafayette and E. Church Streets require detours
- Traffic Management Plan to be developed to minimize temporary construction roadway impacts



Key issues raised during Scoping

Traffic Circulation After Road Closures



- Short-term noise impacts during construction **mitigated** with noise and vibration control plans.
- Moderate long-term noise impacts at nine residences and two institutional facilities
- Severe long-term noise impacts at 12 residences **mitigated** through sound insulation improvements consistent with U.S. Department of Housing and Urban Development thresholds



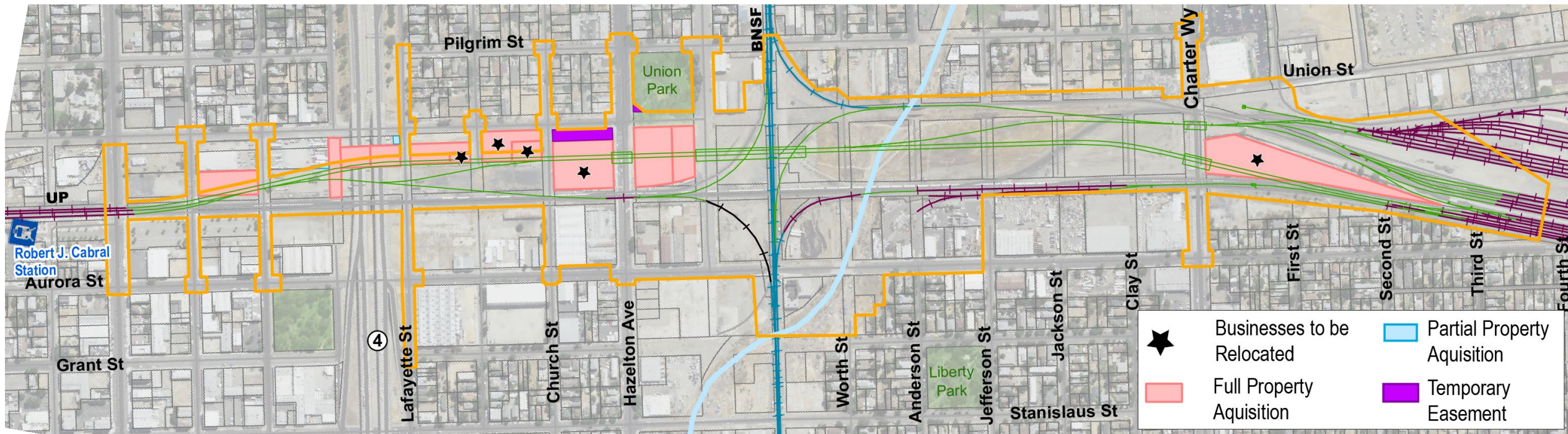
Key issues raised during Scoping

- **No impacts** to residences
- **No disproportionate impacts** to minority and low-income populations (environmental justice) in the area
- 12 full and two partial **property acquisitions**
- Five active auto/truck-related **businesses to be relocated** and vacant property
- **Temporary impacts** to transient populations in Mormon Slough



Key issues raised during Scoping

Land Use & Community Impacts Map



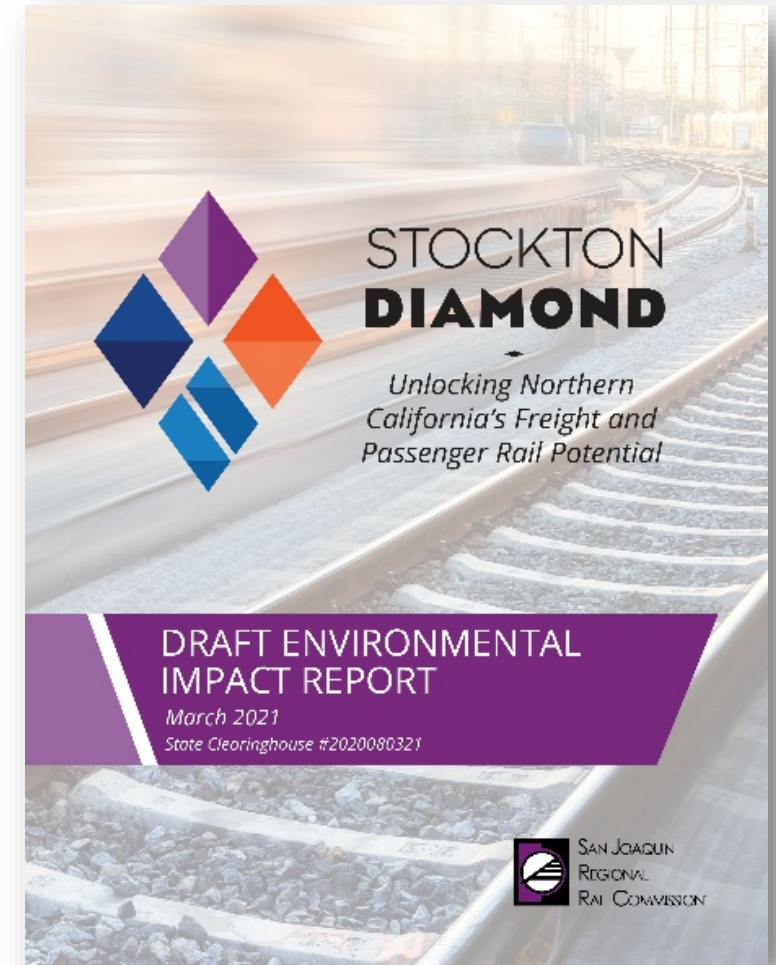
DEIR Findings: Visual Impacts

- Project results in visual benefits due to removal of railroad and industrial artifacts along rail corridor that currently degrade visual quality of the area.
- Construction of UP flyover would not substantially degrade the existing visual character or quality of the site and its surroundings.



Availability of Draft EIR for Review & Comment

- Project website: stocktondiamond.com/resources
- Hardcopy available at Stockton locations during normal working hours until **April 29, 2021**:
 - San Joaquin Regional Rail Commission
 - California High Speed Rail Authority
 - Stockton City Hall
 - San Joaquin County
 - Restoration for Life Ministries
 - Catholic Charities Diocese of Stockton
 - Café Coop
 - El Concilio



How You Can Provide Input

Comments concerning the Draft EIR should be submitted via:



stocktondiamond.com



info@stocktondiamond.com



(209) 235-0133



**c/o Public Outreach
2379 Gateway Oaks Dr., Ste. 200
Sacramento, CA 95833**

Suggestions & comments accepted from all interested parties until 5 p.m. on April 29



- Bilingual Mailer - **5,465 contacts**
- Bilingual Poster - **16 locations**
- Bilingual Citizen's Guide - **16 locations**



- Stakeholder Working Group (SWG) Coordination
 - Meetings
 - Social media, websites
 - E-mails



- Publication Advertisements
 - Stockton Record & Vida en el Valle - **circulation 171,424**
 - Latino Times eblast - **100,000 readers**
- News release distribution - **284 contacts**
- Bilingual social media posts (weekly) - **7 scheduled posts**
- E-blast distributions (weekly) - **500 contacts + ACE ridership**



Citizen's Guide Brochure

- Project website: stocktondiamond.com/resources

- Hardcopy available at Stockton locations:

- San Joaquin Regional Rail Commission
- California High Speed Rail Authority
- Stockton City Hall
- San Joaquin County
- Restoration for Life Ministries
- Catholic Charities Diocese of Stockton
- Café Coop
- El Concilio
- Fair Oaks Library
- Cesar Chavez Central Library
- Troke Library
- Weston Ranch Branch Library
- Maya Angelou Branch Library
- In-Season Market
- Community Partnership for Families (CPFSJ):
Dorothy L. Jones/CUFF Family Resource Center
- Huddle Cowork by Launch Pad



Proactive Public Engagement



Contact Database



Speakers Bureau,
Stakeholder Working Group &
Public Meetings (virtual & in-person)



Website, Mailers
E-blasts & Hotline



Media Coordination
& Social Media









Stakeholder Coordination
& Information Sharing



◆ PRESENTATION CLARIFICATION

RAISE & LOWER HAND TO SPEAK





1. Select “Raise Hand” icon
 - **Internet Browser:** select , then “ Raise Hand”
 - **Webex Software:** select , then 
 - **Mobile App:** select , then 
2. Moderator will call your name
3. Select “Lower Hand” after speaking

DIALED-IN BY PHONE

1. Press *3 to “Raise/Lower Hand”

TIME LIMIT: 2 MINS.

SUBMIT QUESTION







1. Select icon
 - **Internet Browser:** select 
 - **Webex Software:** select “ Q&A”
 - **Mobile App:** select , then 
2. Type question/comment into Q&A box
3. Moderator will read question aloud for panelists’ response

Questions during this clarification session will not be included in the formal record



◆ FORMAL COMMENT SESSION

RAISE & LOWER HAND TO SPEAK





1. Select “Raise Hand” icon
 - **Internet Browser:** select , then “ Raise Hand”
 - **Webex Software:** select , then 
 - **Mobile App:** select , then 
2. Moderator will call your name
3. Clearly state your **name & email** (or type into Q&A box)
4. Select “Lower Hand” after speaking

DIALED-IN BY PHONE

1. Press *3 to “Raise/Lower Hand”

TIME LIMIT: 2 MINS.

SUBMIT COMMENT IN WRITING VIA Q&A BOX

1. Select icon
 - **Internet Browser:** select 
 - **Webex Software:** select “Q&A”
 - **Mobile App:** select , then 
2. Type **name & email** into Q&A box with question/comment
3. Moderator will read question aloud for panelists’ response

Comments submitted at this time are part of the formal record and will be addressed in the Final EIR



stocktondiamond.com
(Sign-up to receive electronic updates)



(209) 235-0133



info@stocktondiamond.com

FOLLOW US ON SOCIAL



AltamontCorridorExpress



@ACE_train



AltamontCorridorExpress



◆ POCKET SLIDES

Unhoused Encampment Concerns



Encampment Outside of Work Area



Project-Specific Measures for Homeless Impacts

- SJRRC will continue active coordination with City of Stockton & San Joaquin County to prepare and implement targeted **Mormon Slough area Outreach and Engagement Plan**
- Plan will include goals and strategies consistent with County's Community Response to Homelessness Strategic Plan and focus on **proactive response for temporary and permanent relocation assistance**



San Joaquin County – Community Response to Homelessness Strategic Plan

Goal 2: Increase Access and Reduce Barriers to Homeless Crisis Response Services

<http://www.sanjoaquinoc.org/resources/homeless-services-map/>

- Current estimated project cost = **\$237 million**
- Project awarded funding from local, state & federal sources
 - **\$100M Awarded Dec. 2020** (*Trade Corridor Enhancement Program through CA SB 1*)
 - **\$20M Awarded Sept. 2020** (*Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program*)
- SB 132 & Interregional Transportation Improvement Program funding already secured to match project funds





STOCKTON
DIAMOND

Reunión Virtual Abierta al Público Bilingüe

Martes, 6 de abril de 2021
6-7: 30 p.m.



STOCKTON DIAMOND GRADE SEPARATION PROJECT



Bienvenida / Presentaciones / Formato de la Junta



Parte 1: Presentación del Proyecto: Descripción General y resultados preliminares del Informe sobre Impacto Medioambiental (EIR)



Parte 2: Aclaración de la Presentación



Parte 3: Período de Comentarios Formales

Formato de la Reunión y Recordatorios



- Asistentes silenciados al entrar
- Introducción al Proyecto, seguido de una aclaración de la presentación y un período de comentarios formales
- **Las preguntas y comentarios se pueden hacer verbalmente o usando el cuadro “Q&A” (preguntas y respuestas)**
- Sírvase limitar sus preguntas y comentarios verbales a **dos minutos**
- Presentación formal de comentarios al EIR Preliminar es desde esta noche y hasta las **5 p.m. del 29 de abril** a través de correo electrónico, el sitio virtual o la línea directa del proyecto, y por correo postal
- Esta reunión se está grabando como documentación



◆ DESCRIPCIÓN DEL PROYECTO



Reducir el retraso de trenes de pasajeros y de carga, y la congestión resultante



Mantener conexiones clave entre la comunidad



Mejorar el acceso de la circulación diversa

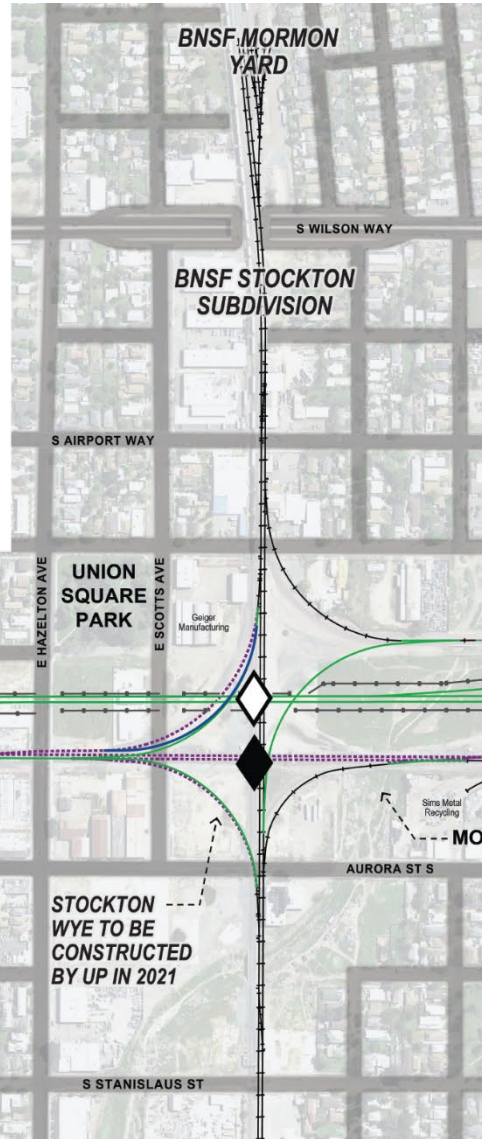
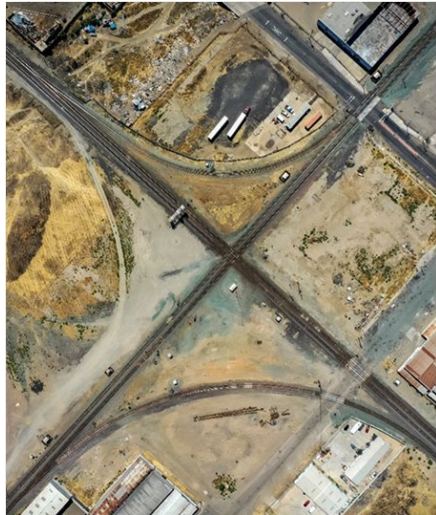


Ofrecer beneficios medioambientales y económicos a nivel local y regional.










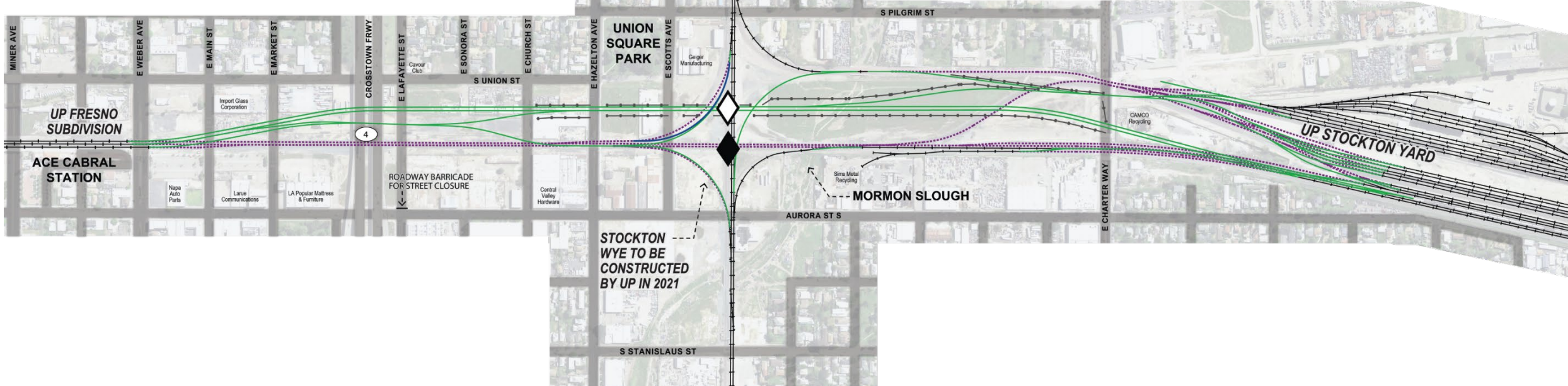
Garantizar la seguridad clausurando o mejorando los más críticos cruces viales de ferrovías al-mismo-nivel

Concepto Propuesto



LEYENDA

-  Ubicación del Paso Elevado Propuesto
-  Cruces A-Nivel Existentes en Stockton Diamond
-  Ferrovía Propuesta
-  Ferrovías Existentes (se quedan)
-  Propuesta Estructura Elevada sobre Muro de Contención
-  Eliminación de Rieles (existentes)
-  1ª Etapa: Desviador Múltiple de Rieles



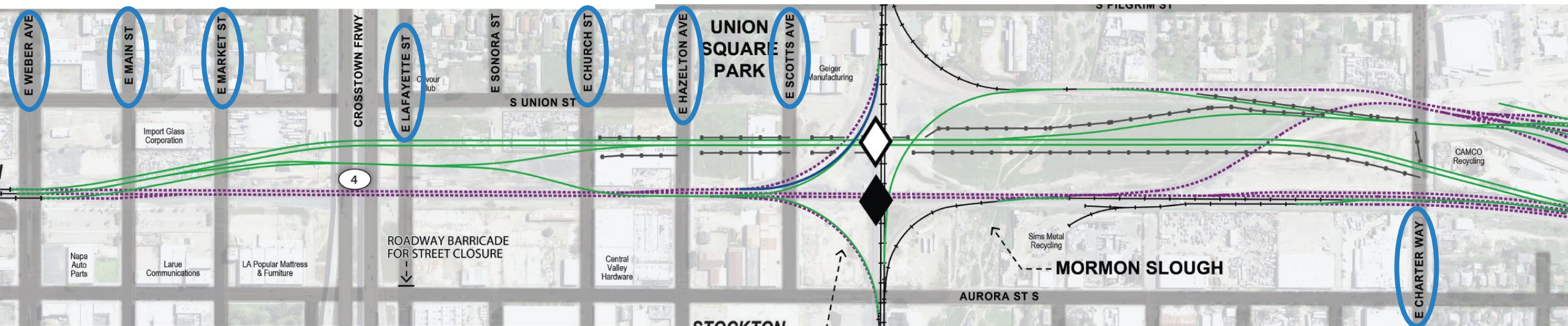
Visualiación del Proyecto



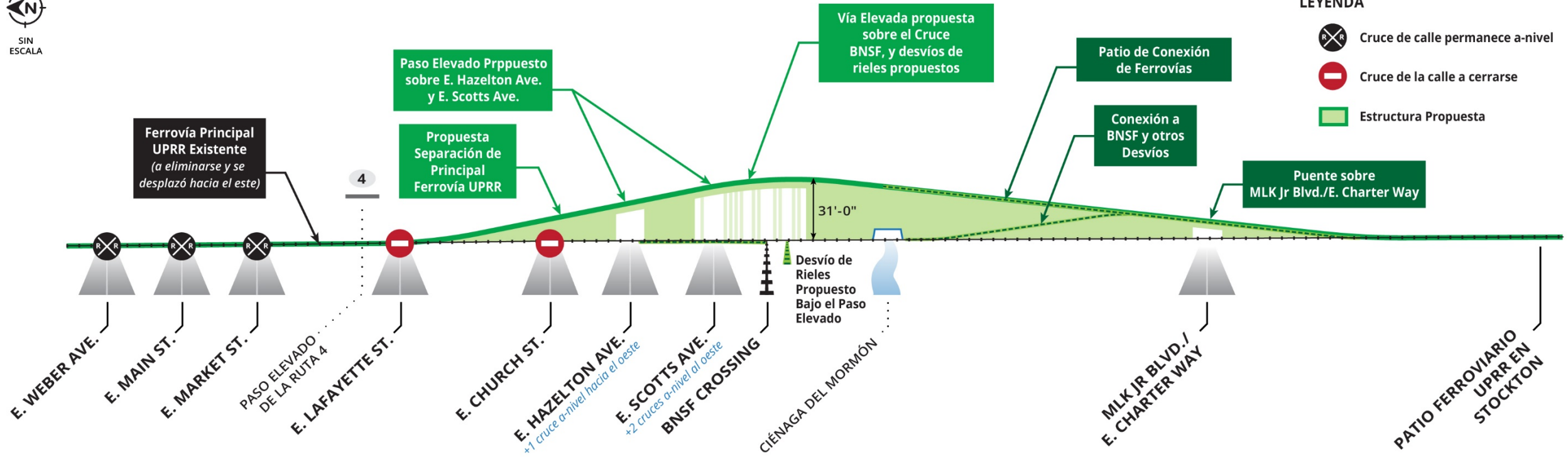
Modificaciones Propuestas a las Calles Locales

Esta nueva alineación, conexiones ferroviarias & cruce elevado afectarán varias calles este-a-oeste de esta área urbana

1. Av. Weber Este
2. Calle Main Este
3. Calle Market Este
4. Calle Lafayette Este
5. Calle Church Este.
6. Av. Hazelton Este.
7. Av, Scotts Este
8. Charter Way Este



Cambios Propuestos a las Calles Locales



Mejoras Callejeras Propuestas – E. Weber Ave.

Nuevo bordillo, cuneta y calzada en el lado norte, desde la ferrovía hasta la Calle Union*

**Nota: Las mejoras en el lado sur se combinarán con el Proyecto de Expansión de la Estación Cabral de la SJRRC (construcción en 2021)*

Actuales Condiciones



E. Weber Ave. mirando al oeste

Mejoras Propuestas – E. Main St.

Nuevo bordillo, cuneta y calzada en el lado sur, desde la ferrovía hasta la Calle Union*



Actuales Condiciones



E. Main St. mirando hacia el oeste

**Nota: Las mejoras en el lado sur se combinarán con el Proyecto de Expansión de la Estación Cabral de la SJRRC (construcción en 2021)*

Mejoras Propuestas – E. Market St.

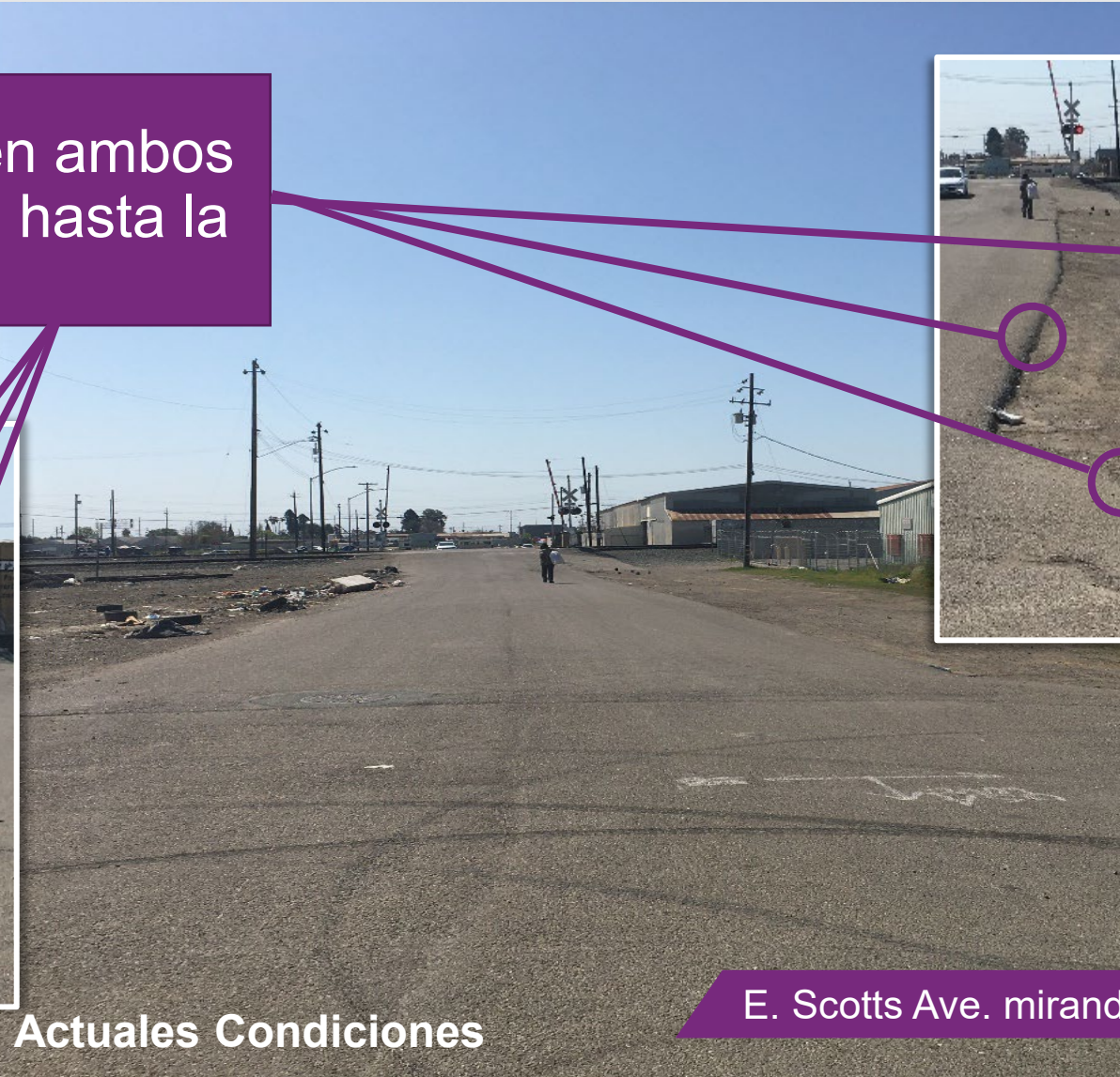
Nuevo bordillo, cuneta y calzada en ambos lados de la calle, desde la ferrovía hasta la Calle Union



E. Market St. mirando hacia el oeste

Mejoras Propuestas – E. Scotts Ave.

Nuevo bordillo, cuneta y calzada en ambos lados de la calle, desde la ferrovía hasta la Calle Union



Actuales Condiciones

E. Scotts Ave. mirando al oeste

Opciones de Diseño Estructural – Terraplén de Tierra



**El diseño estructural puede influir en la estética visual,
el acceso & la seguridad pública**

Opciones de Diseño Estructural – Muro de Contención



Opciones de Diseño Estructural – Viaducto





AGILIZA LA CIRCULACIÓN:

Mejora la eficiencia y confianza en los ferrocarriles

¿Qué significa esto para Ud.?

- Mejora la circulación vial del área como resultado de la reducción de retrasos en los cruces ferroviarios (20-30%)
- Reducción en retrasos y mejores garantías para los pasajeros de ACE y San Joaquines
- Fortalece la confianza en la puntualidad de ACE e impulsa la futura expansión de Valley Rail



VITALIDAD ECONÓMICA: Mayor Rendimiento

¿Qué significa esto para Ud.?

- Mejor movimiento de carga y mayor rendimiento en la entrega de mercancías.
- Disminución en consumo de combustible ahorra el costo para las operaciones ferroviarias



FOMENTA CONEXIONES: Expansión del servicio de soporte

¿Qué significa esto para Ud.?

- Opciones de traslados más rápidos y confiables para pasajeros que conectan su vivienda con su trabajo
- Las estructuras ferroviarias crean la oportunidad de mejorar los pasos bajo-nivel de Charter Way en el futuro
- La cruces a diferentes nivel en Hazelton Este y Scotts Este se adapta a calles de tránsito multimodal (diverso)



MAYOR SEGURIDAD: Mejoras en cruces de ferrovías

¿Qué significa esto para Ud.?

- Perfeccionamiento de banquetas, bordillos y cunetas en Weber Este, Main Este, Market Este y Scotts Este
- Mejoras para peatones y ciclistas en Weber Este, Main Este, Market Este y Scotts Este
- Modificaciones y actualizaciones en los cruces existentes para mejorar acceso y seguridad.
- El paso elevado de las principales ferrovías en las cercanías de Hazelton Este y Scotts Este elimina los conflictos de trenes con vehículos, ciclistas y peatones



SOSTENIBILIDAD: Mejora la calidad del aire reduciendo emisiones

¿Qué significa esto para Ud.?

- El cruce a diferentes niveles permite que los trenes transiten rápido a través del nudo ferroviario Stockton Diamond resulta en menos trenes y vehículos en ralentí (con el motor andando), lo que también reduce emisiones de gases de efecto-invernadero y mejora la calidad del aire de la región
- La estructura a lo largo de la Ciénaga del Mormón se adapta a futuras desviaciones de inundación



◆ ANÁLISIS Y CONCLUSIONES MEDIOAMBIENTALES

Ley de Calidad Medioambiental de California (CEQA)

Agencia Líder = Comisión Ferroviaria Regional de San Joaquín



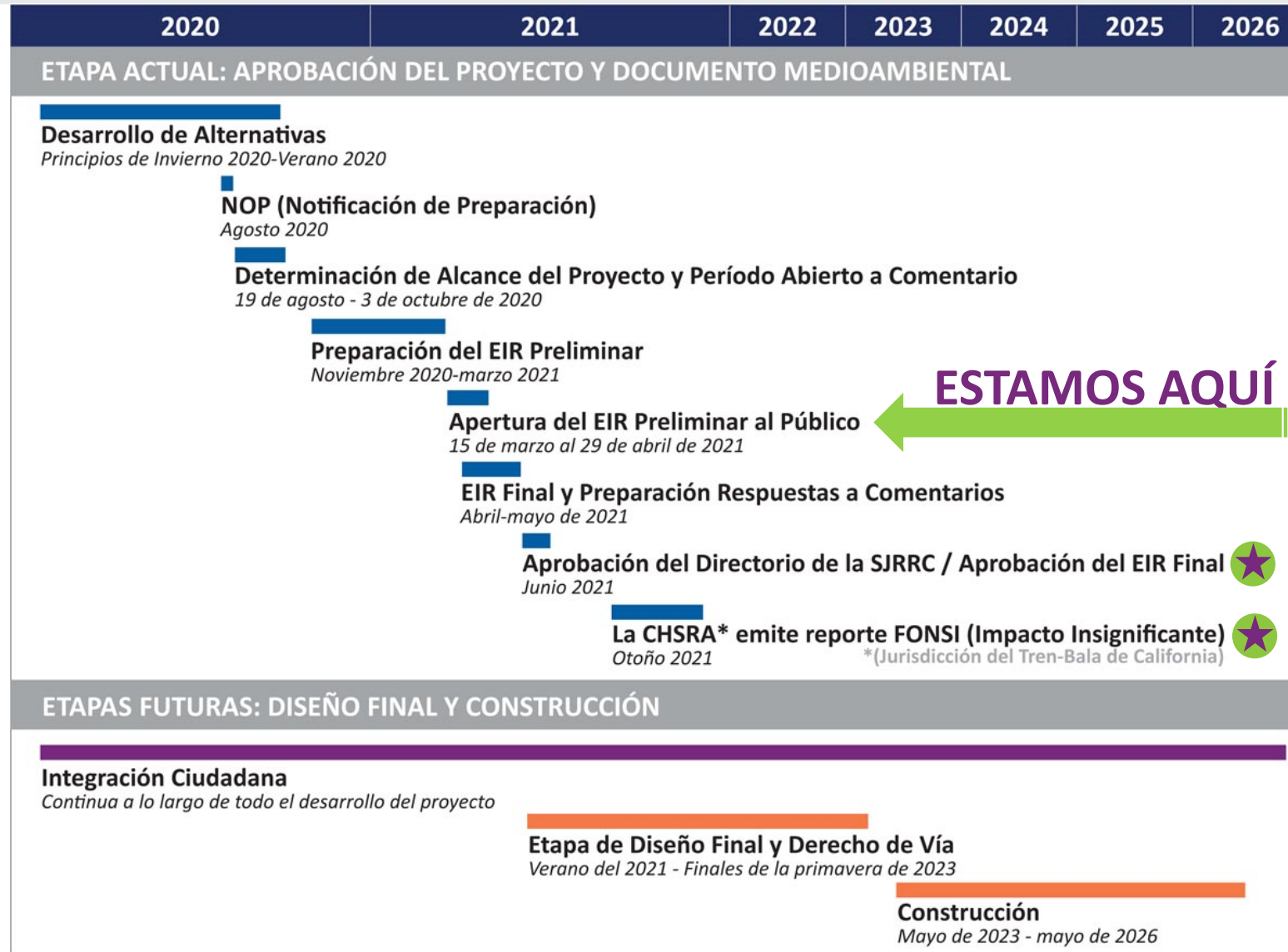
Ley de Política Nacional Medioambiental (NEPA)

Agencia Líder = Jurisdicción del Tren-Bala de California por asignación de la Administración Ferroviaria Federal

Su alcance original era de un documento medioambiental conjunto de CEQA y NEPA, o un Informe de Impacto Medioambiental (EIR) y Evaluación Medioambiental (EA) Preliminares

Febrero de 2021: se separan los procesos debido a restricciones de programación y financiación

Cronograma del Proyecto



Alternativa Sin Estructuras



Alternativa Propuesta: 1A



¿Qué efectos traerá que este proyecto no se lleve a cabo?



¿Qué efectos traería que este proyecto sí se construya?



Recursos Analizados en el EIR Preliminar



Planificación:
Uso de Suelo



Población y
Vivienda



Calidad del Aire y
Emisiones de Gases de
Efecto
Invernadero



Ruido y
Vibración



Recursos
Visuales



Parques y
Recreación



Recursos
Biológicos



Hidrología y
Calidad del Agua



Recursos
Culturales



Riesgos y
Materiales Peligrosos



Transporte y
Circulación



Geología
y Suelos



Energía



Servicios Públicos
y Utilitarios




Recursos Agrícolas
y Forestales



Incendios
Forestales

Conclusiones Clave del EIR Preliminar del Proyecto

- Genera **beneficios regionales y locales en general** para la circulación, la calidad del aire, las emisiones de gases de efecto-invernadero, y el uso de energía 
- No genera ni **efectos significativos e inevitables como tampoco impactos acumulativamente considerables e inevitables** a recurso alguno que se haya evaluado en el EIR Preliminar —después de la incorporación de mitigaciones
- Genera **impactos de menor importancia** con la aplicación de medidas de mitigación:



Recursos biológicos



Planificación y Uso del Suelo



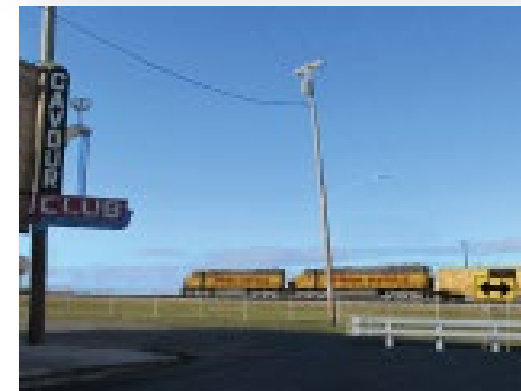
Riesgos y materiales peligrosos



Ruido y Vibración

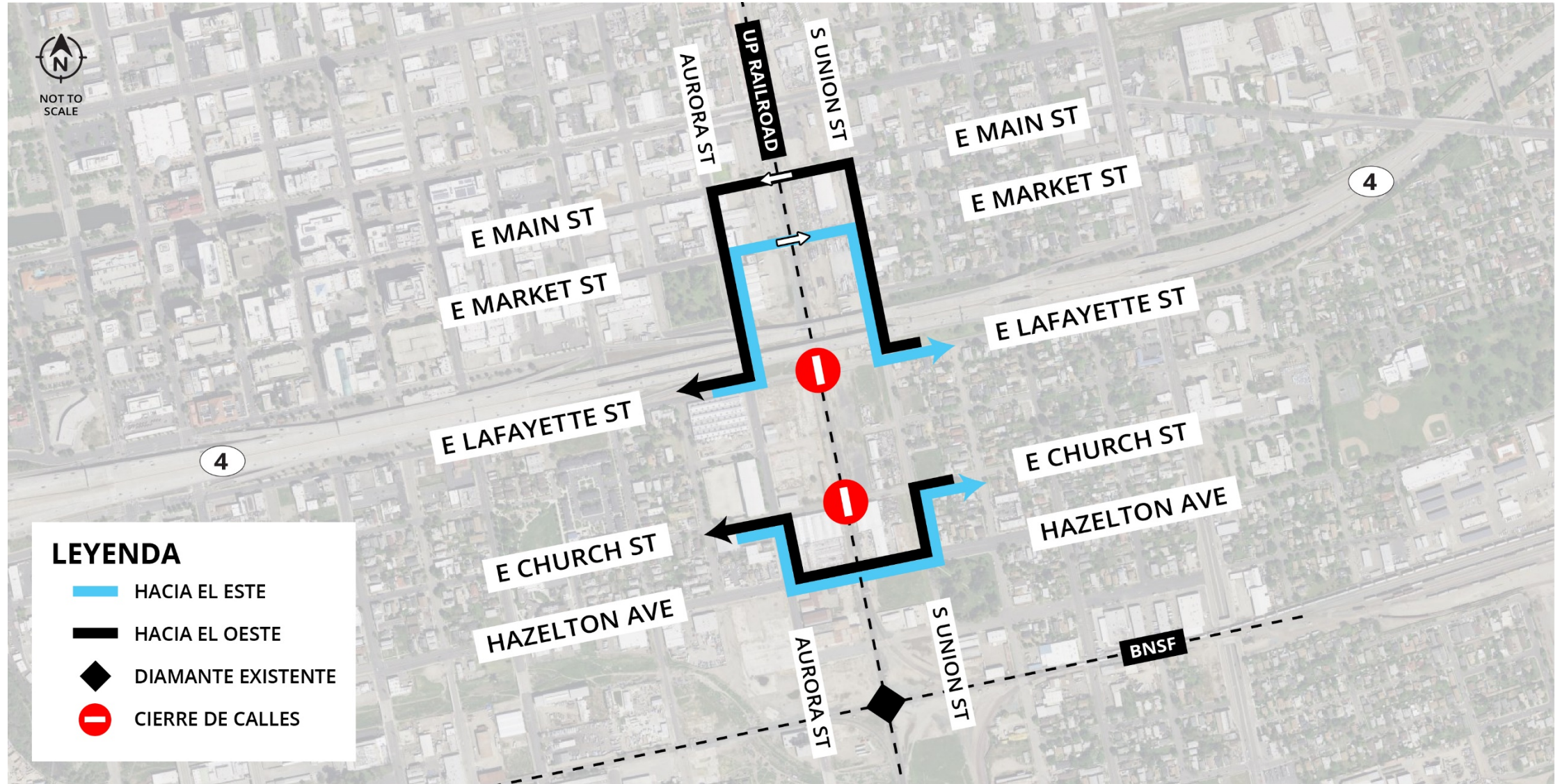
Conclusiones del EIR Preliminar (DEIR): Circulación y Desplazamiento Local

- La separación por niveles en la Av. Hazelton agiliza el desplazamiento al permitir carriles separados para bicicletas y peatones en el futuro
- Bajadas de barreras más breves resultan en menos demoras en los cruces ferroviarios
- Los cierres permanentes de vía en las calles Lafayette Este y Church Este requieren desvíos
- Se desarrollará un Plan de Control de Tráfico para minimizar los impactos temporales de las obras en las calles afectadas



*Problemas Clave Considerados Durante la
Determinación de Alcance*

Circulación del Tráfico Después del Cierre de las Calles



- Impactos de ruido a corto plazo durante las obras **mitigados** con planes de control de ruido y vibraciones
- Moderados impactos de ruido a largo plazo en nueve residencias y dos dependencias institucionales
- Severos impactos de ruido a largo plazo en 12 residencias, **mitigados** mediante mejoras en el aislamiento acústico en conformidad a los límites del Departamento de Vivienda y Desarrollo Urbano de los EEUU.



Problemas Clave Considerados Durante la Determinación de Alcance

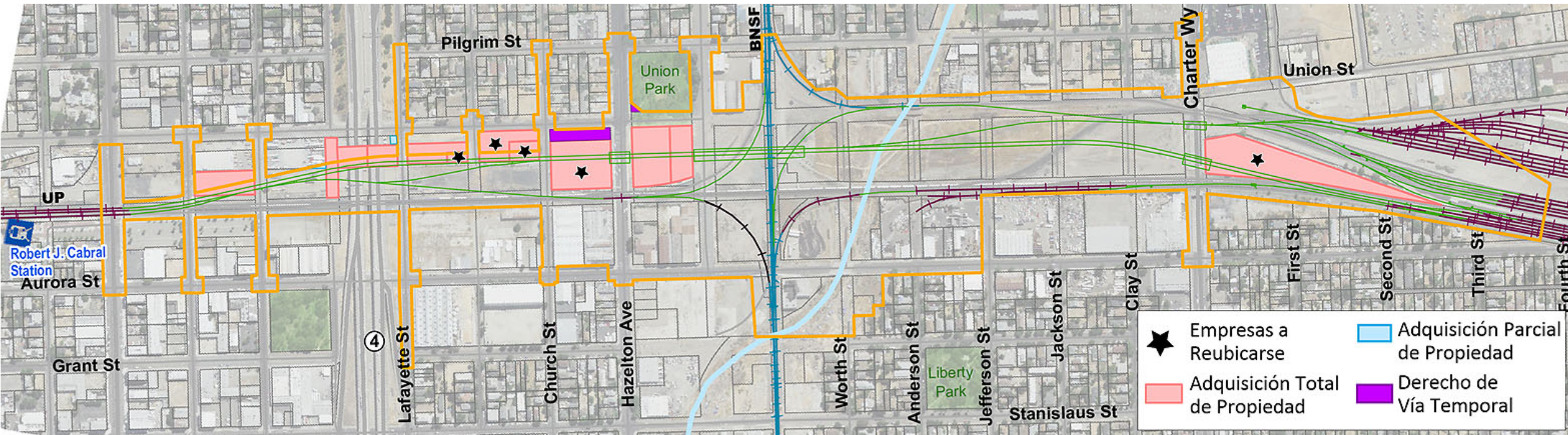
Conclusiones del DEIR: Uso de Suelo y su Impacto en la Comunidad

- **Sin impacto** a residencias
- **Sin impactos desproporcionados** a comunidades minoritarias y de bajos ingresos (equidad ante perjuicio) en el área
- **Adquisición** total de 12 **propiedades** y dos parciales
- Cinco **talleres** activos de automóviles o camiones serán **reubicados**. Un terreno baldío
- **Impacto temporal** a los campamentos indigentes en la Ciénaga del Mormón



Problemas Clave Considerados Durante la Determinación de Alcance

Uso de Suelo e Impacto en la Comunidad



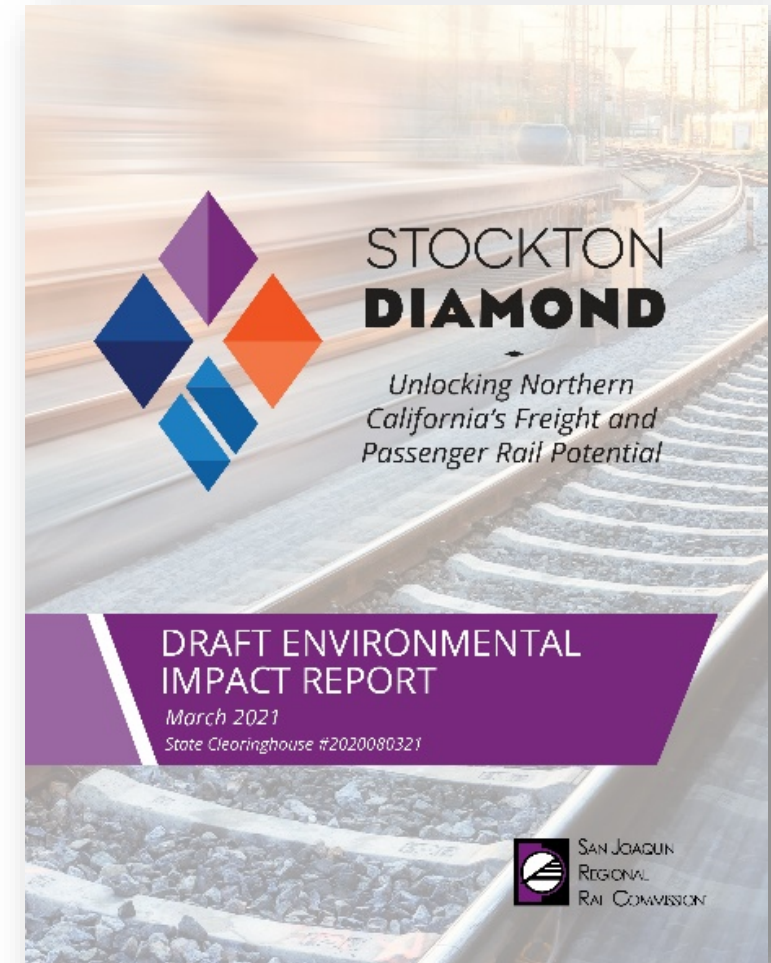
Conclusiones del DEIR: Impactos visuales

- El proyecto genera beneficios visuales gracias al retiro de elementos ferroviarios e industriales a lo largo del corredor ferroviario que degradan la calidad visual del área en el presente.
- La construcción de la ferrovía elevada de UP no degradaría, en gran medida, el carácter visual existente o la calidad del lugar y sus inmediaciones.



Disponibilidad del EIR Preliminar para su Lectura y Comentario

- Sitio virtual del proyecto:
stocktondiamond.com/resources
- Copia impresa disponible en las siguientes localidades de Stockton hasta el **29 de abril de 2021** durante el horario normal de oficina:
 - Comisión Ferroviaria Regional de San Joaquín
 - Ministerios 'Restauración de por Vida'
 - Jurisdicción del Tren-Bala de California
 - Caridades Católicas de la Diócesis de Stockton
 - Ayuntamiento de Stockton
 - Café Coop
 - Condado San Joaquín
 - El Concilio



Cómo Puede Aportar Su Opinión

Los comentarios sobre el EIR Preliminar deben someterse a través de:



stocktondiamond.com



info@stocktondiamond.com



(209) 235-0133



**c/o Public Outreach
2379 Gateway Oaks Dr., Ste. 200
Sacramento, CA 95833**

Se aceptan sugerencias y comentarios de todas las partes interesadas hasta las 5 p.m. del 29 de abril



- Postal Bilingüe - **5,465 contactos**
- Póster Bilingüe - **16 ubicaciones**
- Guía del Ciudadano Bilingüe
- **16 localidades**



- Coordinación de Grupo de Trabajo con las Partes Interesadas (SWG)
 - Reuniones
 - Redes sociales, sitios virtuales
 - Correos electrónicos



- Anuncios en publicaciones
 - Stockton Record y Vida en el Valle - **Circulación 171,424**
 - Latino Times email masivo - **100,000 lectores**
- Difusión de comunicados de prensa - **284 contactos**
- Entradas en redes sociales bilingües - **7 entradas programadas**
- Distribución de email masivos - **500 contactos + pasajeros de ACE**



- Sitio virtual del proyecto: stocktondiamond.com/resources
- Copia impresa disponible en las siguientes localidades de Stockton:



- Comisión Ferroviaria Regional de San Joaquín
- Jurisdicción del Tren-Bala de California
- Ayuntamiento de Stockton
- Condado San Joaquín
- Ministerios 'Restauración de por Vida'
- Caridades Católicas de la Diócesis de Stockton
- Café Coop
- El Concilio
- Biblioteca Fair Oaks
- Biblioteca Central César Chávez
- Biblioteca Troke
- Biblioteca Sucursal Weston Ranch
- Biblioteca Sucursal Maya Angelou
- Mercado In-Season
- Colaborativa Comunitaria para Familias (CPFSJ): Dorothy L. Jones/CUFF Centro de Recursos Familiares
- Huddle Cowork by Launch Pad

Integración Proactiva en la Comunidad



Base de Datos de Contactos



Buró de Oradores, Grupos de Trabajo de Partes Interesadas, y Audiencias Abiertas (virtuales y presenciales)



Sitio virtual, difusión masiva de postales electrónicas, y línea directa



Coordinación de Medios de Comunicación y Redes Sociales









Coordinación de Partes Interesadas e Intercambio de Información



◆ ACLARACIÓN DE LA PRESENTACIÓN

LEVANTAR Y BAJAR LA MANO PARA HABLAR





1. Seleccione ícono “Raise Hand” (Mano Levantada)
 - **Buscador Internet:** seleccione , luego  (Raise Hand)”
 - **Aplicación Webex:** seleccione , then 
 - **Aplicación Móvil:** seleccione , luego 
2. El moderador lo llamará por su nombre
3. Seleccione “Lower Hand (Baje la Mano)” después de hablar

MARCADO POR TELÉFONO

1. Presione *3 para "Subir" y "Bajar" la mano"

LÍMITE DE TIEMPO: 2 MINS.

SOMETER PREGUNTA







1. Seleccione ícono
 - **Buscador Internet:** seleccione 
 - **Aplicación Webex:** seleccione “Q&A”
 - **Aplicación Móvil:** seleccione , luego 
2. Escriba su pregunta o comentario en el cuadro Q&A (preguntas y respuestas)
3. El moderador leerá su pregunta en voz alta para que la respondan los panelistas

Las preguntas durante esta sesión de aclaración no se incluirán en el registro formal



◆ SESIÓN FORMAL DE COMENTARIOS

LEVANTAR Y BAJAR MANO PARA HABLAR





1. Seleccione ícono “Raise Hand” (Mano Levantada)
 - **Buscador Internet:** seleccione  , luego “ (Raise Hand)”
 - **Aplicación Webex:** seleccione  , then 
 - **Aplicación Móvil:** seleccione  , luego 
2. El moderador lo llamará por su nombre
3. Indique claramente su **nombre y correo electrónico** (o escriba en el casillero Q&A)
4. Seleccione “Lower Hand (Baje la Mano)” después de hablar

MARCADO POR TELÉFONO

1. Presione *3 para "Subir" y "Bajar" la mano"

LÍMITE DE TIEMPO: 2 MINS.

PARA SOMETER COMENTARIO ESCRITO EN EL CUADRO Q&A

1. Seleccione ícono
 - **Buscador Internet:** seleccione 
 - **Aplicación Webex:** seleccione “ Q&A”
 - **Aplicación Móvil:** seleccione  , luego 
2. Escriba su pregunta o comentario en el cuadro Q&A (preguntas y respuestas)
3. El moderador leerá su pregunta en voz alta para que la respondan los panelistas

Los comentarios enviados en este momento forman parte del registro formal y se analizarán en el EIR Final.



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◆ IMÁGENES AL PASAR

Inquietudes por Campamentos de Gente Sin-Hogar



Campamentos Aledaños al Área de las Obras



Medidas del Proyecto Específicas al Impacto en las Personas Sin Hogar

- SJRRC continuará coordinándose con el Ayuntamiento de Stockton y el Condado San Joaquín para preparar e implementar un **Plan de Acercamiento e Integración específica al sector de la Ciénaga del Mormón**
- El plan incluirá métodos y objetivos del Plan Estratégico de Respuesta Comunitaria a los Sin-Techo del Condado y se enfocará en una respuesta **proactiva y específica en asistir en la reubicación temporal y permanente de los pobladores transitorios afectados.**



Condado San Joaquín - Plan Estratégico de Respuesta Comunitaria a los Sin-Techo

Objetivo 2: Aumentar Acceso y Reducir Barreras a Servicios de Respuesta a la Crisis de los Desamparados <http://www.sanjoaquinoc.org/resources/homeless-services-map/>

- Costo actual estimado del proyecto = \$ 237 millones
- Financiamiento otorgado por fuentes locales, estatales y federales al Proyecto
 - **\$100 millones otorgados en diciembre de 2020** (*Programa de Optimización del Eje Comercial a través de la ley SB1 de California*)
 - **\$20 millones otorgados en septiembre de 2020** (*Programa de Subvenciones Discrecionales de Transporte y su iniciativa 'Inversiones Habilitantes de Impulso al Desarrollo (BUILD)'*)
- Ya se ha asegurado financiación a través de la Ley SB 132 y del Programa de Mejoramiento del Transporte Interregional para igualar fondos ya obtenidos





Stakeholder Presentation



STOCKTON
DIAMOND

[Stakeholder Group Name]

[Date]
[Time]



San Joaquin
Joint Powers Authority



STOCKTON DIAMOND GRADE SEPARATION PROJECT

Part 1 of video series

English:

- stocktondiamond.com/video/English

Spanish:

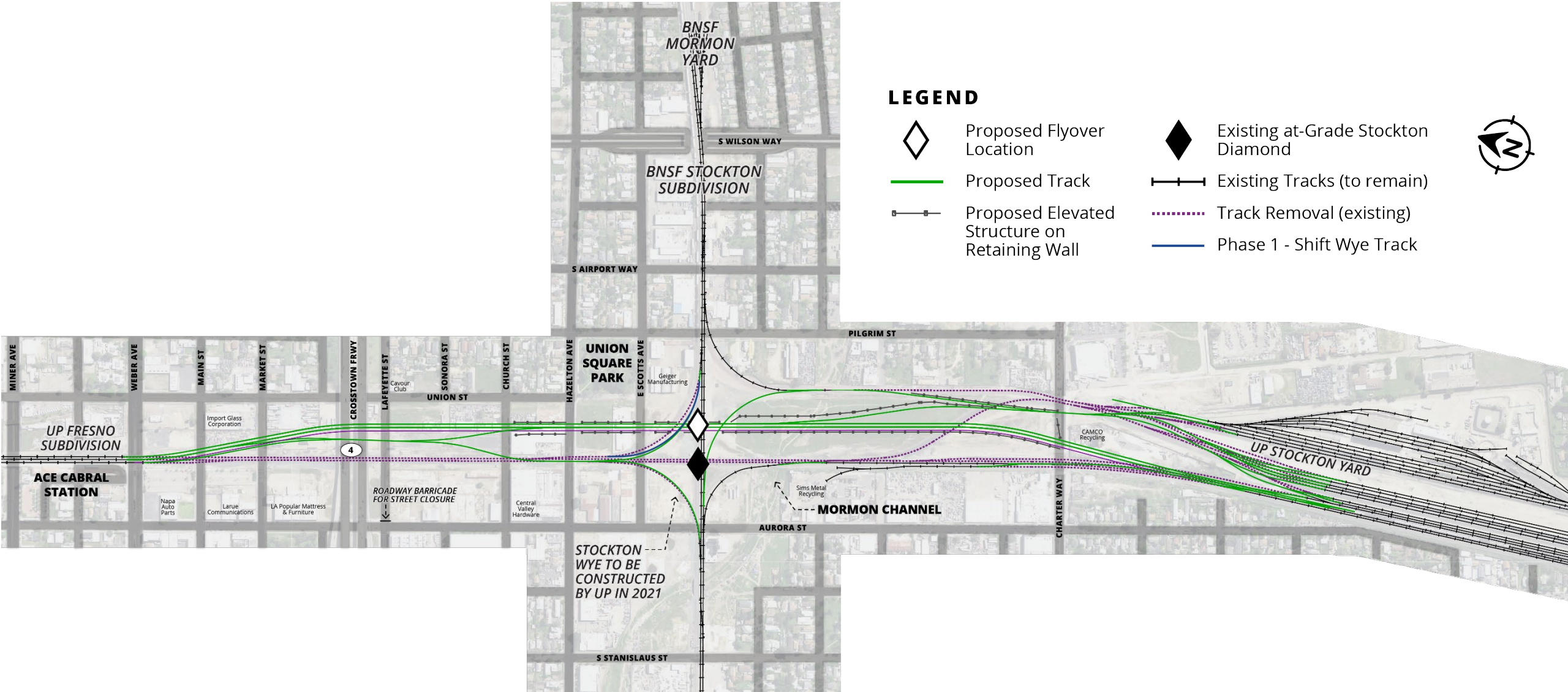
- stocktondiamond.com/video/Spanish



HELP US PROMOTE!

Share the links via your networks...
(YouTube channels, websites, social media platforms, etc.)

Proposed Flyover Bridge Location



Hazelton Grade Separation from Union Park



Flyover Structure Options





STIMULATE MOBILITY: Improve rail efficiency and reliability



ENHANCE SAFETY: Improve track crossings



ECONOMIC VITALITY: Increased throughput



INSPIRE CONNECTIONS: Support service expansion linking residents to jobs



SUSTAINABILITY: Improve air quality with emission reduction

- Current estimated project cost = **\$237 million**
- Project awarded funding from local, state & federal sources
 - **\$100M Awarded Dec. 2020**
(Trade Corridor Enhancement Program through CA SB 1)
 - **\$20M Awarded Sept. 2020**
(Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program)
- SB 132 & Interregional Transportation Improvement Program funding already secured to match project funds



Preferred project concept analyzed within:



- California Environmental Quality Act (CEQA)
 - **CEQA Lead Agency** = San Joaquin Regional Rail Commission
- National Environmental Policy Act (NEPA)
 - **NEPA Lead Agency** = California High Speed Rail Authority under assignment by Federal Railroad Administration

Preparation of an Environmental Impact Report/Environmental Assessment (EIR/EA)

- EIR/EA assess potential impacts to physical, human and natural environment

Resources Analyzed in Draft EIR/EA



Land Use Planning



Population
& Housing



Air Quality & Greenhouse
Gas Emissions



Noise & Vibration



Visual Resources



Parks &
Recreation



Biological
Resources



Hydrology &
Water Quality



Cultural
Resources



Hazards & Hazardous
Materials



Transportation
& Circulation



Geology
& Soils



Energy



Public Services
& Utilities

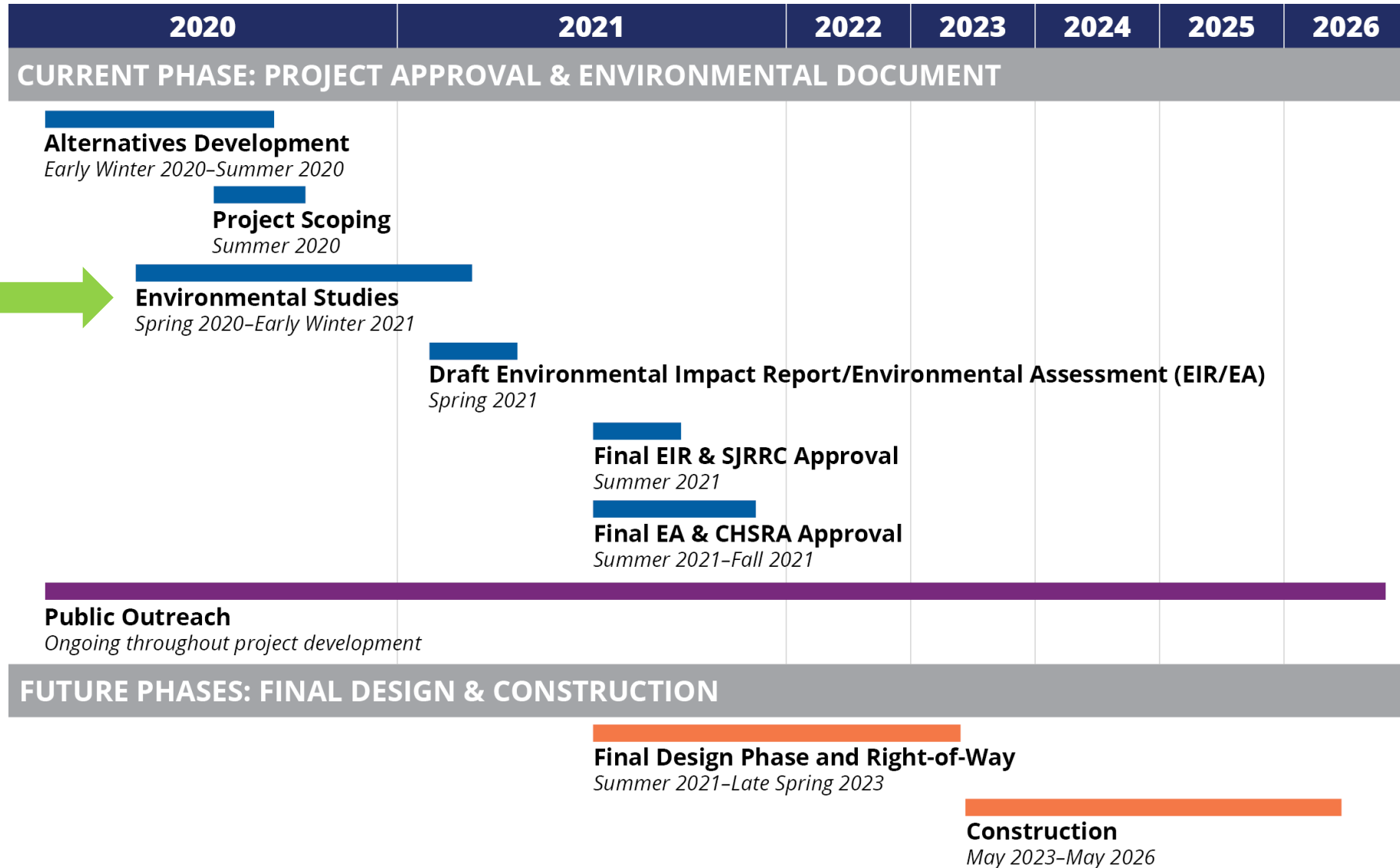


Agriculture & Forestry
Resources




Wildfire

Project Schedule



WE ARE HERE 

Next Steps

Steps	Activity
1	Notice of Preparation of EIR/EA
2	Scoping 45-Day Public Comment Period (Public Mtgs. 8-19 – 10-3-20)
 3	Draft EIR/EA Development
4	Draft EIR/EA Minimum 30-day Public Comment Period (Public Mtgs. Spring 2021)
5	Development of Final EIR/EA (includes response to comments)
6	SJRRC Board EIR Approval/Adoption (Public Hearing Summer 2021) CHSRA Board EA Approval/Adoption (Public Hearing Fall 2021)

While public is being engaged throughout CEQA/NEPA process, steps 2, 4 & 6 represent formal public comment periods.

Proactive Public Engagement



Contact
Database



Speakers Bureau, SWG
& Public Meetings
(virtual & in-person)



Website, Mailers
E-blasts & Hotline



Media Coordination
& Social Media



Stakeholder Coordination
& Information Sharing



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◆ QUESTIONS?



Comments Matrix & Letters



Comment Date	Comment Origin	Comment
March 15, 2021	Web Comment	<p>Hello - For comments on the Diamond Grade Separation DEIR, can we send a letter to:</p> <p>Ms. Stacey Mortensen Executive Director San Joaquin Regional Rail Commission 949 East Channel Street Stockton, CA 95202</p> <p>and copy (cc):</p> <p>c/o Public Outreach 2379 Gateway Oaks Dr Suite 200 Sacramento, CA 95833 info@stocktondiamond.com</p> <p>Thank you.</p>
March 15, 2021	Hotline	<p>Yes, my name is Ken Baxter. My question is, is it possible to get a web link or an electronic version of the Draft EIR for the Stockton Diamond Grade Separation Project? My phone number is area code (209) 747-3198. Thank you. Bye.</p>
March 15, 2021	Hotline	<p>Hi, good afternoon, my name is Chris Seminario and I'm with the Stockton Record newspaper. I was wondering if you guys are interested in _____ especially for the Stockton Diamond project that you guys are currently having. Please, if you can return my call, phone number here is (209) 405-0781. Again, Chris Seminario with the Stockton Record (209) 405-4781. Thank you.</p>
March 17, 2021	Email (Letter)	<p>SJMSCP RESPONSE TO LOCAL JURISDICTION (RTLJ) ADVISORY AGENCY NOTICE TO SJCOG, Inc.</p> <p>To: David Ripperda, San Joaquin Regional Rail Commission</p> <p>From: Laurel Boyd, SJCOG, Inc.</p> <p>Date: March 17, 2021</p> <p>-Local Jurisdiction Project Title: Draft EIR for the Stockton Diamond Project</p> <p>Assessor Parcel Number(s): Multiple</p> <p>Local Jurisdiction Project Number: N/A</p> <p>Total Acres to be converted from Open Space Use: Unknown</p> <p>Habitat Types to be Disturbed: Urban and Natural Habitat Land</p> <p>Species Impact Findings: Findings to be determined by SJMSCP biologist.</p> <p>Dear Mr. Ripperda:</p> <p>SJCOG, Inc. has reviewed the Draft EIR for the Stockton Diamond Project.</p>



Comment Date	Comment Origin	Comment
		<p>The proposed project would construct a flyover structure to provide the vertical clearance required by both railroads to grade separate the existing crossing of the UP and BNSF tracks at the Diamond.</p> <p>The grade separation would be constructed by elevating the UP Fresno Subdivision main tracks on either an embankment, walled embankment, or long approach structures to bridge over the BNSF tracks while maintaining the BNSF Stockton Subdivision tracks at their current grade. The UP approach/flyover structure is proposed to be shifted east of the existing UP Fresno Subdivision tracks so that construction of the structure would minimize impacts on existing rail operations.</p> <p>The existing at-grade connecting track in the northeastern quadrant of the Stockton Diamond and at-grade track along the UP Fresno Subdivision would remain in place, allowing for connectivity between the UP Fresno Subdivision and the BNSF Stockton Subdivision. It is anticipated that current ACE rail services and the majority of UP trains would use the new flyover tracks during operations. San Joaquins service and some freight trains would continue to use the at-grade tracks.</p> <p>The northern proposed Project limit connects to the existing UP Fresno Subdivision tracks between East Main Street and East Weber Avenue. The new track alignment would remain at grade as it continues south under the Crosstown Freeway. An at-grade turnout would be constructed between East Main and East Market Streets to provide trains using the proposed new UP Fresno Subdivision tracks an at-grade connection to transfer east to the BNSF Stockton Subdivision or west to the Port of Stockton. Once through the Crosstown Freeway viaduct, and just south of East Lafayette Street, the new track alignment would begin to elevate. The flyover would reach its highest point, approximately 32 feet above the existing tracks, as it crosses the BNSF Stockton Subdivision tracks within the Diamond.</p> <p>As it continues south, the flyover would begin to descend so that it conforms back to the existing track elevation south of the existing East Charter Way underpass and continues into the UP Stockton Yard. For rail services traveling north from the UP Stockton Yard, a turnout is proposed on the flyover beginning just north of East Charter Way to bring rail services that need to connect to the BNSF Stockton Subdivision to grade before reaching the Diamond. Once returning to grade, a new wye is proposed to allow these rail services to select between traveling east or west on the BNSF line. Figure 2.1-2 provides the vertical profile of the flyover and the streets that cross the Project limits. East Main and East Market Streets would have new tracks running perpendicular through the street, east of the existing track crossing. The new tracks at East Weber Avenue, East Main Street, and East Market Street would require a modification to the roadway profile to accommodate the flat grades across the new tracks to tie back into the existing roadway. Those tie-ins would likely occur within 200 feet of the existing and new tracks. The new and existing tracks would also require upgrading the railroad crossing equipment to the most current UP/BNSF crossing guideline standards. Each new crossing would evaluate the need for new flashing light</p>



Comment Date	Comment Origin	Comment
		<p>signals, gate arms, signs, and pavement markings. Depending on existing site conditions, improvements at the new crossing locations would tie into the existing pedestrian facilities, including placement of Americans with Disabilities Act (ADA)-required tactile walking surface indicators for the blind and vision-impaired to indicate crossing locations. Street lighting would be assessed at each crossing to ensure lighting is adequate.</p> <p>The northern limit of the proposed Project includes East Weber Avenue and just north of East Weber Avenue is the Robert J. Cabral Station. The southern Project limit is the UP Stockton Yard, located approximately at East Fourth Street. The eastern and western limits of the Project are generally South Pilgrim Street and South Grant Street. The Stockton Diamond is generally located in the middle of the Project Area, Stockton.</p> <p>The City of Stockton is a signatory to San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP). Participation in the SJMSCP satisfies requirements of both the state and federal endangered species acts, and ensures that the impacts are mitigated below a level of significance in compliance with the California Environmental Quality Act (CEQA). The LOCAL JURISDICTION retains responsibility for ensuring that the appropriate Incidental Take Minimization Measure are properly implemented and monitored and that appropriate fees are paid in compliance with the SJMSCP. Although participation in the SJMSCP is voluntary, Local Jurisdiction/Lead Agencies should be aware that if project applicants choose against participating in the SJMSCP, they will be required to provide alternative mitigation in an amount and kind equal to that provided in the SJMSCP.</p> <p>This Project is subject to the SJMSCP. This can be up to a 30 day process and it is recommended that the project applicant contact SJMSCP staff as early as possible. It is also recommended that the project applicant obtain an information package. http://www.sjcog.org</p> <p>Please contact SJMSCP staff regarding completing the following steps to satisfy SJMSCP requirements:</p> <ul style="list-style-type: none"> • Schedule a SJMSCP Biologist to perform a pre-construction survey prior to any ground disturbance • SJMSCP Incidental take Minimization Measures and mitigation requirement: <ol style="list-style-type: none"> 1. Incidental Take Minimization Measures (ITMMs) will be issued to the project and must be signed by the project applicant prior to any ground disturbance but no later than six (6) months from receipt of the ITMMs. If ITMMs are not signed within six months, the applicant must reapply for SJMSCP Coverage. Upon receipt of signed ITMMs from project applicant, SJCOG, Inc. staff will sign the ITMMs. This is the effective date of the ITMMs. 2. Under no circumstance shall ground disturbance occur without compliance and satisfaction of the ITMMs.



Comment Date	Comment Origin	Comment
		<p>3. Upon issuance of fully executed ITMMs and prior to any ground disturbance, the project applicant must:</p> <ol style="list-style-type: none"> Post a bond for payment of the applicable SJMSCP fee covering the entirety of the project acreage being covered (the bond should be valid for no longer than a 6 month period); or Pay the appropriate SJMSCP fee for the entirety of the project acreage being covered; or Dedicate land in-lieu of fees, either as conservation easements or fee title; or Purchase approved mitigation bank credits. <p>4. Within 6 months from the effective date of the ITMMs or issuance of a building permit, whichever occurs first, the project applicant must:</p> <ol style="list-style-type: none"> Pay the appropriate SJMSCP for the entirety of the project acreage being covered; or Dedicate land in-lieu of fees, either as conservation easements or fee title; or Purchase approved mitigation bank credits. <p>Failure to satisfy the obligations of the mitigation fee shall subject the bond to be called.</p> <ul style="list-style-type: none"> Receive your Certificate of Payment and release the required permit <p>It should be noted that if this project has any potential impacts to waters of the United States [pursuant to Section 404 Clean Water Act], it would require the project to seek voluntary coverage through the unmapped process under the SJMSCP which could take up to 90 days. It may be prudent to obtain a preliminary wetlands map from a qualified consultant. If waters of the United States are confirmed on the project site, the Corps and the Regional Water Quality Control Board (RWQCB) would have regulatory authority over those mapped areas [pursuant to Section 404 and 401 of the Clean Water Act respectively] and permits would be required from each of these resource agencies prior to grading the project site.</p> <p>If you have any questions, please call (209) 235-0600.</p> <p>Attachment: Letter with SJMSCP HOLD form</p>
March 23, 2021	Hotline	<p>Hey, this is Martin. I received a letter. You can reach me at (209) 992-7750. This is regarding the Stockton Diamond Project that you folks want to get underway. We own a few properties around that area, so I want to know if it's going to impact us. Thank you.</p>
March 26, 2021 11:45 AM	Hotline	<p>Hi, good morning this is Jeffrey Wykoff. I'm an engineer and marketing person at the Cell-Crete Corporation. We placed the lightweight cellular concrete at the Colton Crossing project several years ago. I think your new project is proposed to be similar to that project. I'd like to just offer you some input upfront on the environmental benefits of going that route. It reduces the number of trucks coming into the job site by a factor of 10 or more and also avoids mining of sand and gravel from the aggregate mining operations and I'd like to just offer my information and offer to help you as much as I can. My phone number is 626-430-4461. And I think some of this information would be</p>



Comment Date	Comment Origin	Comment
		helpful for the people working on the environmental paperwork and also in terms of people reviewing the different options and alternatives and the benefits of reducing the trucking on a site like this is very important. The Colton Crossing, the original estimates were based on a different design. It was \$202 million dollars and we changed it over to the lightweight cellular concrete with MSE panels in the final at-built cost was \$93 million dollars, less than half. And we also shortened the schedule by eight months so very successful project. I'd really like to talk to you and just offer my assistance. Thank you. My number again is 626-430-4461.
March 26, 2021 11:45 AM	Web Comment	Hello, we would like to help based on our Colton Crossing Experience. The original estimate was \$202 million. Value engineering with LCC resulted in as-built cost of \$93 million and completion 8 months early.
March 29, 2021	Comment Card	My husband and I always rode the ACE Altamont Commuter from San Jose to Stockton. Nice, pleasant ride. It will ease a lot of traffic and it is the greatest help for all commuters and I'm totally in favor of this project.
March 29, 2021	Comment Card	I have properties at 147 N. Aurora St, Stockton (rental) and 801 S. California St, Stockton (rental). This project is good for environments of Stockton. This project will bring more jobs and economy to City of Stockton, with less carbon. This project will be very convenience to public, and less cars on road. Go for this project.
March 29, 2021	Comment Card	I have reviewed the Draft EIR for the Stockton Diamond Project. The alternative that I support is Alternative 1A because this alternative will reduce the risk of trains derailling because of high-speed curves.
April 1, 2021	Comment Card	I do not agree with the work or improvement they are going to do with the improvement of the California High Speed Rail. Disagree with the digging they will do to earth! How is it going to help the people who is going to pay for it? Is the taxpayer going to pay for it? The poor and the middle class and the poor won't be riding it as much as the elite. You're worried about emissions. What about earthquakes, tornadoes, hurricanes, weather tragedies. It's a disturbance to earth.
April 5, 2021	Web Comment	I would like to obtain the future bid advertisement notices for your agency.
April 5, 2021	Email (letter attachment)	<p>Hello Mr. Sheridan,</p> <p>Attached are the District's comments for the above mentioned project. Please confirm receipt of the District's comments.</p> <p>--</p> <p>Kevin Sheridan San Joaquin Regional Rail Commission 949 East Channel Street Stockton, CA, 95202</p> <p>Project: Draft Environmental Impact Report for the Stockton Diamond Grade Separation Project</p> <p>District CEQA Reference No: 20210259</p>



Comment Date	Comment Origin	Comment
		<p>Dear Mr. Sheridan:</p> <p>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 the construction of a grade separation of two railroad lines at the Stockton Diamond which will increase efficiency of the rail lines and would reduce rail congestion leading passenger/freight rail traffic to flow uninterrupted through the crossing (Project). The Project is located South of Downtown Stockton near South Aurora Street and East Scotts Avenue in Stockton, CA and lies within one of the thirteen communities in the State selected by the California Air Resources Board (CARB) for investment of additional air quality resources and attention under Assembly Bill (AB) 617 (2017, Garcia) in an effort to reduce air pollution exposure in impacted disadvantaged communities. The District offers the following comments:</p> <p>1) Project Related Emissions Based on the information in the DEIR, Project specific annual emissions of criteria pollutants are not expected to exceed any of the following District significance thresholds: 100 tons per year of carbon monoxide (CO), 10 tons per year of oxides of nitrogen (NOx), 10 tons per year of reactive organic gases (ROG), 27 tons per year of oxides of sulfur (SOx), 15 tons per year of particulate matter of 10 microns or less in size (PM10), or 15 tons per year of particulate matter of 2.5 microns or less in size (PM2.5).</p> <p>2) Project Related Operational Emissions The District previously received a Notice of Preparation (NOP) for the Project and according to Page 4 of the NOP, the Project will “facilitate the expansion of ACE and San Joaquin services and enable more freight and passenger trains to pass through the Diamond.”</p> <p>However, according to Pages 50 and 190 of the DEIR: “The proposed Project, in and of itself, would not increase the projected number of freight and passenger trains or change the regional VMT during operation.”</p> <p>The District recommends clarifying which statement is accurate and if there is an increase in train traffic as a result of this Project it should be evaluated and the air quality emissions should be quantified in the DEIR.</p> <p>3) Assembly Bill 617 Assembly Bill 617 requires CARB and air districts to develop and implement Community Emission Reduction Programs (CERPs) in an effort to reduce air pollution exposure in impacted disadvantaged communities, like those in which the Project is located. The Stockton AB 617 community is one of the three Valley communities selected by CARB for investment of additional air quality resources and attention under AB 617.</p>





Comment Date	Comment Origin	Comment
		<p>The CERP for the Stockton was developed through an extensive community engagement process, which included input from members of a Community Steering Committee. The Stockton CERP was adopted by the District's Governing Board in March 2021 and has been forwarded to CARB for adoption consideration. The CERP identifies a wide range of measures designed to reduce air pollution and exposure, including a number of strategies to be implemented in partnership between agencies and local organizations. The Community Steering Committee has developed, through a collaborative process, a series of emission reduction strategies with the goal to improve community health by reducing exposure to air pollutants. Such emission reduction strategies include, but are not limited to, enhanced community participation in land use processes, the deployment of zero and near-zero emission Heavy-Heavy Duty (HHD) trucks, HHD truck rerouting analyses, reducing HHD truck idling, and incorporating vegetative barriers and urban greening. The District appreciates the SJRRC's involvement in this program, and encourages the SJJRC to further assess the emission reductions measures and strategies included in the CERP, and address them in the Project as appropriate.</p> <p>4) Locomotives, and Railcar Movers/Switchers</p> <p>The proposed grade separated Union Pacific (UP) tracks from the Burlington Northern Santa Fe Railway (BNSF) tracks with a flyover structure would enable more freight and passenger trains to pass through the Stockton Diamond. To reduce air quality emission impacts from locomotives consisting of freight and passenger trains passing through the Stockton Diamond, the District recommends that the SJRRC advise freight and passenger train operators to utilize newer, and cleaner technology. Replacing older locomotives is important to reduce the public's exposure to diesel emissions, including PM2.5 in the form of diesel particulate and NOx. These pollutants negatively impact human health, especially for sensitive populations such as children and the elderly. New, clean-technology locomotives generate significantly lower emissions than older, uncontrolled diesel locomotives.</p> <p>The District offers two incentive programs for locomotive fleets interested in transitioning to newer, clean technology, including:</p> <ul style="list-style-type: none"> o Heavy-Duty Program – http://valleyair.org/grants/locomotive.htm <p>Locomotive replacements, including switcher locomotives and railcar movers can be funded as an eligible project category under the District's utilizing funding provided to support AB 617. These projects are administered according to the Carl Moyer Program guidelines.</p> <ul style="list-style-type: none"> o Proposition 1B - http://valleyair.org/grants/locomotives-prop1b.htm <p>This program incentivizes the reduction of emissions and health risks associated with freight movement along California's trade corridors via upgrading to cleaner technologies or installation of emissions capture and control systems.</p>



Comment Date	Comment Origin	Comment
		<p>5) Vegetative Barriers and Urban Greening The Project is located in an urban area south of downtown Stockton and is surrounded by mix land use development. More specifically, there are single-family residences and businesses located immediately adjacent to the Project. The nearest school (Spanos Elementary School) is located approximately 1,900 feet northwest of the Project and the nearest church (Life Changing Ministries) is located approximately 2,200 feet northeast of the Project. The District suggests the SJRRC consider the feasibility of incorporating vegetative barriers and urban greening as a measure to potentially reduce air pollution exposure on sensitive receptors (i.e. church and school).</p> <p>While various emission control techniques and programs exist to reduce air quality emissions from mobile and stationary sources, vegetative barriers have been shown to be an additional measure to potentially reduce a population’s exposure to air pollution through the interception of airborne particles and the uptake of gaseous pollutants. Examples of vegetative barriers include, but not limited to the following: trees, bushes, shrubs, or a mix of these. Generally, a higher and thicker vegetative barrier with full coverage will result in greater reductions in downwind pollutant concentrations. In the same manner, urban greening is also a way to help improve air quality and public health in addition to enhancing the overall beautification of a community with drought resistant low maintenance greenery.</p> <p>6) 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).</p> <p>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 (559) 230-5888.</p> <p>6a) 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,</p>



Comment Date	Comment Origin	Comment
		<p>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).</p> <p>7) District Comment Letter The District recommends that a copy of the District's comments be provided to the Project proponent.</p> <p>If you have any questions or require further information, please contact Eric McLaughlin by e-mail at Eric.McLaughlin@valleyair.org or by phone at (559) 230-5808.</p> <p>Sincerely, Brian Clements Director of Permit Services John Stagnaro Program Manager</p> <p>BC: em</p>
April 6, 2021	Virtual Public Meeting	<p>Yeah, I'm revisiting my comment from earlier about air quality impacts. It seems to make sense that this would improve their quality, but those are claims that we have to kind of stop making without proving. And so my formal public comment is that there needs to be measures taken to collect before and after air quality monitoring. And there is an opportunity to work with a community air monitoring project to capture baseline and post project air quality status. And so, you know, increasing speed is great. It reduces the combustion PM but increasing speed also increases the sharing factor which increases PM 10, and I think that's the concern that we should take seriously and it's one of the things that could be easily mitigated with a planned vegetation strategy with forestry and green belt, bio filters alongside the rail corridor. Negligible cost in the grand scheme of that dollar amount that we saw earlier.</p>
April 9, 2021	Email	<p>Hello - Thank you for the opportunity to review and comment on the Stockton Diamond Grade Separation Project DEIR. This is a very important project and will provide many benefits for transportation, the environment, and our community.</p> <p>The San Joaquin Regional Transit District has reviewed the DEIR and offer our comments in the attachment.</p> <p>Thank you again. ---- Attachment: April 8, 2021</p>



Comment Date	Comment Origin	Comment
		<p>Ms. Stacey Mortensen Executive Director San Joaquin Regional Rail Commission 949 East Channel Street Stockton, CA 95202</p> <p>RE: Stockton Diamond Grade Separation Project Draft Environmental Impact Report {DEIR}</p> <p>Dear Ms. Mortensen:</p> <p>The San Joaquin Regional Transit District (RTD) appreciates the opportunity to review and comment on the Stockton Diamond Grade Separation Project DEIR. RTD supports the Diamond Grade Separation Project, and we believe this project will improve the transportation system in the Stockton area and will also provide environment and economic benefits. RTD offers the following comments:</p> <p>1. DEIR, page ES-48, Transportation (Short-term)</p> <p>There is a section that states the following: "The proposed Project would have no impacts on existing transit routes except on Charter Way (Route 49). In the long term, Route 49 will remain on Charter Way. During construction, however, the proposed Project will construct two new bridges across Charter Way and will demolish a portion of an existing bridge. Temporary closures, detours, or narrowing to two lanes on Charter Way may be necessary during construction."</p> <p>Comment: Prior to any temporary closures of Charter Way that will impact transit services, and more specifically Route 49, adequate notice to RTD will need to be provided so that necessary coordination and rerouting of transit service can be provided.</p> <p>2. DEIR, Page 3.15-25, Transit</p> <p>A. Please remove the reference to Metro Hopper 7 and 560. Those routes have been suspended while RTD is performing a System Redesign Study and anticipates results from it in fiscal year 2022. Metro Hoppers and County Hoppers have a layover at the Stockton Downtown Transit Center (OTC) and use Weber Avenue between Sutter and California Streets, as a result, traffic during the project may affect these routes:</p> <ul style="list-style-type: none"> • Metro Hopper 5 and 9; and, County Hopper 90, 91 and 95 (Weekday Service). • Route 515 also travels along Weber Avenue (Weekday Service). • 710, 715 also travels along Weber Avenue (Weekend Service). <p>B. Commuter Route 150 travels along the study area seven days a week.</p>



Comment Date	Comment Origin	Comment
		<p>3. DEIR, Page 3.15-58, Transit</p> <p>There is a section that states the following (same as item number 1 above): "The proposed Project would have no impacts on existing transit routes except on Charter Way (Route 49). In the long term, Route 49 will remain on Charter Way. During construction, however, the proposed Project will construct two new bridges across Charter Way and will demolish a portion of an existing bridge. Temporary closures, detours, or narrowing to two lanes on Charter Way may be necessary during construction."</p> <p>Comment: Prior to any temporary closures of Charter Way that will impact transit services, and more specifically Route 49, adequate notice to RTD will need to be provided so that necessary coordination and rerouting of transit service can be provided.</p> <p>4. DEIR, Page 3.15-63, Best Management Practices (BMP) and/or Mitigation Measures</p> <p>It is requested that the preparation of the Traffic Management Plan (BMP TRA-7) include consultation and collaboration with RTD regarding the protection and minimizing impacts to transit services and for alternative routing plans in the project area.</p> <p>5. Appendix E/Traffic Report, Page 25</p> <p>A. Please remove the reference to Metro Hopper 7 and 560. Those routes have been suspended while RTD is performing a System Redesign Study and anticipates results from it in fiscal year 2022. Metro Hoppers and County Hoppers have a layover at the Stockton Downtown Transit Center (OTC) and use Weber Avenue between Sutter and California Streets, as a result, traffic during the project may affect these routes:</p> <ul style="list-style-type: none"> • Metro Hopper 5 and 9; and, County Hopper 90, 91 and 95 (Weekday Service). • Route 515 also travels along Weber Avenue (Weekday Service). • 710, 715 also travels along Weber Avenue (Weekend Service). <p>B. Commuter Route 150 travels along the study area seven days a week.</p> <p>6. Appendix E/Traffic Report, Page 52</p> <p>A. Construction on the Weber Avenue and Aurora area may affect Route 44, which travels on Aurora Street and stops on Aurora and Weber (both directions).</p>



Comment Date	Comment Origin	Comment
		<p>B. Construction on Charter Way (from Aurora Street to Pilgrim) may affect Route 49 which travels East and West on Charter Way (Martin Luther King Boulevard).</p> <p>C. Union Street (Location of our Union Transfer Station) may be affected during the project, Routes 44 and 49 stop at that location.</p> <p>As previously mentioned, RTD is going through a System Redesign Study and expects results in fiscal year 2022. This study may change the make-up of our route network. Routes that we mention now may be different in number or routing based on the findings and recommendations of the study.</p> <p>Thank you for the opportunity to review and comment on the DEIR.</p> <p>If you have any questions and or need additional information, please contact Ken Baxter at kbaxter@sjRTD.com.</p> <p>Sincerely, Gloria G. Salazar, Chief Executive Officer San Joaquin RTD</p> <p>cc: c/o Public Outreach 2379 Gateway Oaks Dr Suite 200 Sacramento, CA 95838 Info@stocktondiamond.com</p>
April 12, 2021	Web Comment	Please sign me up for email list
April 19, 2021 9:12 AM	Email	<p>Good Afternoon</p> <p>I would like some questions about this project addressed, thank you</p> <ol style="list-style-type: none"> 1. There will be a significant increase in noise for the residents next to the fly over. Why are there no plans to include natural barriers such as trees along this area to assist in blunting the noise volume? Also, are there any plans to replace windows that are currently single paned with doubled paned to decrease the level of noise that enters the house. 2. What if any are the plans to address the large homeless population that is camped in the immediate area of the constructions?
April 21, 2021 2:37 PM	Email	<p>Hello, Mr. Sheridan. Please see the attached for our comments on this project, SCH#2020080321. Let me know if you have any questions.</p> <p>---</p> <p>April 21, 2021</p> <p>10-SJ-4-PM R017.393 Stockton Diamond Grade Separation SCH#2020080321</p>



Comment Date	Comment Origin	Comment
		<p>Kevin L. Sheridan San Joaquin Regional Rail Commission 949 E. Channel Street Stockton, CA 95202</p> <p>Dear Mr. Sheridan:</p> <p>The California Department of Transportation appreciates the opportunity to review the Draft Environmental Impact Report for the proposed Stockton Diamond Grade Separation Project. SJRRC proposes to replace an at-grade crossing of the Union Pacific Railroad and Burlington Northern Santa Fe Railway rail lines with a railroad grade separation. The Department has the following comments:</p> <ul style="list-style-type: none"> • Caltrans looks forward to working with the SJRRC cooperatively on this project. Caltrans supports the consideration of complete streets, enhanced lighting, and safety equipment to improve visibility and safety. • Caltrans encourages the continuation of pedestrian and bike access along the corridor and surrounding area if normal pedestrian and bike paths are closed off during construction. • An Encroachment Permit will be required for work (if any) done within the Department’s right of way or any work requiring special oversized equipment. <p>If you have any questions or would like to discuss our comments in more detail, please contact Nicholas Fung at (209) 948-7190 or myself at (209) 941-1921.</p> <p>Sincerely,</p> <p>TOM DUMAS Chief, Office of Metropolitan Planning</p>
April 25, 2021	Email	<p>Attached please find comments from the Rail Passenger Association of California and Nevada regarding the Stockton Diamond project. Thank you for the opportunity to provide our comments.</p> <p>Steve Roberts, President Rail Passenger Association of California and Nevada</p> <p>---</p> <p>Public Outreach Stockton Diamond EIR 2379 Gateway Oaks Drive, Ste. 200 Sacramento, CA 95833</p>



Comment Date	Comment Origin	Comment
		<p>RE: Stockton Diamond Environmental Impact Report</p> <p>I am writing on behalf of Rail Passenger Association of California and Nevada (RailPAC) members living and working in the San Joaquin Valley, East Bay and Sacramento areas. RailPAC is an all-volunteer statewide organization that advocates for the improvement of commuter, intercity passenger rail service and freight rail service. RailPAC is a strong advocate for expanded rail capacity both for passenger rail and freight rail. Capacity expansion is critical to handling additional traffic which aids in the reduction of Green House Gas (GHG) emissions. The existing northern California rail network offers a great potential for expansion within the existing right-of-way. Addressing rail network choke-points, such as the Stockton Diamond, will allow the current underutilized northern California rail network to fully support continued economic growth in the region. In support of this goal, RailPAC strongly supports the Stockton Diamond project.</p> <p>The Stockton Diamond is the busiest, most congested at-grade railway junction in California. The current, at-grade configuration of the track results in significant delays to Union Pacific Railroad (UPRR) and BNSF Railway (BNSF) freight trains serving their nationwide networks and the Port of Stockton, as well as other freight and passenger trains in the area. These delays make the Stockton Diamond the worst freight rail bottleneck in California, inhibiting the expansion of the Amtrak San Joaquins and Altamont Corridor Express (ACE) service through the Bay Area/Central Valley region.</p> <p>In addition to expanded ACE and San Joaquin service, there are other benefits from the project, including:</p> <ul style="list-style-type: none"> • Improved reliability of ACE and Amtrak San Joaquins services • Travel time savings from a reduction in freight delays • Fuel cost savings from a reduction in idling • Greater efficiency for freight rail movement, especially to the Port of Stockton • Reduced grade crossing delays from stopped trains and improved air quality <p>Given the many benefits associated with this project for the Bay Area/Central Valley region, the Rail Passenger Association of California and Nevada recommends that this project be constructed. Thank you for your attention to this request.</p> <p>Sincerely, Steve Roberts, President Rail Passenger Association of California and Nevada</p>
April 26, 2021 4:08 PM	Email	Hello Kevin,



Comment Date	Comment Origin	Comment
		<p>Please find the Central Valley Regional Water Quality Control Board Comment Letter for the Stockton Diamond Grade Separation Project (2020080321) attached.</p> <p>Thank you.</p> <p>---</p> <p>26 April 2021</p> <p>Kevin Sheridan San Joaquin Regional Rail Commission 949 East Channel Street Stockton, CA 95202</p> <p>COMMENTS TO REQUEST FOR REVIEW FOR THE DRAFT ENVIRONMENTAL IMPACT REPORT, STOCKTON DIAMOND GRADE SEPERATION PROJECT, SCH#2020080321, SAN JOAQUIN COUNTY</p> <p>Pursuant to the State Clearinghouse’s 11 March 2021 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the <i>Request for Review for the Draft Environmental Impact Report</i> for the Stockton Diamond Grade Separation Project, located in San Joaquin County.</p> <p>Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore our comments will address concerns surrounding those issues.</p> <p>I. Regulatory Setting</p> <p><u>Basin Plan</u> The Central Valley Water Board is required to formulate and adopt Basin Plans for all areas within the Central Valley region under Section 13240 of the Porter-Cologne Water Quality Control Act. Each Basin Plan must contain water quality objectives to ensure the reasonable protection of beneficial uses, as well as a program of implementation for achieving water quality objectives with the Basin Plans. Federal regulations require each state to adopt water quality standards to protect the public health or welfare, enhance the quality of water and serve the purposes of the Clean Water Act. In California, the beneficial uses, water quality objectives, and the Antidegradation Policy are the State’s water quality standards. Water quality standards are also contained in the National Toxics Rule, 40 CFR Section 131.36, and the California Toxics Rule, 40 CFR Section 131.38.</p> <p>The Basin Plan is subject to modification as necessary, considering applicable laws, policies, technologies, water quality conditions and priorities.</p>



Comment Date	Comment Origin	Comment
		<p>The original Basin Plans were adopted in 1975, and have been updated and revised periodically as required, using Basin Plan amendments. Once the Central Valley Water Board has adopted a Basin Plan amendment in noticed public hearings, it must be approved by the State Water Resources Control Board (State Water Board), Office of Administrative Law (OAL) and in some cases, the United States Environmental Protection Agency (USEPA). Basin Plan amendments only become effective after they have been approved by the OAL and in some cases, the USEPA. Every three (3) years, a review of the Basin Plan is completed that assesses the appropriateness of existing standards and evaluates and prioritizes Basin Planning issues. For more information on the <i>Water Quality Control Plan for the Sacramento and San Joaquin River Basins</i>, please visit our website: http://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/</p> <p><u>Antidegradation Considerations</u> All wastewater discharges must comply with the Antidegradation Policy (State Water Board Resolution 68-16) and the Antidegradation Implementation Policy contained in the Basin Plan. The Antidegradation Implementation Policy is available on page 74 at: https://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/sacsjr_201805.pdf</p> <p>In part it states:</p> <p><i>Any discharge of waste to high quality waters must apply best practicable treatment or control not only to prevent a condition of pollution or nuisance from occurring, but also to maintain the highest water quality possible consistent with the maximum benefit to the people of the State.</i></p> <p><i>This information must be presented as an analysis of the impacts and potential impacts of the discharge on water quality, as measured by background concentrations and applicable water quality objectives.</i></p> <p>The antidegradation analysis is a mandatory element in the National Pollutant Discharge Elimination System and land discharge Waste Discharge Requirements (WDRs) permitting processes. The environmental review document should evaluate potential impacts to both surface and groundwater quality.</p> <p>II. Permitting Requirements</p> <p><u>Construction Storm Water General Permit</u> Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Construction General</p>





Comment Date	Comment Origin	Comment
		<p>Permit), Construction General Permit Order No. 2009-0009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). For more information on the Construction General Permit, visit the State Water Resources Control Board website at: http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml</p> <p><u>Clean Water Act Section 404 Permit</u> If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed from the United States Army Corps of Engineers (USACE). If a Section 404 permit is required by the USACE, the Central Valley Water Board will review the permit application to ensure that discharge will not violate water quality standards. If the project requires surface water drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration Permit requirements. If you have any questions regarding the Clean Water Act Section 404 permits, please contact the Regulatory Division of the Sacramento District of USACE at (916) 557-5250.</p> <p><u>Clean Water Act Section 401 Permit – Water Quality Certification</u> If an USACE permit (e.g., Non-Reporting Nationwide Permit, Nationwide Permit, Letter of Permission, Individual Permit, Regional General Permit, Programmatic General Permit), or any other federal permit (e.g., Section 10 of the Rivers and Harbors Act or Section 9 from the United States Coast Guard), is required for this project due to the disturbance of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications. For more information on the Water Quality Certification, visit the Central Valley Water Board website at: https://www.waterboards.ca.gov/centralvalley/water_issues/water_quality_certification/</p> <p><u>Waste Discharge Requirements – Discharges to Waters of the State</u> If USACE determines that only non-jurisdictional waters of the State (i.e., “non-federal” waters of the State) are present in the proposed project area, the proposed project may require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation. For more</p>



Comment Date	Comment Origin	Comment
		<p>information on the Waste Discharges to Surface Water NPDES Program and WDR processes, visit the Central Valley Water Board website at: https://www.waterboards.ca.gov/centralvalley/water_issues/waste_to_surface_water/</p> <p>Projects involving excavation or fill activities impacting less than 0.2 acre or 400 linear feet of non-jurisdictional waters of the state and projects involving dredging activities impacting less than 50 cubic yards of non-jurisdictional waters of the state may be eligible for coverage under the State Water Resources Control Board Water Quality Order No. 2004-0004-DWQ (General Order 2004-0004). For more information on the General Order 2004-0004, visit the State Water Resources Control Board website at: https://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2004/wqo/wqo2004-0004.pdf</p> <p>Dewatering Permit If the proposed project includes construction or groundwater dewatering to be discharged to land, the proponent may apply for coverage under State Water Board General Water Quality Order (Low Threat General Order) 2003-0003 or the Central Valley Water Board's Waiver of Report of Waste Discharge and Waste Discharge Requirements (Low Threat Waiver) R5-2018-0085. Small temporary construction dewatering projects are projects that discharge groundwater to land from excavation activities or dewatering of underground utility vaults. Dischargers seeking coverage under the General Order or Waiver must file a Notice of Intent with the Central Valley Water Board prior to beginning discharge.</p> <p>For more information regarding the Low Threat General Order and the application process, visit the Central Valley Water Board website at: http://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2003/wqo/wqo2003-0003.pdf</p> <p>For more information regarding the Low Threat Waiver and the application process, visit the Central Valley Water Board website at: https://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/waivers/r5-2018-0085.pdf</p> <p>NPDES Permit If the proposed project discharges waste that could affect the quality of surface waters of the State, other than into a community sewer system, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. A complete Report of Waste Discharge must be submitted with the Central Valley Water Board to obtain a NPDES Permit. For more information regarding the NPDES Permit and the application process, visit the Central Valley Water Board website at: https://www.waterboards.ca.gov/centralvalley/help/permit/</p>



Comment Date	Comment Origin	Comment
		<p>If you have questions regarding these comments, please contact me at (916) 464-4856 or Nicholas.White@waterboards.ca.gov.</p> <p>Nicholas White Water Resource Control Engineer</p> <p>cc: State Clearinghouse unit, Governor’s Office of Planning and Research, Sacramento</p>
April 28, 2021 4:10 PM	Email	<p>The City of Stockton, Municipal Utilities Department (MUD) has reviewed the subject project and offers the following comments:</p> <ol style="list-style-type: none"> 1. MUD has a very large capacity sewer trunk main in Church Street. This pipe has the capacity to carry 5 million gallons a day. Because of the proposed permanent closure of Church Street, MUD has great concern about relocating this pipe outside of the project area. Please include in the environmental document that the relocation of the Church Street sewer trunk main may trigger additional new sewer projects in the proximity of the Stockton Diamond Grade Separation, this may include an additional sewer pipe system and a new sewer lift station. This all needs to be mentioned, so these additional sewer projects are transparent, environmentally cleared for construction, and cannot be legally challenged. We understand that a Utility Relocation Plan (URP) will be developed, but it is unclear if the projects identified in this report will be included in a new EIR or in an addendum to this EIR. 2. Page 6-28, The last sentence of the page, “There is no anticipated long-term cumulative operations impact on utilities from the proposed Project in combination with other planned projects.” What if we need a sewer lift station because the rerouting of gravity sewer pipes cannot be reconnected to the existing sewer system. Is this statement still correct? <p>Thank you.</p>
April 29, 2021 8:02 AM	Email	<p>I am writing to offer the following comments concerning the proposed Stockton Diamond Grade Separation project.</p> <p>The BNSF Railway continues to support the proposed project and will continue to work with all appropriate public agencies in the advancement of necessary design and, at one point in the future, we assume, construction activities related to the proposed rail-over rail grade separation.</p> <p>If you have any questions, please feel free to contact me.</p>
April 29, 2021 2:45 PM	Email	<p>Union Pacific submits the attached comments in response to the SJRRC Draft Environmental Impact Report: Stockton Diamond Grade Separation Project. Please let me know if you have any questions.</p>



Comment Date	Comment Origin	Comment
		<p>---</p> <p>April 29, 2021</p> <p>VIA EMAIL: info@stocktondiamond.com</p> <p>Stockton Diamond Grade Separation Project c/o Public Outreach 2379 Gateway Oaks Drive, Ste. 200 Sacramento, CA 95833</p> <p>To Whom It May Concern:</p> <p>Union Pacific Railroad Company (UPRR) submits these comments in response to the San Joaquin Regional Rail Commission (SJRRRC) Draft Environmental Impact Report: Stockton Diamond Grade Separation Project. SJRRRC proposes to construct a grade separation of two principal railroad lines at the Stockton Diamond in Stockton, CA. UPRR has a direct interest in the proposed project because it owns and operates a significant portion of the rail corridor noted throughout the DEIR.</p> <p>UPRR owns and operates a common carrier freight railroad network in the western two thirds of the United States, including the State of California. Specifically, UPRR owns and operates rail main lines connecting the San Francisco Bay Area to Sacramento and points east and north, and to Los Angeles and points east and southeast. UPRR is the largest rail carrier in California in terms of both mileage and train operations. UPRR also has a multitude of public private partnerships across the state, including active and planned projects with various state agencies and passenger rail partners. UPRR's network in California is vital to the economic health of the state and the nation as whole, and its rail service to California customers is crucial to the current and future success and growth of those customers.</p> <p>SJRRRC's DEIR proposes a Preferred Alternative alignment that seeks to grade separate the diamond where UPRR's Fresno Subdivision crosses BNSF's Stockton Subdivision by shifting and/or elevating UPRR's tracks between approximately Weber Ave and E 4th St to create a flyover. Introduction of the flyover also requires reconfiguring existing connections between the two railroads, modifying the access from UPRR's tracks to the ACE Cabral Station, and reconfiguring the north end of UPRR's Stockton Yard to maintain existing switching capabilities.</p> <p>UPRR has been engaged in discussions with SJRRRC in order to ensure that the safety and efficiency of the UPRR system, including UPRR's ability to serve current and future customers, its ability to access and fully utilize existing switching yard facilities, and its ability to host reliable passenger services would be preserved during the planning and construction and upon</p>



Comment Date	Comment Origin	Comment
		<p>the completion of the proposed grade separation project. UPRR has also submitted formal comments in response to both the SJRRC ACEforward DEIR (subsequently withdrawn by Agency) and the SJRRC ACE Extension DEIR.</p> <p>While SJRRC and its consultants have to date been responsive to UPRR review and comments of the project scope and design, UPRR requests incorporation of these additional considerations if the Preferred Alternative is chosen and advanced:</p> <ul style="list-style-type: none"> • Project must maintain UPRR's current flexibility to access the ACE Cabral Station track from either Fresno Sub main line immediately south of the station. This requires the addition of a left-hand crossover to the proposed design between main lines 1 and 2 at approximately milepost 84.5. • As currently designed, Lafayette ST, DOT#752770X, may remain at grade in a configuration with a large gap between the main line and wye track, creating long signal approach requirements and longer traversal of the crossing by motorists, bicycles, and pedestrians. UPRR proposes additional traffic analysis of potential at grade crossing closures to eliminate this less than desirable crossing configuration. • Any increase in the grade of the flyover track structure from that described in the Preferred Alternative may adversely affect UPRR's ability to move freight trains with existing or modeled locomotive power configurations and should be avoided in order not to compromise stated project benefits. <p>Considering the magnitude of potential impacts to UPRR facilities, operations, current and future customer access, and to passenger train performance, it is imperative that SJRRC continue working with UPRR to develop an alignment that meets UPRR safety and engineering guidelines and addresses the concerns identified in this letter or that have yet to be identified. UPRR looks forward to continuing good-faith discussions with SJRRC regarding the proposed project. UPRR reserves the right to comment on any modified drafts of the DEIR and on the final EIR when it is presented in the future. UPRR likewise notes that construction of the improvements will require execution of definitive agreements between the parties.</p> <p>Thank you for considering our comments.</p>
<p>April 29, 2021 4:52 PM</p>	<p>Email</p>	<p>To whom it may concern:</p> <p>Thank you for the opportunity to submit public comment regarding the Stockton Diamond Draft EIR. Attached, you will find a joint letter from our Rise Stockton coalition partners outlining our questions, ideas, and concerns regarding the project.</p>



Comment Date	Comment Origin	Comment
		<p>Responses to this letter will be shared with all partners. Once again, we thank you for your time and look forward to your addressing these issues.</p> <p>---</p> <p>Dear San Joaquin Railroad Commission Staff,</p> <p>Thank you for the opportunity to present a public comment for the Stockton Diamond grade separation project’s CEQA-mandated Environmental Impact Report. This comment is submitted on behalf of our Stockton-based environmental justice coalition, Rise Stockton, and the undersigned partners.</p> <p>Background Rise Stockton is an independent coalition of partners focused on environmental justice, building collective capacity to create equitable environmental outcomes. Our goals are to advocate for underrepresented groups; identify gaps and program opportunities in policy and programming; communicate the environmental justice to the Stockton community; and provide low-barrier capacity-building opportunities for our partners. Since its inception in November 2017 with the award of a Transformative Climate Communities (TCC) Planning Grant, Rise Stockton and its partners have focused on addressing the explicit environmental needs and priorities of our shared community. The community engagement and planning conducted during the TCC Planning Grant resulted in a Sustainable Neighborhood Plan. That body of work eventually led to the award of a \$10.8 million TCC Implementation Grant in June 2020.</p> <p>The Stockton Diamond grade separation project is an enormous infrastructural investment into Downtown and South Stockton neighborhoods. We see benefits in this project, including increased access to transportation options, potential decreases in idling emissions from vehicles and rail, and improved levels of service for local vehicular traffic. However, we have also identified several concerning points in this Environmental Impact Report (EIR) as well as the process by which SJRCC has solicited feedback from stakeholders of the project area. We must also recognize the history of social and economic damage caused by similar investments in these neighborhoods--most egregiously, the construction of CA-4. Our comments below may be read in light of that history and the intention to not repeat it.</p> <p>General Comments This EIR consistently lacks rigorous substantiation or clarity for some of its claims. When describing coordinating with the City and County to “prepare and implement an Outreach and Engagement Plan,” there is very little context given on what that plan may contain (ie, what community partners will be engaged, what strategies are being considered, etc.) Similarly, the draft EIR claims that the project will improve air quality through GHG emissions</p>



Comment Date	Comment Origin	Comment
		<p>reductions, but is unable to provide context and a quantitative analysis of current emissions and future projections to prove this benefit.</p> <p>We understand that this EIR was written as a regulatory requirement of CEQA. However, it provides SJRRC an opportunity to go above and beyond for a community that has undergone generations of disinvestment. For example, the Resource Study Areas (RSA) for the Air Quality and Greenhouse Gas Emissions Environmental Impact Analyses contain the legally mandated area (the San Joaquin Valley and state of California, respectively). But there is much higher resolution data at the city-level for both air quality and climate impacts, and using this data would have resulted in a much finer analysis of these environmental impacts.</p> <p>We have questions concerning the description of the community’s visual preferences in the Aesthetics section (3.1-9) as “modest; essentially, they express a desire to live, work, and recreate in a landscape that contributes to the vibrancy of the community with evidence of a healthy natural environment, a clean and cared for cultural environment, and with Project corridor environments that are visually coherent.” Did this assessment come from a resident(s) of the Aesthetics RSA? If not, this section is premised on an enormous assumption of community preference.</p> <p>Additionally, that the “existing visual quality in the aesthetics RSA is poor” is a contributing factor to the finding that the project would have a “less than significant impact” on the community’s viewshed is likely unsympathetic to the true visual preferences of the community. The evidence offered as support for this statement is appalling: “There is a preponderance of abandoned and derelict buildings, abandoned or stored cars and trucks, and piles of discarded materials and trash. The absence of natural resources, particularly those associated with water, vegetation, or wildlife, create an impression that existing natural harmony is less than desired.” There is an assumption here that residents in the project area had significant influence over how healthy their environment is, how clean and cared for their cultural environment is, how visually appealing their surroundings are, and more specifically, their proximity to railroad and industrial land uses. We hope that improving aesthetics in the project area in collaboration with residents is something SJRRC and other project beneficiaries will strongly consider.</p> <p>In Chapter 5, the EIR states that the Project would not result in “disproportionately high and adverse human health and environmental effects...” The first reason listed reads as follows: “With the proposed Project, all improvements are located in minority and low-income communities.” Essentially, because the whole project area is predominantly minority and low-income communities, they are not disproportionately affected. For context, the three converging Census Tracts encompassing the Stockton Diamond Grade DEIR have higher Overall Pollution Burden Scores of 100%, 100% and 99% in CalEnviroScreen 4.0. This is a fundamentally flawed</p>



Comment Date	Comment Origin	Comment
		<p>framework for equitable decision-making and in flagrant opposition to the chapter’s title, Environmental Justice. That the project area primarily comprises an EJ community should alert SJRRC that greater mitigation efforts are needed. Rise Stockton would be a willing partner of SJRRC to identify solutions to the impacts on project area residents. These may include solutions for homelessness displacement, urban greening, continued engagement with local community based organizations and residents, or any other solution that may benefit from a local environmental justice perspective.</p> <p>The rest of our comments are structured along four overarching themes:</p> <ol style="list-style-type: none"> 1. Community Engagement Challenges 2. Housing & Homelessness 3. Greenhouse Gas Emissions & Climate Mitigation 4. Economic Development 5. Water Rights in Mormon Slough <p>Community Engagement Challenges The community engagement process for both the overall project and this draft EIR has been woefully inadequate. A number of external challenges exist given the project area and current circumstances borne from the global pandemic. Still, there were many signals to the community and working group members that this particular aspect of the project was an afterthought and insufficient consideration was given to the ways in which residents could meaningfully engage in the process. This was made evident in the structure and frequency of Stakeholder Working Group (SWG) meetings, lack of communication and community participation regarding the design of the project, and especially the presentation of this draft EIR.</p> <p>On page 8-5, the EIR reads, “SWG members have been asked to meet with the Project team up to six times during the Project’s planning process. Between Project inception and the public comment period for this Draft EIR, only two SWG meetings have been held to date.” To clarify, the “working group” meetings held throughout this process have looked less like a “working group,” which encourages two-way communication between the members of the group, and more like webinars or marketing presentations with little time at the end for participants to ask questions. In addition to redesigning these meetings, it is recommended that the project team re-evaluate the composition of the SWG to include more grassroots community organizations and residents from the project boundaries. Specifically, it would be ideal to include an organization that has an explicit mission to work with unhoused residents.</p> <p>Other concerns:</p> <ul style="list-style-type: none"> • How will community members be notified of permanent street closures?



Comment Date	Comment Origin	Comment
		<ul style="list-style-type: none"> • What will community engagement look like in order to ensure residents who are impacted by noise and vibrations will be compensated for home improvements to mitigate these impacts? • The draft EIR is very difficult to navigate; could the format be changed to be more navigable (ie, clickable table of contents, more clear page numbering conventions, etc.)? <p>Housing & Homelessness The Best Management Practice (BMP) associated with this impact is called an Outreach and Engagement Plan. According to BMP PH-1, "The Outreach and Engagement Plan will include goals and strategies of the County's Community Response to Homelessness Strategic Plan and will focus on a targeted proactive response for temporary and permanent relocation assistance for transient populations affected by the proposed Project." As mentioned in the General Comments section, BMP PH-1 lacks rigorous detail. It also does not address the topic of funding for an issue that is historically costly. Building spaces to accommodate unsheltered residents displaced by construction will be a significant amount of work, and it will require funded solutions to be effective. We encourage SJRRC to work with project beneficiaries, the City, and the County to identify funded means of displacement mitigation. Rise Stockton is also available as a resource to access local community-based organizations focused on housing and homelessness in Stockton. We also recommend that SJRRC continue to engage with local property owners and residents through the design and implementation phases of the project.</p> <p>Greenhouse Gas Emissions & Climate Mitigation The draft EIR has identified and listed GHG emissions reductions and better air quality as a benefit from completion of the Stockton Diamond Grade Separation Project in (Sec. 1.5). In making these claims, there is a lack of quantitative analysis of greenhouse gas emissions accounting for the full suite of sources that would be created and eliminated by the project.</p> <p>It's given that the estimated short-term emissions from demolition, construction, and clearing activities would generate 7,480 to 12,913 MT of CO₂e (3.7.5). But where is the accounting of approximate annual emissions at the Stockton Diamond junction and the net benefit that would be provided over time by reducing congestion and, hence, idling of trains and vehicles?</p> <p>The lack of a quantitative analysis of long-term air quality and GHG emissions is based upon the idea that "the Project in and of itself would not increase the number of freight and passenger trains or change regional VMT" (Sec 3.7.3). However, there has been little to no substantial evidence offered that this project would not increase traffic to the area, despite plans for expansion of the Altamont Corridor Express's Valley Rail program and identification of rail projects in progress in Chapter 6. As such, the DEIR has failed to appropriately evaluate the cumulative impacts on air quality and GHG</p>



Comment Date	Comment Origin	Comment
		<p>emissions associated with this project and anticipate increases in traffic resulting from planned increases in efficiency and capacity. To better understand that potential expansion, are there any growth projections available, and how would traffic and congestion then be affected?</p> <p>Additionally, there is no emissions inventory accounting for any vegetation that would be removed and planted to accommodate the new development, as referenced in Sec. 3.2-3. There is also a lack of clarity as to whether new vegetation would be used as a buffer to reduce the impacts of air pollution, noise, vibrations, and odors between neighborhoods and the development (ie, urban greening and vegetative barrier projects). We are grateful for pledges to work together to address sound and air pollution. However, we feel it is incumbent upon the lead agency of this project to specify mitigation strategies for Displacement, Sound & Air pollution, even at this early stage.</p> <p>Economic Development In Chapters 1, 3, 4, 5, 6, 7, and the executive summary of this EIR, SJRRC refers to an increase in economic growth and competitiveness as a result of this project. However, there is little evidence presented to corroborate this consistent claim. Section 3-12 reads, “A full analysis of the socioeconomic impacts of the proposed Project can be found in Chapter 5, Environmental Justice.” But Chapter 5 does not provide any further indication of economic growth—just how the project may or may not affect minority or low-income populations. Can SJRRC share by what measures economic growth will occur in the project area, and potentially beyond?</p> <p>In addition to the suggested economic growth stemming from this project, Chapter 2 describes the number of workers per crew to work on various phases of construction. Can the SJRRC identify exactly how many jobs are created and/or enabled by construction of this project? Further, will the SJRRC commit to weighting local contractors more heavily in the bid process to show preference for Stockton’s workforce?</p> <p>In Section 3.10 Land Use and Planning, the EIR describes SJRRC’s acquisition of six private parcels on which five businesses sit. Mitigation Measure LU-2 describes the relocation assistance offered: “payment of fair market compensation and provision of relocation assistance in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act.” However, it also provides a minimum of only 90 days written notice to vacate before the project requires possession of the property. If SJRRC has not already notified these businesses of this project’s proposed acquisitions, we recommend that notification be sent as soon as possible to provide business owners ample time to strategically relocate.</p> <p>Finally, the potential impacts on property values in the project area are not reflected in the draft EIR. Is there any information on this subject that SJRRC may make available?</p>



Comment Date	Comment Origin	Comment
		<p>Water Rights in Mormon Slough</p> <p>On Page 244 of this EIR the following narrative regarding Mormon Slough and critical habitat for Central Valley steelhead and Chinook salmon claims that no direct impacts will result on these species due to lack of perennial flow, but that direct impacts would result in critical habitat for these species. The EIR adds that “although Mormon Slough does not currently support habitat for these species, Project activities in Mormon Slough have potential to affect its long-term restoration potential for use by these species.” This analysis is incomplete, short sighted and goes against the goals of the Central Valley Improvement Project for doubling salmon numbers in Central Valley rivers and the San Francisco Bay-Delta Estuary.</p> <p>First, this analysis fails to address community desires and input for the restoration of Mormon Slough. Members of this coalition see the restoration of Mormon Slough as a multi-benefit project for the public good. Perennial flows can be restored easily through pumps and pipes using toilet-to-tap water discharge from Stockton’s new municipal drinking water plant which will be on-line in the near future. Such flows would provide perennial flows for the restoration of both Central Valley steelhead and Chinook salmon, and would recreate much needed water circulation to flush out Mormon Slough and the Stockton shipping channel. This type of water recirculation moving from the slough into the shipping channel would help with the dilution of legacy pollutants in Mormon Slough from the Port of Stockton and industries operating from the Slough, and would assist in combating toxic algal blooms which were recorded as containing 200 times over dangerous level of cyanotoxins last year by the State Water Boards. The claim that the project would not result in impacts on fish species because perennial flow does not exist ignores how poorly designed flood control in Mormon Slough (by local government, the Port of Stockton, and State agencies) has contributed to transforming Mormon Slough into a toxic and dangerous waterway in need of clean up and restoration, and suggests by inference that seeing that water circulation has already been altered eliminating perennial flows there is no harm for yet one more project and industry to add to the destruction of its water quality. Flow is a component of discharge mitigation.</p> <p>Under the Clean Water Act, section 101(a), efforts must be made by dischargers to “restore and maintain the chemical, physical, and biological integrity of the Nation’s waters,” and attempts must be made to eliminate discharge of pollutants into navigable waters. The proposed project would increase the potential for aggravating discharge and pollution conditions for steelhead and salmon by impacting long-term restoration potential as native habitats function as natural water pollution filtering systems when flows are adequate. Habitat for fisheries consists first of cool, clean, flowing water, in addition to gravel beds, native plants, and shade for waterways. Any project that eliminates the community’s ability to restore such physical habitat for both fisheries and for the use of area residents is a direct negative impact on</p>



Comment Date	Comment Origin	Comment
		<p>the public trust because it impedes the public’s right to fishing, to recreation, and to access of America’s waterways. Mormon Slough for decades has been utilized as a publicly subsidized pollution pond for Stockton industries, rather than as the public trust resource that it is under California’s public trust doctrine.</p> <p>Last, enacted by the US Congress in 1992, the Central Valley Project Improvement Act (CVPIA) requires improvements to water management to protect fish and wildlife, including achieving the state and federal doubling goal for Central Valley Chinook salmon natural production relative to 1967-1991 levels. To achieve these goals, restoration of perennial flows and physical habitat is required. Any project that eliminates the potential for such restoration is in violation of the CVPIA and is off the table for community groups desiring the environmental restoration of Mormon Slough for public benefit.</p> <p>Conclusion Rise Stockton is interested in the equitable treatment of Stockton residents. As this project will have a substantial impact on the lives of central and south Stockton residents, our comments center on how the Stockton Diamond grade separation will contribute to the project area’s social, economic, and environmental health. As this project moves from design to construction and eventual operation, Rise Stockton would like to continue being a partner in this project and proponent of the Stockton community. There is much that this project has to offer, and we are an enthusiastic ally to make sure that benefits are distributed equitably and adverse impacts are mitigated as much as possible.</p> <p>Thank you for your time in reading this letter and the opportunity to comment.</p> <p>Sincerely, Morokot Uy On behalf of the Rise Stockton Coalition</p> <p>Community Partners: Ector Olivares Environmental Justice Program Manager Catholic Charities of the Diocese of Stockton</p> <p>Justina Caras Senior Community Engagement Manager Rising Sun Center for Opportunity</p> <p>Davis Harper Stockton Regional Coordinator The Climate Center</p>



Comment Date	Comment Origin	Comment
		<p>Kenda Templeton Executive Director P.U.E.N.T.E.S.</p> <p>Matt Holmes Community Engagement Specialist Little Manila Rising</p> <p>Taylor Williams Manager - Workforce & Green Economy Edge Collaborative</p> <p>Jasmine Leek Managing Director Third City Coalition</p> <p>Barbara Barrigan-Parrilla Executive Director Restore the Delta</p> <p>Darryl Rutherford Executive Director Reinvent South Stockton Coalition</p> <p>Ann Rogan Principal Edge Collaborative</p>
<p>April 29, 2021 4:22 PM</p>	<p>Email</p>	<p>I need to send the City's comments in separate emails probably due to size. Attached are a transmittal letter and City comments on the EIR. We also have comments on the Traffic study but it appears to be too big to send. I will try to send in separate emails.</p> <p>---</p> <p>April 29, 2021</p> <p>Stockton Diamond c/o Public Outreach 2379 Gateway Oaks Drive, Suite 200 Sacramento, CA 95833</p> <p>STOCKTON DIAMOND GRADE SEPARATION PROJECT - DRAFT ENVIRONMENTAL IMPACT REPORT</p> <p>Thank you for the opportunity to comment on the Draft Environmental Impact Report for the Stockton Diamond Grade Separation project. The City of Stockton comments are enclosed.</p>



Comment Date	Comment Origin	Comment
		<p>JODI ALMASSY, DIRECTOR PUBLIC WORKS DEPARTMENT</p> <p>ERIC ALVAREZ, P.E. DEPUTY PUBLIC WORKS DIRECTOR/CITY ENGINEER</p> <p>JLA:EA:WJ:RD:cal</p> <p>emc: Wes Johnson, Engineering Services Manager Dodie Vidad, City Traffic Engineer Ray Deyto, Senior Civil Engineer</p>



S J C O G, Inc.

555 East Weber Avenue • Stockton, CA 95202 • (209) 235-0600 • FAX (209) 235-0438

San Joaquin County Multi-Species Habitat Conservation & Open Space Plan (SJMSCP)

SJMSCP RESPONSE TO LOCAL JURISDICTION (RTLJ) ADVISORY AGENCY NOTICE TO SJCOG, Inc.

To: David Ripperda, San Joaquin Regional Rail Commission,

From: Laurel Boyd, SJCOG, Inc.

Date: March 17, 2021

-Local Jurisdiction Project Title: Draft EIR for the Stockton Diamond Project

Assessor Parcel Number(s): Multiple

Local Jurisdiction Project Number: N/A

Total Acres to be converted from Open Space Use: Unknown

Habitat Types to be Disturbed: Urban and Natural Habitat Land

Species Impact Findings: Findings to be determined by SJMSCP biologist.

Dear Mr. Ripperda:

SJCOG, Inc. has reviewed the Draft EIR for the Stockton Diamond Project. The proposed project would construct a flyover structure to provide the vertical clearance required by both railroads to grade separate the existing crossing of the UP and BNSF tracks at the Diamond.

The grade separation would be constructed by elevating the UP Fresno Subdivision main tracks on either an embankment, walled embankment, or long approach structures to bridge over the BNSF tracks while maintaining the BNSF Stockton Subdivision tracks at their current grade. The UP approach/flyover structure is proposed to be shifted east of the existing UP Fresno Subdivision tracks so that construction of the structure would minimize impacts on existing rail operations.

The existing at-grade connecting track in the northeastern quadrant of the Stockton Diamond and at-grade track along the UP Fresno Subdivision would remain in place, allowing for connectivity between the UP Fresno Subdivision and the BNSF Stockton Subdivision. It is anticipated that current ACE rail services and the majority of UP trains would use the new flyover tracks during operations. San Joaquin service and some freight trains would continue to use the at-grade tracks.

The northern proposed Project limit connects to the existing UP Fresno Subdivision tracks between East Main Street and East Weber Avenue. The new track alignment would remain at grade as it continues south under the Crosstown Freeway. An at-grade turnout would be constructed between East Main and East Market Streets to provide trains using the proposed new UP Fresno Subdivision tracks an at-grade connection to transfer east to the BNSF Stockton Subdivision or west to the Port of Stockton. Once through the Crosstown Freeway viaduct, and just south of East Lafayette Street, the new track alignment would begin to elevate. The flyover would reach its highest point, approximately 32 feet above the existing tracks, as it crosses the BNSF Stockton Subdivision tracks within the Diamond.

As it continues south, the flyover would begin to descend so that it conforms back to the existing track elevation south of the existing East Charter Way underpass and continues into the UP Stockton Yard. For rail services traveling north from the UP Stockton Yard, a turnout is proposed on the flyover beginning just north of East Charter Way to bring rail services that need to connect to the BNSF Stockton Subdivision to grade before reaching the Diamond. Once returning to grade, a new wye is proposed to allow these rail services to select between traveling east or west on the BNSF line. Figure 2.1-2 provides the vertical profile of the flyover and the streets that cross the Project limits. East Main and East Market Streets would have new tracks running perpendicular through the street, east of the existing track crossing. The new tracks at East Weber Avenue, East Main Street, and East Market Street would require a modification to the roadway profile to accommodate the flat grades across the new tracks to tie back into the existing roadway. Those tie-ins would likely occur within 200 feet of the existing and new tracks. The new and existing tracks would also require upgrading the railroad crossing equipment to the most current UP/BNSF crossing guideline standards. Each new crossing would evaluate the need for new flashing light signals, gate arms, signs, and pavement markings. Depending on existing site conditions, improvements at the new crossing locations would tie into the existing pedestrian facilities, including placement of

Americans with Disabilities Act (ADA)-required tactile walking surface indicators for the blind and vision-impaired to indicate crossing locations. Street lighting would be assessed at each crossing to ensure lighting is adequate.

The northern limit of the proposed Project includes East Weber Avenue and just north of East Weber Avenue is the Robert J. Cabral Station. The southern Project limit is the UP Stockton Yard, located approximately at East Fourth Street. The eastern and western limits of the Project are generally South Pilgrim Street and South Grant Street. The Stockton Diamond is generally located in the middle of the Project Area, Stockton.

The City of Stockton is a signatory to San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP). Participation in the SJMSCP satisfies requirements of both the state and federal endangered species acts, and ensures that the impacts are mitigated below a level of significance in compliance with the California Environmental Quality Act (CEQA). [The LOCAL JURISDICTION retains responsibility for ensuring that the appropriate Incidental Take Minimization Measure are properly implemented and monitored and that appropriate fees are paid in compliance with the SJMSCP.](#) Although participation in the SJMSCP is voluntary, Local Jurisdiction/Lead Agencies should be aware that if project applicants choose against participating in the SJMSCP, they will be required to provide alternative mitigation in an amount and kind equal to that provided in the SJMSCP.

This Project is subject to the SJMSCP. This can be up to a 30 day process and it is recommended that the project applicant contact SJMSCP staff as early as possible. It is also recommended that the project applicant obtain an information package. <http://www.sjcoq.org>

Please contact SJMSCP staff regarding completing the following steps to satisfy SJMSCP requirements:

- Schedule a SJMSCP Biologist to perform a pre-construction survey ***prior to any ground disturbance***
- SJMSCP Incidental take Minimization Measures and mitigation requirement:
 1. Incidental Take Minimization Measures (ITMMs) will be issued to the project and must be signed by the project applicant prior to any ground disturbance but no later than six (6) months from receipt of the ITMMs. If ITMMs are not signed within six months, the applicant must reapply for SJMSCP Coverage. Upon receipt of signed ITMMs from project applicant, SJCOG, Inc. staff will sign the ITMMs. This is the effective date of the ITMMs.
 2. Under no circumstance shall ground disturbance occur without compliance and satisfaction of the ITMMs.
 3. Upon issuance of fully executed ITMMs and prior to any ground disturbance, the project applicant must:
 - a. Post a bond for payment of the applicable SJMSCP fee covering the entirety of the project acreage being covered (the bond should be valid for no longer than a 6 month period); or
 - b. Pay the appropriate SJMSCP fee for the entirety of the project acreage being covered; or
 - c. Dedicate land in-lieu of fees, either as conservation easements or fee title; or
 - d. Purchase approved mitigation bank credits.
 4. Within 6 months from the effective date of the ITMMs or issuance of a building permit, whichever occurs first, the project applicant must:
 - a. Pay the appropriate SJMSCP for the entirety of the project acreage being covered; or
 - b. Dedicate land in-lieu of fees, either as conservation easements or fee title; or
 - c. Purchase approved mitigation bank credits.

Failure to satisfy the obligations of the mitigation fee shall subject the bond to be called.
- Receive your Certificate of Payment and release the required permit

It should be noted that if this project has any potential impacts to waters of the United States [pursuant to Section 404 Clean Water Act], it would require the project to seek voluntary coverage through the unmapped process under the SJMSCP which could take up to 90 days. It may be prudent to obtain a preliminary wetlands map from a qualified consultant. If waters of the United States are confirmed on the project site, the Corps and the Regional Water Quality Control Board (RWQCB) would have regulatory authority over those mapped areas [pursuant to Section 404 and 401 of the Clean Water Act respectively] and permits would be required from each of these resource agencies prior to grading the project site.

If you have any questions, please call (209) 235-0600.



S J C O G , I n c .

San Joaquin County Multi-Species Habitat Conservation & Open Space Plan

555 East Weber Avenue • Stockton, CA 95202 • (209) 235-0600 • FAX (209) 235-0438

SJMSCP HOLD

TO: Local Jurisdiction: Community Development Department, Planning Department, Building Department, Engineering Department, Survey Department, Transportation Department, Other: _____

FROM: Laurel Boyd, SJCOG, Inc.

**DO NOT AUTHORIZE SITE DISTURBANCE
DO NOT ISSUE A BUILDING PERMIT
DO NOT ISSUE _____ FOR THIS PROJECT**

The landowner/developer for this site has requested coverage pursuant to the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP). In accordance with that agreement, the Applicant has agreed to:

- 1) SJMSCP Incidental Take Minimization Measures and mitigation requirement:
 - 1. Incidental Take Minimization Measures (ITMMs) will be issued to the project and must be signed by the project applicant prior to any ground disturbance but no later than six (6) months from receipt of the ITMMs. If ITMMs are not signed within six months, the applicant must reapply for SJMSCP Coverage. Upon receipt of signed ITMMs from project applicant, SJCOG, Inc. staff will sign the ITMMs. This is the effective date of the ITMMs.
 - 2. Under no circumstance shall ground disturbance occur without compliance and satisfaction of the ITMMs.
 - 3. Upon issuance of fully executed ITMMs and prior to any ground disturbance, the project applicant must:
 - a. Post a bond for payment of the applicable SJMSCP fee covering the entirety of the project acreage being covered (the bond should be valid for no longer than a 6 month period); or
 - b. Pay the appropriate SJMSCP fee for the entirety of the project acreage being covered; or
 - c. Dedicate land in-lieu of fees, either as conservation easements or fee title; or
 - d. Purchase approved mitigation bank credits.
 - 4. Within 6 months from the effective date of the ITMMs or issuance of a building permit, whichever occurs first, the project applicant must:
 - a. Pay the appropriate SJMSCP for the entirety of the project acreage being covered; or
 - b. Dedicate land in-lieu of fees, either as conservation easements or fee title; or
 - c. Purchase approved mitigation bank credits.
- Failure to satisfy the obligations of the mitigation fee shall subject the bond to be called.

Project Title: Draft EIR for the Stockton Diamond Project

Assessor Parcel #: Multiple

T _____, R _____, Section(s): _____

Local Jurisdiction Contact: David Ripperda

The LOCAL JURISDICTION retains responsibility for ensuring that the appropriate Incidental Take Minimization Measures are properly implemented and monitored and that appropriate fees are paid in compliance with the SJMSCP.





S J C O G, Inc.

San Joaquin County Multi-Species Habitat Conservation & Open Space Plan

555 East Weber Avenue • Stockton, CA 95202 • (209) 235-0600 • FAX (209) 235-0483

SJMSCP REVIEW FORM (SRF) – Page 2 of 2

Complete, Sign and Submit with all Applications

Applicant Name: _____

Address: _____

Phone/Fax: _____

E-Mail: _____

Local Jurisdiction or Lead Agency/Permittee (check one):

- Escalon
- Lathrop
- Lodi
- Manteca
- Ripon
- Stockton
- Tracy
- San Joaquin County
- SJCOG
- Caltrans
- SJAFCA
- SSJID
- SEWD
- EBMUD
- Other: _____

Local Jurisdiction/Lead Agency Contact: _____

Project Title: _____
(per referral notice/advisory agency notice)

Project Description: _____

Current Site Use: _____

Project Location: _____

Assessor Parcel #s: _____

Total Acres: _____ Is an Army Corp. 404 Permit required? Y_____ N_____

A. ALL APPLICANTS, check ONE of the following:

1. I, we, **DECLINE** coverage pursuant to the SJMSCP. I, we, understand that declining coverage pursuant to the SJMSCP will require undertaking negotiations with the Local Jurisdiction and Permitting Agencies to avoid potential significant adverse impacts to biological resources where such impacts may occur. I, we, verify that the information contained in this application is true and correct.
2. I, we, **REQUEST COVERAGE** pursuant to the SJMSCP. I, we, understand that this project may be subject to Habitat Technical Advisory Committee review and approval to gain coverage pursuant to the SJMSCP **and that signing this form constitutes authorization for SJCOG, Inc. representatives to enter the subject property for the purposes of assessing biological resources and compliance with the SJMSCP.** I, we, verify that the information contained in this application is true and correct.

Applicant Signature	Printed Name	Date
Landowner Signature (if different from Applicant)	Printed Name	Date

B. ALL APPLICANTS: Attach the following information (including those opting OUT of the SJMSCP)

- This form, signed
- Location Map(s) and Map(s) or Site Plan(s)

FOR LOCAL JURISDICTION USE ONLY:

LOCAL JURISDICTION: Attach the following information (including those opting OUT of the SJMSCP)

- This form, signed
- Location Map(s) and Map(s) or Site Plan(s)

Prior Agreement Projects Only, include:

- Copy of Biological Resources Analysis identifying approved mitigation measures for the project from approved or certified environmental document
- File-Stamped/Dated Copy of Notice of Determination or Completion approving environmental analysis



Submit to:
SJCOG, Inc.
Attn: Habitat Conservation Planning Division
555 E. Weber Ave.
Stockton, CA 95202-2804
(209) 235-0600 / www.sjco.org

April 5, 2021

Kevin Sheridan
San Joaquin Regional Rail Commission
949 East Channel Street
Stockton, CA, 95202

Project: Draft Environmental Impact Report for the Stockton Diamond Grade Separation Project

District CEQA Reference No: 20210259

Dear Mr. Sheridan:

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 the construction of a grade separation of two railroad lines at the Stockton Diamond which will increase efficiency of the rail lines and would reduce rail congestion leading passenger/freight rail traffic to flow uninterrupted through the crossing (Project). The Project is located South of Downtown Stockton near South Aurora Street and East Scotts Avenue in Stockton, CA and lies within one of the thirteen communities in the State selected by the California Air Resources Board (CARB) for investment of additional air quality resources and attention under Assembly Bill (AB) 617 (2017, Garcia) in an effort to reduce air pollution exposure in impacted disadvantaged communities. The District offers the following comments:

1) Project Related Emissions

Based on the information in in the DEIR, Project specific annual emissions of criteria pollutants are not expected to exceed any of the following District significance thresholds: 100 tons per year of carbon monoxide (CO), 10 tons per year of oxides of nitrogen (NOx), 10 tons per year of reactive organic gases (ROG), 27 tons per year of oxides of sulfur (SOx), 15 tons per year of particulate matter of 10 microns or less in size (PM10), or 15 tons per year of particulate matter of 2.5 microns or less in size (PM2.5).

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) 230-6000 FAX: (559) 230-6061

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

2) Project Related Operational Emissions

The District previously received a Notice of Preparation (NOP) for the Project and according to Page 4 of the NOP, the Project will “facilitate the expansion of ACE and San Joaquin services and enable more freight and passenger trains to pass through the Diamond.”

However, according to Pages 50 and 190 of the DEIR: “The proposed Project, in and of itself, would not increase the projected number of freight and passenger trains or change the regional VMT during operation.”

The District recommends clarifying which statement is accurate and if there is an increase in train traffic as a result of this Project it should be evaluated and the air quality emissions should be quantified in the DEIR.

3) Assembly Bill 617

Assembly Bill 617 requires CARB and air districts to develop and implement Community Emission Reduction Programs (CERPs) in an effort to reduce air pollution exposure in impacted disadvantaged communities, like those in which the Project is located. The Stockton AB 617 community is one of the three Valley communities selected by CARB for investment of additional air quality resources and attention under AB 617.

The CERP for the Stockton was developed through an extensive community engagement process, which included input from members of a Community Steering Committee. The Stockton CERP was adopted by the District’s Governing Board in March 2021 and has been forwarded to CARB for adoption consideration. The CERP identifies a wide range of measures designed to reduce air pollution and exposure, including a number of strategies to be implemented in partnership between agencies and local organizations. The Community Steering Committee has developed, through a collaborative process, a series of emission reduction strategies with the goal to improve community health by reducing exposure to air pollutants. Such emission reduction strategies include, but are not limited to, enhanced community participation in land use processes, the deployment of zero and near-zero emission Heavy-Heavy Duty (HHD) trucks, HHD truck rerouting analyses, reducing HHD truck idling, and incorporating vegetative barriers and urban greening. The District appreciates the SJRRC’s involvement in this program, and encourages the SJRRC to further assess the emission reductions measures and strategies included in the CERP, and address them in the Project as appropriate.

4) Locomotives, and Railcar Movers/Switchers

The proposed grade separated Union Pacific (UP) tracks from the Burlington Northern Santa Fe Railway (BNSF) tracks with a flyover structure would enable more freight and passenger trains to pass through the Stockton Diamond. To reduce air quality emission impacts from locomotives consisting of freight and passenger trains passing through the Stockton Diamond, the District recommends that the SJRRC advise freight and passenger train operators to utilize newer, and cleaner technology. Replacing older locomotives is important to reduce the public's exposure to diesel emissions, including PM_{2.5} in the form of diesel particulate and NO_x. These pollutants negatively impact human health, especially for sensitive populations such as children and the elderly. New, clean-technology locomotives generate significantly lower emissions than older, uncontrolled diesel locomotives.

The District offers two incentive programs for locomotive fleets interested in transitioning to newer, clean technology, including:

- Heavy-Duty Program – <http://valleyair.org/grants/locomotive.htm>
Locomotive replacements, including switcher locomotives and railcar movers can be funded as an eligible project category under the District's utilizing funding provided to support AB 617. These projects are administered according to the Carl Moyer Program guidelines.
- Proposition 1B - <http://valleyair.org/grants/locomotives-prop1b.htm>
This program incentivizes the reduction of emissions and health risks associated with freight movement along California's trade corridors via upgrading to cleaner technologies or installation of emissions capture and control systems.

5) Vegetative Barriers and Urban Greening

The Project is located in an urban area south of downtown Stockton and is surrounded by mix land use development. More specifically, there are single-family residences and businesses located immediately adjacent to the Project. The nearest school (Spanos Elementary School) is located approximately 1,900 feet northwest of the Project and the nearest church (Life Changing Ministries) is located approximately 2,200 feet northeast of the Project. The District suggests the SJRRC consider the feasibility of incorporating vegetative barriers and urban greening as a measure to potentially reduce air pollution exposure on sensitive receptors (i.e. church and school).

While various emission control techniques and programs exist to reduce air quality emissions from mobile and stationary sources, vegetative barriers have been shown to be an additional measure to potentially reduce a population's exposure to air pollution through the interception of airborne particles and the uptake of gaseous pollutants. Examples of vegetative barriers include, but not limited to the following:

trees, bushes, shrubs, or a mix of these. Generally, a higher and thicker vegetative barrier with full coverage will result in greater reductions in downwind pollutant concentrations. In the same manner, urban greening is also a way to help improve air quality and public health in addition to enhancing the overall beautification of a community with drought resistant low maintenance greenery.

6) 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 (559) 230-5888.

6a) 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).

7) **District Comment Letter**

The District recommends that a copy of the District's comments be provided to the Project proponent.

If you have any questions or require further information, please contact Eric McLaughlin by e-mail at Eric.McLaughlin@valleyair.org or by phone at (559) 230-5808.

Sincerely,

Brian Clements
Director of Permit Services

A handwritten signature in blue ink, appearing to read "John Stagnaro".

John Stagnaro
Program Manager

BC: em



SAN JOAQUIN REGIONAL TRANSIT DISTRICT

P.O. Box 201010 • Stockton, CA 95201 • (209) 943-1111 • (209) 948-8516 Fax • sjRTD.com

April 8, 2021

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

RE: Stockton Diamond Grade Separation Project Draft Environmental Impact Report (DEIR)

Dear Ms. Mortensen:

The San Joaquin Regional Transit District (RTD) appreciates the opportunity to review and comment on the Stockton Diamond Grade Separation Project DEIR. RTD supports the Diamond Grade Separation Project, and we believe this project will improve the transportation system in the Stockton area and will also provide environment and economic benefits. RTD offers the following comments:

1. DEIR, page ES-48, Transportation (Short-term)

There is a section that states the following: "The proposed Project would have no impacts on existing transit routes except on Charter Way (Route 49). In the long term, Route 49 will remain on Charter Way. During construction, however, the proposed Project will construct two new bridges across Charter Way and will demolish a portion of an existing bridge. Temporary closures, detours, or narrowing to two lanes on Charter Way may be necessary during construction."

Comment: Prior to any temporary closures of Charter Way that will impact transit services, and more specifically Route 49, adequate notice to RTD will need to be provided so that necessary coordination and rerouting of transit service can be provided.

CHIEF EXECUTIVE OFFICER: Gloria G. Salazar
BOARD OF DIRECTORS: CHAIR Michael P. Restuccia • **VICE CHAIR** Gary S. Giovanetti
Joni Bauer • Balwinder T. Singh • Les J. Fong



2. DEIR, Page 3.15-25, Transit

A. Please remove the reference to Metro Hopper 7 and 560. Those routes have been suspended while RTD is performing a System Redesign Study and anticipates results from it in fiscal year 2022. Metro Hoppers and County Hoppers have a layover at the Stockton Downtown Transit Center (DTC) and use Weber Avenue between Sutter and California Streets, as a result, traffic during the project may affect these routes:

- Metro Hopper 5 and 9; and, County Hopper 90, 91 and 95 (Weekday Service).
- Route 515 also travels along Weber Avenue (Weekday Service).
- 710, 715 also travels along Weber Avenue (Weekend Service).

B. Commuter Route 150 travels along the study area seven days a week.

3. DEIR, Page 3.15-58, Transit

There is a section that states the following (same as item number 1 above): “The proposed Project would have no impacts on existing transit routes except on Charter Way (Route 49). In the long term, Route 49 will remain on Charter Way. During construction, however, the proposed Project will construct two new bridges across Charter Way and will demolish a portion of an existing bridge. Temporary closures, detours, or narrowing to two lanes on Charter Way may be necessary during construction.”

Comment: Prior to any temporary closures of Charter Way that will impact transit services, and more specifically Route 49, adequate notice to RTD will need to be provided so that necessary coordination and rerouting of transit service can be provided.

4. DEIR, Page 3.15-63, Best Management Practices (BMP) and/or Mitigation Measures

It is requested that the preparation of the Traffic Management Plan (BMP TRA-7) include consultation and collaboration with RTD regarding the protection and minimizing impacts to transit services and for alternative routing plans in the project area.

5. Appendix E/Traffic Report, Page 25

A. Please remove the reference to Metro Hopper 7 and 560. Those routes have been suspended while RTD is performing a System Redesign Study and anticipates results from it in fiscal year 2022. Metro Hoppers and County Hoppers have a layover at the Stockton Downtown Transit Center (DTC) and use

Weber Avenue between Sutter and California Streets, as a result, traffic during the project may affect these routes:

- Metro Hopper 5 and 9; and, County Hopper 90, 91 and 95 (Weekday Service).
- Route 515 also travels along Weber Avenue (Weekday Service).
- 710, 715 also travels along Weber Avenue (Weekend Service).

B. Commuter Route 150 travels along the study area seven days a week.

6. Appendix E/Traffic Report, Page 52

- A. Construction on the Weber Avenue and Aurora area may affect Route 44, which travels on Aurora Street and stops on Aurora and Weber (both directions).
- B. Construction on Charter Way (from Aurora Street to Pilgrim) may affect Route 49 which travels East and West on Charter Way (Martin Luther King Boulevard).
- C. Union Street (Location of our Union Transfer Station) may be affected during the project, Routes 44 and 49 stop at that location.

As previously mentioned, RTD is going through a System Redesign Study and expects results in fiscal year 2022. This study may change the make-up of our route network. Routes that we mention now may be different in number or routing based on the findings and recommendations of the study.

Thank you for the opportunity to review and comment on the DEIR.

If you have any questions and or need additional information, please contact Ken Baxter at kbaxter@sjRTD.com.

Sincerely,



Gloria G. Salazar, Chief Executive Officer
San Joaquin RTD

cc: c/o Public Outreach
2379 Gateway Oaks Dr Suite 200
Sacramento, CA 95838
Info@stocktondiamond.com

California Department of Transportation

OFFICE OF THE DISTRICT 10 DIRECTOR
P.O. BOX 2048 | STOCKTON, CA 95201
(209) 948-7943 | FAX (209) 948-7179 TTY 711
www.dot.ca.gov



April 21, 2021

10-SJ-4-PM R017.393
Stockton Diamond Grade Separation
SCH#2020080321

Kevin L. Sheridan
San Joaquin Regional Rail Commission
949 E. Channel Street
Stockton, CA 95202

Dear Mr. Sheridan:

The California Department of Transportation appreciates the opportunity to review the Draft Environmental Impact Report for the proposed Stockton Diamond Grade Separation Project. SJRRC proposes to replace an at-grade crossing of the Union Pacific Railroad and Burlington Northern Santa Fe Railway rail lines with a railroad grade separation. The Department has the following comments:

- Caltrans looks forward to working with the SJRRC cooperatively on this project. Caltrans supports the consideration of complete streets, enhanced lighting, and safety equipment to improve visibility and safety.
- Caltrans encourages the continuation of pedestrian and bike access along the corridor and surrounding area if normal pedestrian and bike paths are closed off during construction.
- An Encroachment Permit will be required for work (if any) done within the Department's right of way or any work requiring special oversized equipment.

If you have any questions or would like to discuss our comments in more detail, please contact Nicholas Fung at (209) 948-7190 or myself at (209) 941-1921.

Sincerely,

A handwritten signature in blue ink that reads 'Tom Dumas'.

TOM DUMAS
Chief, Office of Metropolitan Planning



RailPAC
Rail Passenger Association
of California and Nevada

P.O. Box 22344
San Francisco CA 94122

www.railpac.org

April 24, 2021

Public Outreach
Stockton Diamond EIR
2379 Gateway Oaks Drive, Ste. 200
Sacramento, CA 95833

RE: Stockton Diamond Environmental Impact Report

I am writing on behalf of Rail Passenger Association of California and Nevada (RailPAC) members living and working in the San Joaquin Valley, East Bay and Sacramento areas. RailPAC is an all-volunteer statewide organization that advocates for the improvement of commuter, intercity passenger rail service and freight rail service. RailPAC is a strong advocate for expanded rail capacity both for passenger rail and freight rail. Capacity expansion is critical to handling additional traffic which aids in the reduction of Green House Gas (GHG) emissions. The existing northern California rail network offers a great potential for expansion within the existing right-of-way. Addressing rail network choke-points, such as the Stockton Diamond, will allow the current underutilized northern California rail network to fully support continued economic growth in the region. In support of this goal, RailPAC strongly supports the Stockton Diamond project.

The Stockton Diamond is the busiest, most congested at-grade railway junction in California. The current, at-grade configuration of the track results in significant delays to Union Pacific Railroad (UPRR) and BNSF Railway (BNSF) freight trains serving their nationwide networks and the Port of Stockton, as well as other freight and passenger trains in the area. These delays make the Stockton Diamond the worst freight rail bottleneck in California, inhibiting the expansion of the Amtrak San Joaquins and Altamont Corridor Express (ACE) service through the Bay Area/Central Valley region.

In addition to expanded ACE and San Joaquin service, there are other benefits from the project, including:

- Improved reliability of ACE and Amtrak San Joaquins services
- Travel time savings from a reduction in freight delays
- Fuel cost savings from a reduction in idling
- Greater efficiency for freight rail movement, especially to the Port of Stockton
- Reduced grade crossing delays from stopped trains and improved air quality

Given the many benefits associated with this project for the Bay Area/Central Valley region, the Rail Passenger Association of California and Nevada recommends that this project be constructed.. Thank you for your attention to this request.

Sincerely,

Steve Roberts, President Rail Passenger Association of California and Nevada

Central Valley Regional Water Quality Control Board

26 April 2021

Kevin Sheridan
San Joaquin Regional Rail Commission
949 East Channel Street
Stockton, CA 95202

COMMENTS TO REQUEST FOR REVIEW FOR THE DRAFT ENVIRONMENTAL IMPACT REPORT, STOCKTON DIAMOND GRADE SEPERATION PROJECT, SCH#2020080321, SAN JOAQUIN COUNTY

Pursuant to the State Clearinghouse's 11 March 2021 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Request for Review for the Draft Environmental Impact Report* for the Stockton Diamond Grade Separation Project, located in San Joaquin County.

Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore our comments will address concerns surrounding those issues.

I. Regulatory Setting

Basin Plan

The Central Valley Water Board is required to formulate and adopt Basin Plans for all areas within the Central Valley region under Section 13240 of the Porter-Cologne Water Quality Control Act. Each Basin Plan must contain water quality objectives to ensure the reasonable protection of beneficial uses, as well as a program of implementation for achieving water quality objectives with the Basin Plans. Federal regulations require each state to adopt water quality standards to protect the public health or welfare, enhance the quality of water and serve the purposes of the Clean Water Act. In California, the beneficial uses, water quality objectives, and the Antidegradation Policy are the State's water quality standards. Water quality standards are also contained in the National Toxics Rule, 40 CFR Section 131.36, and the California Toxics Rule, 40 CFR Section 131.38.

The Basin Plan is subject to modification as necessary, considering applicable laws, policies, technologies, water quality conditions and priorities. The original Basin Plans were adopted in 1975, and have been updated and revised periodically as required, using Basin Plan amendments. Once the Central Valley Water Board has adopted a Basin Plan amendment in noticed public hearings, it must be approved by the State Water Resources Control Board (State Water Board), Office of Administrative Law (OAL) and in some cases, the United States Environmental

KARL E. LONGLEY SCD, P.E., CHAIR | PATRICK PULUPA, ESQ., EXECUTIVE OFFICER

Protection Agency (USEPA). Basin Plan amendments only become effective after they have been approved by the OAL and in some cases, the USEPA. Every three (3) years, a review of the Basin Plan is completed that assesses the appropriateness of existing standards and evaluates and prioritizes Basin Planning issues. For more information on the *Water Quality Control Plan for the Sacramento and San Joaquin River Basins*, please visit our website:

http://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/

Antidegradation Considerations

All wastewater discharges must comply with the Antidegradation Policy (State Water Board Resolution 68-16) and the Antidegradation Implementation Policy contained in the Basin Plan. The Antidegradation Implementation Policy is available on page 74 at:

https://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/sacsjr_2018_05.pdf

In part it states:

Any discharge of waste to high quality waters must apply best practicable treatment or control not only to prevent a condition of pollution or nuisance from occurring, but also to maintain the highest water quality possible consistent with the maximum benefit to the people of the State.

This information must be presented as an analysis of the impacts and potential impacts of the discharge on water quality, as measured by background concentrations and applicable water quality objectives.

The antidegradation analysis is a mandatory element in the National Pollutant Discharge Elimination System and land discharge Waste Discharge Requirements (WDRs) permitting processes. The environmental review document should evaluate potential impacts to both surface and groundwater quality.

II. Permitting Requirements

Construction Storm Water General Permit

Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit), Construction General Permit Order No. 2009-0009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). For more information on the Construction General Permit, visit the State Water Resources Control Board website at:

http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml

Clean Water Act Section 404 Permit

If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed from the United States Army Corps of Engineers (USACE). If a Section 404 permit is required by the USACE, the Central Valley Water Board will review the permit application to ensure that discharge will not violate water quality standards. If the project requires surface water drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration Permit requirements. If you have any questions regarding the Clean Water Act Section 404 permits, please contact the Regulatory Division of the Sacramento District of USACE at (916) 557-5250.

Clean Water Act Section 401 Permit – Water Quality Certification

If an USACE permit (e.g., Non-Reporting Nationwide Permit, Nationwide Permit, Letter of Permission, Individual Permit, Regional General Permit, Programmatic General Permit), or any other federal permit (e.g., Section 10 of the Rivers and Harbors Act or Section 9 from the United States Coast Guard), is required for this project due to the disturbance of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications. For more information on the Water Quality Certification, visit the Central Valley Water Board website at: https://www.waterboards.ca.gov/centralvalley/water_issues/water_quality_certification/

Waste Discharge Requirements – Discharges to Waters of the State

If USACE determines that only non-jurisdictional waters of the State (i.e., “non-federal” waters of the State) are present in the proposed project area, the proposed project may require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation. For more information on the Waste Discharges to Surface Water NPDES Program and WDR processes, visit the Central Valley Water Board website at: https://www.waterboards.ca.gov/centralvalley/water_issues/waste_to_surface_water/

Projects involving excavation or fill activities impacting less than 0.2 acre or 400 linear feet of non-jurisdictional waters of the state and projects involving dredging activities impacting less than 50 cubic yards of non-jurisdictional waters of the state may be eligible for coverage under the State Water Resources Control Board Water Quality Order No. 2004-0004-DWQ (General Order 2004-0004). For more information on the General Order 2004-0004, visit the State Water Resources Control Board website at: https://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2004/wqo/wqo2004-0004.pdf

Dewatering Permit

If the proposed project includes construction or groundwater dewatering to be discharged to land, the proponent may apply for coverage under State Water Board General Water Quality Order (Low Threat General Order) 2003-0003 or the Central Valley Water Board's Waiver of Report of Waste Discharge and Waste Discharge Requirements (Low Threat Waiver) R5-2018-0085. Small temporary construction dewatering projects are projects that discharge groundwater to land from excavation activities or dewatering of underground utility vaults. Dischargers seeking coverage under the General Order or Waiver must file a Notice of Intent with the Central Valley Water Board prior to beginning discharge.

For more information regarding the Low Threat General Order and the application process, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2003/wqo/wqo2003-0003.pdf

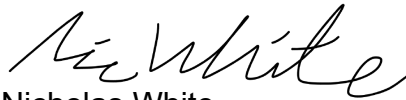
For more information regarding the Low Threat Waiver and the application process, visit the Central Valley Water Board website at:

https://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/waivers/r5-2018-0085.pdf

NPDES Permit

If the proposed project discharges waste that could affect the quality of surface waters of the State, other than into a community sewer system, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. A complete Report of Waste Discharge must be submitted with the Central Valley Water Board to obtain a NPDES Permit. For more information regarding the NPDES Permit and the application process, visit the Central Valley Water Board website at: <https://www.waterboards.ca.gov/centralvalley/help/permit/>

If you have questions regarding these comments, please contact me at (916) 464-4856 or Nicholas.White@waterboards.ca.gov.



Nicholas White
Water Resource Control Engineer

cc: State Clearinghouse unit, Governor's Office of Planning and Research,
Sacramento



BUILDING AMERICA®

April 29, 2021

VIA EMAIL: info@stocktondiamond.com

Stockton Diamond Grade Separation Project
c/o Public Outreach
2379 Gateway Oaks Drive, Ste. 200
Sacramento, CA 95833

To Whom It May Concern:

Union Pacific Railroad Company (UPRR) submits these comments in response to the San Joaquin Regional Rail Commission (SJRRC) Draft Environmental Impact Report: Stockton Diamond Grade Separation Project. SJRRC proposes to construct a grade separation of two principal railroad lines at the Stockton Diamond in Stockton, CA. UPRR has a direct interest in the proposed project because it owns and operates a significant portion of the rail corridor noted throughout the DEIR.

UPRR owns and operates a common carrier freight railroad network in the western two thirds of the United States, including the State of California. Specifically, UPRR owns and operates rail main lines connecting the San Francisco Bay Area to Sacramento and points east and north, and to Los Angeles and points east and southeast. UPRR is the largest rail carrier in California in terms of both mileage and train operations. UPRR also has a multitude of public private partnerships across the state, including active and planned projects with various state agencies and passenger rail partners. UPRR's network in California is vital to the economic health of the state and the nation as whole, and its rail service to California customers is crucial to the current and future success and growth of those customers.

SJRRC's DEIR proposes a Preferred Alternative alignment that seeks to grade separate the diamond where UPRR's Fresno Subdivision crosses BNSF's Stockton Subdivision by shifting and/or elevating UPRR's tracks between approximately Weber Ave and E 4th St to create a flyover. Introduction of the flyover also requires reconfiguring existing connections between the two railroads, modifying the access from UPRR's tracks to the ACE Cabral Station, and reconfiguring the north end of UPRR's Stockton Yard to maintain existing switching capabilities.

UPRR has been engaged in discussions with SJRRC in order to ensure that the safety and efficiency of the UPRR system, including UPRR's ability to serve current and future customers, its ability to access and fully utilize existing switching yard facilities, and its ability to host reliable passenger services would be preserved during the planning and construction and upon the completion of the proposed grade separation project. UPRR has also submitted formal comments in response to both the SJRRC ACEforward DEIR (subsequently withdrawn by Agency) and the SJRRC ACE Extension DEIR.

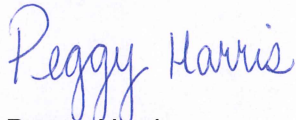
While SJRRC and its consultants have to date been responsive to UPRR review and comments of the project scope and design, UPRR requests incorporation of these additional considerations if the Preferred Alternative is chosen and advanced:

- Project must maintain UPRR's current flexibility to access the ACE Cabral Station track from either Fresno Sub main line immediately south of the station. This requires the addition of a left-hand crossover to the proposed design between main lines 1 and 2 at approximately milepost 84.5.
- As currently designed, Lafayette ST, DOT#752770X, may remain at grade in a configuration with a large gap between the main line and wye track, creating long signal approach requirements and longer traversal of the crossing by motorists, bicycles, and pedestrians. UPRR proposes additional traffic analysis of potential at grade crossing closures to eliminate this less than desirable crossing configuration.
- Any increase in the grade of the flyover track structure from that described in the Preferred Alternative may adversely affect UPRR's ability to move freight trains with existing or modeled locomotive power configurations and should be avoided in order not to compromise stated project benefits.

Considering the magnitude of potential impacts to UPRR facilities, operations, current and future customer access, and to passenger train performance, it is imperative that SJRRC continue working with UPRR to develop an alignment that meets UPRR safety and engineering guidelines and addresses the concerns identified in this letter or that have yet to be identified. UPRR looks forward to continuing good-faith discussions with SJRRC regarding the proposed project. UPRR reserves the right to comment on any modified drafts of the DEIR and on the final EIR when it is presented in the future. UPRR likewise notes that construction of the improvements will require execution of definitive agreements between the parties.

Thank you for considering our comments.

Sincerely,



Peggy Harris

General Director Network Development



CITY OF STOCKTON

PUBLIC WORKS DEPARTMENT

22 East Weber Avenue, Room 301 • Stockton, CA 95202-2317 • 209 / 937-8411 • Fax 209 / 937-8277
www.stocktonca.gov

April 29, 2021

Stockton Diamond
C/O Public Outreach
2379 Gateway Oaks Drive, Suite 200
Sacramento, CA 95833

STOCKTON DIAMOND GRADE SEPARATION PROJECT - DRAFT ENVIRONMENTAL IMPACT REPORT

Thank you for the opportunity to comment on the Draft Environmental Impact Report for the Stockton Diamond Grade Separation project. The City of Stockton comments are enclosed.

JODI ALMASSY, DIRECTOR
PUBLIC WORKS DEPARTMENT



ERIC ALVAREZ, P. E.
DEPUTY PUBLIC WORKS DIRECTOR/CITY ENGINEER

JLA:EA:WJ:RD:cal

emc: Wes Johnson, Engineering Services Manager
Dodie Vidad, City Traffic Engineer
Ray Deyto, Senior Civil Engineer



Comment #	Topic	Env. Doc Pg. reference	Department	Comment
1	Scope	NA	Public Works	Summarize what the Project being studied is, e.g. the rail lines affected, notable changes to crossings, proposed road closures.
2	Scope	NA	Public Works	Remove the closure of Lafayette Street from the Project definition and analyze separately.
3	Scope	NA	Public Works	Project impacts on truck traffic and truck routes should be analyzed both with and without closing Lafayette Street.
4	Scope	NA	Public Works	Rename "No Action Alternative (2045)" scenario to "No Project (2045)" or similar
5	Methodology	NA	Public Works	The amount of truck traffic on truck routes can be assumed to be substantially higher than the default 2% used throughout the Synchro calculations. Identify past traffic counts or other data sources that can provide observed heavy vehicle percentages. Apply these percentages to the 2019 traffic volumes used as the basis for the analysis and rerun HCM calculations. Update heavy vehicle percentages for project conditions with and without street closures.
6	Methodology	NA	Public Works	Use peak hour factors from 2019 traffic data where available. If unavailable, note the default values used.
7	Hydrology	NA	Public Works	With the Mormon Channel relocation should additional provisions for large debris be made due to the historical depositing of large items in the channel. The H&H memo discusses a 2 foot freeboard per standard but should it increase. Can the box culvert option be considered give the above state regarding debris being trapped?
8	Hydrology	NA	Public Works	Section 3.3.1 of the H&H report shows increases in the HGL of 0.1 to 0.3 feet due to a culvert restriction downstream of the project. Should the project resolve this restriction?
9	Hydrology	NA	Public Works	In general the H&H report should address the impacts to the roadway drainage and not just the channel realignment.
10	Utility Exhibits	NA	Public Works	In areas where the alignment has changed and new crossings will be created will empty sleeves and conduits be added for future utility work?
11	Utility Exhibits	NA	Public Works	Traditionally downtown storm pipes are undersized, will the project make any provisions for resolving local roadway drainage deficiencies in the area impacted by the route?
12	Utility Matrix	NA	Public Works	In areas where the solution is to provide a concrete cap such as the 4" Gas in Scotts. How will the utility provider maintain and get access to their utility?
13	Structure Report	NA	Public Works	With the retaining wall option what measures can be taken to reduce graffiti and vandalism?
14	Structure Report	NA	Public Works	With the retaining wall option what measures are to be taken for aesthetics? Form liner?
15	Roadway Plans	NA	Public Works	R004 shows that Lafayette does not need closure just a grade change, why close it? R006 seems unnecessary.
16	Roadway Plans	NA	Public Works	For areas like Sheet R008 along Church between Aurora and Union if the roadway is abandoned does the ownership go back to the adjacent land owners with a PUE for utilities? Or is the right of way acquired by SJRRC? If the land goes to the owners are they prepared to take ownership or will it become a nuisance?
17	Scope	NA	Public Works	The acquisitions clearly have a large impact on the community and if obtained may allow the project as designed to move forward however the large open spaces can leave voids in the downtown fabric making the area seem even more disjointed or bifurcated than it already might be. How will the unused parcel remainders be used? Will they be sold for development, can they be promoted as development opportunities? Will they be developed as open space? How does this tie to Policy LU-6.2 of the 2040GP?

Comment #	Topic	Env. Doc Pg. reference	Department	Comment
18	Scope	NA	Public Works	The primary difference from the west side of the existing tracks to the east side is that sidewalks create a sense of connectivity. Bike lanes and bike routes do the same. How will the project work to unify the two sides and create a sense of connectivity that can continue to the east?
19	Scope	NA	Public Works	Where the rail is shifted off of the existing crossing at Charter Way is there an opportunity to connect the new RTD Union Transfer Station with a bike path our trail route that provides further connectivity to the west side of the tracks?
20	Scope	NA	Public Works	How will trees be incorporated into the corridor to improve aesthetics and to comply with the 2040 GP Policy LU3.2 and CH-1.1A?
21	Scope	NA	Public Works	Can a nexus between the corridor improvements and the 2040 GP Policy CH1.1 to create trails and walkable and cyclable facilities?
22	Volume 1	NA	Public Works	Page ES-15 specifically discussed in the environmental justice section how the project will benefit low income and minority populations and that the project will improve access. The report needs to discuss further how this will happen.
23	Volume 1	NA	Public Works	Long term aesthetics with a less than significant determination does not seem accurate and is based upon an opinion that visual quality is poor. The visual raising of the tracks in some cases creating a visual barrier may be considered by some significant. Explain the conclusion. The discussion in 3.1-9 should be stronger with some conclusions as to how it will improve.
24	Volume 1	NA	Public Works	Table 2.1-1, Can Weber remain partially open during construction? Can other roadways?
25	Volume 2	NA	Public Works	Page 3.10-4 discusses the project physically dividing the community. The closure of two street does in fact increase the physical division. Expand on how this is mitigated?
31	Appendix D	NA	Public Works	What post construction water quality measures are being implemented to allow the City to comply with the current MS4 permit and trash mandate? Who will maintain the measures put in place?
32	Scope	NA	Public Works	Project disrupts traffic circulation and emergency services response without proposed mitigation measures or studies of the full impacts of the project. Grade separation would reduce potential conflict points between rail, vehicles and pedestrian/bicyclists, thereby improving safety.
33	Right of Way	NA	Public Works	Provide a plan that shows all the remnant parcels and plan for future development. Coordinate with the City for consistency with General plan and zoning restrictions.
34	City standards	NA	Public Works	All improvements within the area of take need to be relocated and/or upgraded to current standards. Need to reserve easement for utilities
35	at-grade crossing condition	NA	Public Works	fix hump on Weber. Lower tracks
36	pedestrian infrastructure	NA	Public Works	Install sidewalks on Market east of crossing to union
37	Right of Way	NA	Public Works	Reinstitute Union Street including ROW acquisition
38	Utilities	NA	Public Works	Underground all overhead utilities within project limits and within 1 block of project limits
39	Lighting	NA	Public Works	Project should assess lighting and provide city standard lighting throughout project limits 1 block of project limit in all directions
40	Street condition	NA	Public Works	Rehabilitate City streets within 1 block in all directions of project limits to meet current City standards

Comment #	Topic	Env. Doc Pg. reference	Department	Comment
41	Fiber optic cabling	NA	Public Works	Provide conduits and pull fiberoptic cable from MLK to Alpine to mitigate for project bifurcating large area. Needed to tie into traffic management system. Managing traffic and circulation. Provide Fiber conduits and cable E-W on Charter, Hazelton, scots Weber, Main, market
42	crossing protection	NA	Public Works	Upgrade crossing protection and panels for all at-grade crossings
43	Ped and Bike safety	NA	Public Works	provide pedestrian and bicycle crossing protection
44	Structure Type	NA	Public Works	structure type should be fully vetted in a public forum and shall incorporate aesthetic features such as trees, public art, retaining walls with design or relief, as examples.
45	Bike and Ped facilities	NA	Public Works	easterly bridge over MLK- provide bike/ped path to connect to Transit station on Union up to Anderson along existing rail corridor. - provide City easement for path.
46	Ped and Bike Facilities	NA	Public Works	place bridge structure in place of existing pipes over Mormon slough to provide bike/ped trail access under. Connect pilgrim and airport way
47	traffic circulation	NA	Public Works	Connect Pilgrim over Mormon slough
48	traffic study	NA	Public Works	Project traffic study does not adequately address City comments. A separate discussion is needed to discuss and resolve City comments and concerns. See attached documents.
49	Community Impacts	NA	Economic Development	The environmental and community impacts of the project must be offset with an investment in the community. Mitigation measures must include the creation of a Community Investment Fund for use by the City of Stockton in the immediate project area.
50	Business impacts	NA	Economic Development	There is concern with the number of businesses directly impacted, in addition to indirect impact to adjacent businesses. Proper mitigation measures should be implemented to assist all businesses impacted through relocation, sound, and traffic diversion.
51	Best Management Practices - Population and Housing	ES-25	Economic Development	BMP PH-1 states that the Outreach and Engagement Plan "will focus on a targeted proactive response for temporary and permanent relocation assistance for transient populations affected by the proposed Project." The project should fund outreach teams to find avenues for housing and shelters for the homeless population.
52	Local Workforce development	ES-46	Economic Development	The project area is in a historically underserved neighborhood. The project should provide training and career development pathways for those who have barriers to employment. The project must also comply with the Community Workforce and Training Agreement.
53	Fire service	NA	Fire	Streets that will be acknowledged with dead-end cul-de-sacs shall meet City standards for cul-de-sac and turnaround radius design for fire apparatus
54	Fire service	NA	Fire	If any dead-end streets or roads that are being modified for this project require fire access gates, then it would be preferred the gates be automated and functional with the use of our radio frequency (Click to enter feature)
55	Fire service	NA	Fire	Additional fire hydrants may be required for this project pending street closures and new infrastructure obstructions that may affect existing fire hydrant locations
56	Fire service	NA	Fire	Locations along the grade separation areas of the proposed rail project will need to be evaluated for ladder truck positioning. Areas of concern will require fire access roads installed parallel with the rail. Access roads installed for ladder positioning shall be now less than 16 feet in width (if ladder truck use only) or 26 feet in width if we need the road to accommodate both a ladder truck and a fire engine
57	Fire service	NA	Fire	The project will require placement of access staircases in strategic areas along the grade separation.

Comment #	Topic	Env. Doc Pg. reference	Department	Comment
58	Fire service	3.13-5	Fire	Section 3.13-8 (Public Services) identifies the number of ladder truck companies and the EIR indicated a Truck 7. This needs to be corrected to indicate Truck 4. Truck 7 was closed during the bankruptcy and was never placed back in service. So, in summary, we have Truck 2, 3 and 4.
59	Fire service	ES-35	Fire	Noted in ES-35 about the project requiring temporary aboveground storage tanks on the construction site for fueling their heavy equipment. Please note that the Fire Department will require a permit for any aboveground tank storing fuel in excess of 60-gallons.
60	Ped/bike facilities	NA	Public Works	Investigate providing east-west pedestrian and bike facilities to be provided along Church Street and Lafayette Street to preserve connectivity and mitigate further bifurcation of neighborhoods on the east and west sides of the project.
61	Scope	1	Public Works	The Project is not defined here. What is its purpose? What does it generally entail in terms of proposed changes to rail and roadway networks?
62	Scenarios	1	Public Works	Rename "No Action Alternative (2045) to "No Project" (2045)" or similar.
63	Scenarios	1	Public Works	Remove the Lafayette Street closure from Project scope and analyze separately.
64	Study area	4	Public Works	Add a summary of existing rail crossings to this section, along with the intersection controls and functional classifications already presented in the study area.
65	Data	5	Public Works	The justification for using 2019 conditions as the basis of this analysis is sound. 2020 conditions are not typical.
66	Data	5	Public Works	List data sources for truck route infrastructure: City maps, STAA, etc. Include source of heavy vehicle volumes/percentages if available.
67	Data	6	Public Works	Explain what STREETLIGHT DATA is, how the data is collected/aggregated, its accuracy, and how it differs from collection of traditional turning movement counts or average daily traffic.
68	LOS methodology	15	Public Works	Add actual or estimated heavy vehicle percentages and peak hour factors to Synchro model, rather than default values.
69	LOS results	15	Public Works	Include contributions from heavy vehicles and peak hour factors at intersections operating below the LOS standard.
70	Typos	17	Public Works	Fix numbering in table 4-1
71	Ped facilities	21	Public Works	Review and correct errors in table 4-2 (e.g., East Weber Ave/UP tracks not ADA compliant). Provide more detail on which side(s) of roadways and crossings lack sidewalks, connectivity issues to other nearby sidewalks (e.g. gaps, missing ramps, poor sidewalk condition), physical barriers blocking pedestrian travel, and existing characteristics of gates, pedestrian signals, and other ADA requirements.
72	Bike facilities	22	Public Works	Confirm all current and planned City projects affecting or adding bicycle infrastructure.
73	Bike facilities	24	Public Works	Revise figure 4-3 as needed to include planned facilities, not just those that area already built.
74	Truck routes	27	Public Works	Revise figure 4-5 to include STAA truck routes
75	Truck routes	28	Public Works	Include STAA truck routes
76	Transportation infrastructure	31	Public Works	Confirm all planned changes to transportation infrastructure.
77	Transportation infrastructure	31	Public Works	Rename table 5-1 to "Anticipated Future Changes to Transportation Infrastructure" or similar. Not all changes are related to specific improvement projects.
78	Growth rate	31	Public Works	Describe how growth rate was applied - linear growth, compounding growth, etc.
79	Typos	31	Public Works	Fix typos in this section.

Comment #	Topic	Env. Doc Pg. reference	Department	Comment
80	LOS methodology	32	Public Works	Add actual or estimated heavy vehicle percentages to Synchro model, rather than default values. Note whether any changes are expected between 2019 and 2045 conditions, and whether the default 0.92 PHF was used for future conditions rather than using existing PHF.
81	LOS Results	40	Public Works	Explain large increase in delay at intersection #8, identifying what changed in the AM Peak hour. Just volume increase, or something else?
82	LOS Results	44	Public Works	Explain large increases in delay at intersections #8 and #10, identifying what changed in the PM Peak hour. Just volume increases, or something else?
83	Roadway LOS	46	Public Works	In table 5-5, include both segments of East Lafayette Street as shown in figure 5-5.
84	Ped facilities	49	Public Works	Note any planned improvements to pedestrian facilities. Which at-grade crossings might be different under 2045 no project conditions?
85	Bike facilities	49	Public Works	Note which improvement projects and long-term planning would make changes/improvements to bike network.
86	Bike facilities	50	Public Works	Revise figure 5-7 to reference specific improvement projects
87	Freight conditions	51	Public Works	Confirm that truck routes listed also include STAA routes.
88	Scenarios	51	Public Works	Remove the Lafayette Street closure from Project scope and analyze separately.
89	Lafayette St. closure	51	Public Works	Explain that Lafayette Street closure may be considered but is not an integral part of the Project. Analyze in separate scenario.
90	Traffic Redistribution	51	Public Works	Describe the function of Church Street at the location of the proposed closure, and provide existing and projected 2045 peak hour and daily volumes as referenced elsewhere in the report.
91	Traffic Redistribution	52	Public Works	Describe alternate routes from Church St. closure, percent distribution among routes, and basis for distribution assumptions. Consider traffic controls, lane geometry, and other applicable factors in identifying likely alternate routes.
92	Traffic Redistribution	NA	Public Works	Identify impacts and necessary improvements at other locations due to traffic rerouting from Church St. closure, including safety, emergency response, traffic control, pedestrian facilities, and bike facilities
93	Traffic Redistribution	53	Public Works	Revise figures 6-1 and 6-2 to show Church St. closure and traffic redistribution. Lafayette St. closure to be analyzed separately.
94	Traffic Redistribution	54	Public Works	Revise figures 6-3 and 6-4 to show Church St. closure and traffic redistribution. Lafayette St. closure to be analyzed separately.
95	Traffic Redistribution	55	Public Works	Figure 6-5 is redundant with prior changes.
96	Traffic Redistribution	56	Public Works	Insert figures for net intersection and link volume changes due to traffic redistribution.
97	LOS results	60	Public Works	Describe changes due to Church St. closure. Lafayette St. closure to be analyzed separately
98	Formatting	61	Public Works	Revise table 6-1 to repeat headers at top of pg. 62.
99	Formatting	62	Public Works	Revise table 6-2 to repeat headers at top of pg. 63.
100	LOS results	63	Public Works	Note any substantial differences in roadway LOS vs. 2045 no project conditions.
101	LOS results	64	Public Works	Revise table 6-3 to show 2045 no project conditions, similar to tables 6-1 and 6-2.
102	LOS results	65	Public Works	Revise table 6-4 to show 2045 no project conditions, similar to tables 6-1 and 6-2.
103	Ped facilities	67	Public Works	Describe proposed changes due to project, e.g. planned improvements at grade crossings being changed or improved. Identify any impacts on pedestrian facilities and connectivity related to project, particularly as these relate to road closure and traffic redistribution. Include in both Project and Project with Lafayette St. closure scenarios.

Comment #	Topic	Env. Doc Pg. reference	Department	Comment
104	Bike facilities	67	Public Works	Describe proposed changes due to project, e.g. planned improvements at grade crossings being changed or improved. Identify any impacts on bike facilities and connectivity related to project, particularly as these relate to road closure and traffic redistribution. Include in both Project and Project with Lafayette St. closure scenarios.
105	Freight conditions	68	Public Works	Identify any impacts on truck routes due to Church St. closure and rerouted traffic. Include in both Project and Project with Lafayette St. closure scenarios.
106	Traffic delay due to trains	68	Public Works	Confirm that all train traffic has been included. Note whether traffic volumes have any impact on average delay per vehicle. Include in both Project and Project with Lafayette St. closure scenarios.
107	Emergency response	69	Public Works	Identify any impacts on emergency response routes and response times due to Church St. closure and rerouted traffic. Include in both Project and Project with Lafayette St. closure scenarios.
108	Formatting	Appendix	Public Works	Add pages between Synchro sheets for each scenario. Include both Project and Project with Lafayette St. closure scenarios.
109	Traffic	NA	Public Works	Describe Lafayette Street in the area affected by the closure: functional classification, truck route designation type, how it contributes to automobile and truck circulation in the study area, emergency response preferred route
110	Traffic	NA	Public Works	Describe existing grade crossing: gate and signage, pedestrian/bicycle facilities
111	Traffic	NA	Public Works	Provide existing and projected 2045 peak hour and daily volumes, including number/percent heavy vehicles, as referenced elsewhere in the report.
112	Traffic	NA	Public Works	Describe alternate routes, percent distribution among routes, and basis for distribution assumptions. Consider traffic controls, lane geometry, limitations on alternate truck routes, and other applicable factors in identifying likely alternate routes.
113	Traffic	NA	Public Works	Provide traffic redistribution for all traffic and for heavy vehicles specifically.
114	Traffic	NA	Public Works	In addition to volume figures like those in section 6, include figures showing net intersection and roadway volumes due to road closure, as well as separate figures showing changes in truck volumes.
115	Traffic	NA	Public Works	Recalculate heavy vehicle percentages as needed to account for rerouted trucks, and include in the Synchro model prior to rerunning LOS analysis.
116	Traffic	NA	Public Works	Compare intersection and roadway LOS with Lafayette St. closure to both 2045 no project and 2045 with project conditions
117	Traffic	NA	Public Works	Identify impacts and necessary improvements at other locations due to traffic rerouting, including traffic control, pavement repair/upgrades, pedestrian facilities, and bike facilities
118	Traffic	NA	Public Works	Identify impacts on other truck routes affected by traffic rerouting, particularly the impact on the time-restricted route on Stanislaus St.
119	pedestrian infrastructure	NA	Public Works	pedestrian sidewalk improvements meeting City Standards should be provided for all east west crossings through out the project.
120	lighting	NA	Public Works	The project should install city standard lighting adjacent to the project and integrate outward to east-west road network.
121	frontage improvements	NA	Public Works	The project should include the installation of frontage improvements along the perimeter and within the entire project limits
122	crossing protection	NA	Public Works	Upgrade crossing protection and respective roadway crossings to rubber or concrete crossings throughout the corridor.

Comment #	Topic	Env. Doc Pg. reference	Department	Comment
123	bicycle facilities	NA	Public Works	The project shall install bicycle facilities per the City Bicycle master plan or provide funding for the construction of those facilities
124	encroachment permit	NA	Public Works	An encroachment permit and other applicable permits will be required for the project and fees will be required for all permits and associated plan checking and inspections
125	monumentation	NA	Public Works	A Right of Way record map will be required to document all monumentation and changes to ROW and private property acquisitions. Protection and reestablishment of monumentation will be required
126	Utilities	NA	MUD	structures such as retaining walls should not be constructed over City utilities. Utilities must be relocated away from any area where a structure is to be constructed
127	Utilities	NA	MUD	Any City utilities within the project boundaries should be upgraded to the appropriate size per City master plans.
128	Utilities	NA	MUD	All impacted City utilities within project boundary shall be upgraded to current City standard.
129	Utilities	NA	MUD	Provide a description of how the project will handle storm water runoff. Are City facilities expected to provide this capacity or some other method?
130	precise road plans	NA	CDD/public works	Reestablishment or improvement of roadways affected by the project shall comply with their applicable Precise Road Plan.
131	remnant parcels	NA	Public Works	3.4.38 of Environ Shows rendering along Union. Remnant pieces such as the one shown will need to incorporate frontage improvements as part of the project.
132	visual impacts/public outreach	NA	Public Works	A more robust public outreach should be completed to vet out options more adequately relative to visual impacts and/or options.
133	drainage	NA	Public Works	The project will require a master drainage plan to be presented to City for review. Approval of connections to City infrastructure requires analysis and approval.
134	community connectivity	NA	Community Development	staff is concerned the project may further bi-sect those areas of south Stockton by separating the lines and adding an above grade crossing. More should be done to show how the communities will travel in, and around, the project area. Both while under construction and at full buildout. This can include a circulation diagram showing ped, bike, auto, and rail circulation at various stages of the project. The project touches on this due to phasing, but does not show how they will not be impacted.
135	BMP's	NA	Community Development	It would be helpful to have the BMP/MM shown next to the proposed impact. They are shown in the overall table, but only referenced in the applicable section.
136		NA	Community Development	The plan does not seem to take into account the City's GPEIR. While the City does not have standards for everything, the EIR claims consistency with the GP without stating consistency with GPEIR analysis.
137	BMP's	NA	Community Development	The description says BMP will help avoid without the need of mitigation but many of the impacts state less than significant only with the inclusion of a BMP. Please include them as measures if they are there to mitigate impacts.
138	Environmental Justice	NA	Community Development	The plan relies on residents and business agreeing to the impacts and measures to improve. Have the impacts and measures been vetted with impacted residents and businesses?
139	construction impacts	NA	Community Development	During construction, the project may cause short-term impacts related to air quality, noise, and traffic on surrounding neighborhoods. Please identify mitigation measures to minimize potential impacts and protect sensitive receptors or special populations located within proximity to the project construction sites.

Comment #	Topic	Env. Doc Pg. reference	Department	Comment
140	GHG	Chapter 2	Community Development	please show BMP's and proposed options
141	Hazards	3.8-21	Community Development	While not within 0.25 miles of a school the removal and treatment of hazardous materials will be in close proximity to homes, businesses, and a park, not to mention homeless individuals that could enter the site. (Figure 3.8.1 page 3.8-21)
142	HMMP	NA	Community Development	The City should have a chance to comment on the HMMP since we are the responsible response agency.
143	Emergency response	NA	Community Development	MM haz-8 says response times will be coordinated with local agencies. If we haven't discussed this with those agencies or finalize a road closure plan, how can we state this if it results in a response time impact? If we cannot avoid a delay, wouldn't that be an impact not covered under this report?
144	water quality	3.9-19	Community Development	Page 3.9-19- how can a BMP mitigate an impact? There will be lots of grading, and the project area has a lot of brownfield sites. How can water quality not be impacted? Mormon slough has lots of pollutants so how would water quality not be impacted if we increase drainage through the channel?
145	permits	3.9-23	Community Development	Page 3.9-23- will Mormon slough require 404/401 permits? The BMP just says all permits will be received therefore no mitigation.
146	land use	Chapter 2	Community Development	Chapter 2 mentions two GP policies but not how the project will adhere to them.
147	land use	NA	Community Development	The analysis should indicate how many businesses and homes are in, or immediately adjacent to the project area. Just states industrial land use, but there are homes in the area.
148	land use	NA	Community Development	BMP LU-1- is too broad and say project will coordinate for possible land use compliance.
149	ROW acquisition	NA	Community Development	The document does not elaborate on the acquisition of 14 properties. Project has a MM LU-2 that similar say fair market price for mitigation, but does that include ED? If so, is there a displacement plan for those 14 properties?
150	General Plan policy	NA	Community Development	The analysis includes reference to GP policies, but does not include:
151	General Plan policy	NA	Community Development	Policy LU 6.3- does not state how the project will comply. Policy is for multimodal and the response is directed to RR.
152	General Plan policy	NA	Community Development	Action TR-1.1.C: Require roadways in new development areas to be designed with multiple points of access and to address barriers, including waterways and railroads, in order to maximize connectivity for all modes of transportation.
153	General Plan policy	NA	Community Development	Policy TR-1.2: Enhance the use and convenience of rail service for both passenger and freight movement.
154	General Plan policy	NA	Community Development	Action TR-1.2.A: Actively support and pursue access to high-speed rail
155	General Plan policy	NA	Community Development	Action TR-1.2.B: Support the San Joaquin Regional Transportation District's Regional Bus Service, Altamont Commuter Express (ACE), and AMTRAK's San Joaquin intercity rail service, and pursue and support other regional transit programs and projects, such as: ♣ ACE plans to bypass existing bottlenecks (e.g., the Union Pacific railyards in South Stockton); ♣ Connecting to the BART system; ♣ Extending ACE service south to Merced; and ♣ Proposing rail between Stockton and Sacramento along the California Traction and other rail corridors.

Comment #	Topic	Env. Doc Pg. reference	Department	Comment
156	General Plan policy	NA	Community Development	Action TR-1.2.C: Provide grade separations at railroad crossings on arterial streets where feasible to ensure public safety and minimize traffic delay. (TC-6.1)- WE HAVE A FEW DESIGNATED ARTERIALS IN THE PROJECT SITE
157	Transit oriented development	NA	Community Development	Mitigation measures should take into account future build out of transit-oriented development (TOD). TOD brings compact, mixed-use development within walking distance of high capacity rapid transit. TOD features vibrant streetscapes, pedestrian-oriented built forms, and land use characteristics that make it convenient and safe to walk, cycle, and use public transport. Major capital investments in local transit should examine ways to improve economic development and ridership, foster multimodal connectivity and accessibility, improve transit access for pedestrian and bicycle traffic, engage the private sector, identify infrastructure needs, and enable mixed-use development near transit stations.
158	noise	NA	Community Development	Only references one GP policy on noise. There are more
159	noise	NA	Community Development	INCLUDED SAF-2.5: Protect the community from health hazards and annoyance associated with excessive noise levels.
160	noise	NA	Community Development	Action SAF-2.5A Prohibit new commercial, industrial, or other noise generating land uses adjacent to existing sensitive noise receptors such as residential uses, schools, health care facilities, libraries, and churches if noise levels are expected to exceed 70 dBA Community Noise Equivalent (CNEL) (decibels on A-weighted scale CNEL) when measured at the property line of the noise sensitive land use.
161	noise	NA	Community Development	Action SAF-2.5B Require projects that would locate noise sensitive land uses where the projected ambient noise level is greater than the "normally acceptable" noise level indicated on Table 5-1 to provide an acoustical analysis that shall:
162	noise	NA	Community Development	The plan does not rely on GPEIR for consistency for vibration. Their analysis seems to state consistency but relies on federal transit criteria.
163	noise	NA	Community Development	Page 3.11-17- temp noise from construction is anticipated to be 75-85 dba for 8-hour intervals Table 3.11-6 . How is that not a daytime impact, even in the absence of construction noise standards from the city. Construction noise is based on temp intrusion lasting around 5-30 mins. If an 8-hour daytime average is 80dba, it is above the minimum. The EIR state 54-72 as average while GP EIR shows approx. 70 dba at max.
164	noise	NA	Community Development	The report indicates there will be nighttime noise and vibration impacts. That assumes nighttime construction near sensitive receptors.
165	noise	NA	Community Development	MM NV-3-The EIR states there will be a significant impact (severe) to the existing homes and only proposes to improve their noise insulation. What if the property owner says no? wont this be a significant and unavoidable?
166	noise	NA	Community Development	MM NV-1- who regulates the noise plan? The City or SJRRC? What if they violate it via the city's standards?
167	recreation	NA	Community Development	The document only shows a couple of GP policies but do not include analysis of connectivity with the RR to those areas. 2 parks will be in proximity. The analysis indicates access to the parks would be impacted. How is that in compliance with standards. Also parks would be impacted by noise both temp and permanent.
168	recreation	NA	Community Development	The document proposes temp use of park to store construction equipment (union). Has this been vetted with the City Parks division?

Comment #	Topic	Env. Doc Pg. reference	Department	Comment
169	transportation	NA	Community Development	The analysis does not include VMT per SB743- states the Stockton GP permits LOS review. The avoid VMT analysis but the state require it. We have a VMT baseline that is not even discussed.
170	transportation	NA	Community Development	bus routes could be impacted by the project. Figure 3.15-5
171	land use	NA	Community Development	Tree and green beautification program. include greening of remnant urban land and reuse of obsolete or underutilized parcels. City of Stockton 2040 Envision Stockton General Plan Action CH-1.1A suggests planting and maintenance of appropriate shade trees along all City streets to reduce heat exposure, prioritizing areas of the city with significantly less tree canopy, and provide a buffer between the travel way and bicycle and pedestrian facilities, and provide other amenities like well-marked crosswalks, bulb-outs, and pedestrian-scale street lighting.
172	Environmental Justice	NA	Community Development	Identify and implement environmental justice policies concerning development of the project. Issues of environmental justice impact low-income populations, and minority individuals.
173	Environmental Justice	NA	Community Development	populations, and low-mobility populations, and may include, but are not limited to, concerns related to human health and safety, economic development, society and culture, accessibility, and the natural environment. Low-income populations may be faced with restricted mobility and limited access to goods and services. Enhanced mobility would increase accessibility and access to goods and services. Please consult with local non-profits and neighborhood groups to determine best practices.
174	public outreach	NA	Community Development	The document mentions outreach but does include a summary of outreach with property owners or their response when shown there will be an impact. Considering many measures rely on their acceptance (relocation, noise improvements) this should be discussed further.
175	Connectivity	NA	Community Development	Consider coordinating with the City of Stockton on future neighborhood plans to incorporate TOD concepts that encourage intensifying and inter-mixing land uses (residential, office, retail, and entertainment) around the ACE station, integrating public amenities (open spaces and landscaping), and improving the quality of walking and bicycling as alternatives to automobile travel. City of Stockton 2040 Envision Stockton General Plan Actions LU-2.2B and CH-2.2B suggest formation of a TOD overlay zone around the Robert J. Cabral ACE Station.



Dear San Joaquin Railroad Commission Staff,

Thank you for the opportunity to present a public comment for the Stockton Diamond grade separation project's CEQA-mandated Environmental Impact Report. This comment is submitted on behalf of our Stockton-based environmental justice coalition, Rise Stockton, and the undersigned partners.

Background

Rise Stockton is an independent coalition of partners focused on environmental justice, building collective capacity to create equitable environmental outcomes. Our goals are to advocate for underrepresented groups; identify gaps and program opportunities in policy and programming; communicate the environmental justice to the Stockton community; and provide low-barrier capacity-building opportunities for our partners.

Since its inception in November 2017 with the award of a Transformative Climate Communities (TCC) Planning Grant, Rise Stockton and its partners have focused on addressing the explicit environmental needs and priorities of our shared community. The community engagement and planning conducted during the TCC Planning Grant resulted in a Sustainable Neighborhood Plan. That body of work eventually led to the award of a \$10.8 million TCC Implementation Grant in June 2020.

The Stockton Diamond grade separation project is an enormous infrastructural investment into Downtown and South Stockton neighborhoods. We see benefits in this project, including increased access to transportation options, potential decreases in idling emissions from vehicles and rail, and improved levels of service for local vehicular traffic. However, we have also identified several concerning points in this Environmental Impact Report (EIR) as well as the process by which SJRCC has solicited feedback from stakeholders of the project area. We must also recognize the history of social and economic damage caused by similar investments in these neighborhoods--most egregiously, the construction of CA-4. Our comments below may be read in light of that history and the intention to not repeat it.

General Comments

This EIR consistently lacks rigorous substantiation or clarity for some of its claims. When describing coordinating with the City and County to "prepare and implement an Outreach and Engagement Plan," there is very little context given on what that plan may contain (ie, what community partners will be engaged, what strategies are being considered, etc.) Similarly, the draft EIR claims that the project will improve air quality through GHG emissions reductions, but is unable to provide context and a quantitative analysis of current emissions and future projections to prove this benefit.

We understand that this EIR was written as a regulatory requirement of CEQA. However, it provides SJRRC an opportunity to go above and beyond for a community that has undergone generations of disinvestment. For example, the Resource Study Areas (RSA) for the Air Quality and Greenhouse Gas Emissions Environmental Impact Analyses contain the legally mandated area (the San Joaquin Valley and state of California, respectively). But there is much higher resolution data at the city-level for both air quality and climate impacts, and using this data would have resulted in a much finer analysis of these environmental impacts.

We have questions concerning the description of the community's visual preferences in the Aesthetics section (3.1-9) as "modest; essentially, they express a desire to live, work, and recreate in a landscape that contributes to the vibrancy of the community with evidence of a healthy natural environment, a clean and cared for cultural environment, and with Project corridor environments that are visually coherent." Did this assessment come from a resident(s) of the Aesthetics RSA? If not, this section is premised on an enormous assumption of community preference.

Additionally, that the "existing visual quality in the aesthetics RSA is poor" is a contributing factor to the finding that the project would have a "less than significant impact" on the community's viewshed is likely unsympathetic to the true visual preferences of the community. The evidence offered as support for this statement is appalling: "There is a preponderance of abandoned and derelict buildings, abandoned or stored cars and trucks, and piles of discarded materials and trash. The absence of natural resources, particularly those associated with water, vegetation, or wildlife, create an impression that existing natural harmony is less than desired." There is an assumption here that residents in the project area had significant influence over how healthy their environment is, how clean and cared for their cultural environment is, how visually appealing their surroundings are, and more specifically, their proximity to railroad and industrial land uses. We hope that improving aesthetics in the project area in collaboration with residents is something SJRRC and other project beneficiaries will strongly consider.

In Chapter 5, the EIR states that the Project would not result in "disproportionately high and adverse human health and environmental effects..." The first reason listed reads as follows: "With the proposed Project, all improvements are located in minority and low-income communities." Essentially, because the whole project area is predominantly minority and low-income communities, they are not disproportionately affected. For context, the three converging Census Tracts encompassing the Stockton Diamond Grade DEIR have higher Overall Pollution Burden Scores of 100%, 100% and 99% in CalEnviroScreen 4.0. This is a fundamentally flawed framework for equitable decision-making and in flagrant opposition to the chapter's title, Environmental Justice. That the project area primarily comprises an EJ community should alert SJRRC that greater mitigation efforts are needed. Rise Stockton would be a willing partner of SJRRC to identify solutions to the impacts on project area residents. These may include solutions for homelessness displacement, urban greening, continued engagement with local community based organizations and residents, or any other solution that may benefit from a local environmental justice perspective.

The rest of our comments are structured along four overarching themes:

1. Community Engagement Challenges
2. Housing & Homelessness
3. Greenhouse Gas Emissions & Climate Mitigation
4. Economic Development
5. Water Rights in Mormon Slough

Community Engagement Challenges

The community engagement process for both the overall project and this draft EIR has been woefully inadequate. A number of external challenges exist given the project area and current circumstances borne from the global pandemic. Still, there were many signals to the community and working group members that this particular aspect of the project was an afterthought and insufficient consideration was given to the ways in which residents could meaningfully engage in the process. This was made evident in the structure and frequency of Stakeholder Working Group (SWG) meetings, lack of communication and community participation regarding the design of the project, and especially the presentation of this draft EIR.

On page 8-5, the EIR reads, “SWG members have been asked to meet with the Project team up to six times during the Project’s planning process. Between Project inception and the public comment period for this Draft EIR, only two SWG meetings have been held to date.” To clarify, the “working group” meetings held throughout this process have looked less like a “working group,” which encourages two-way communication between the members of the group, and more like webinars or marketing presentations with little time at the end for participants to ask questions. In addition to redesigning these meetings, it is recommended that the project team re-evaluate the composition of the SWG to include more grassroots community organizations and residents from the project boundaries. Specifically, it would be ideal to include an organization that has an explicit mission to work with unhoused residents.

Other concerns:

- How will community members be notified of permanent street closures?
- What will community engagement look like in order to ensure residents who are impacted by noise and vibrations will be compensated for home improvements to mitigate these impacts?
- The draft EIR is very difficult to navigate; could the format be changed to be more navigable (ie, clickable table of contents, more clear page numbering conventions, etc.)?

Housing & Homelessness

The Best Management Practice (BMP) associated with this impact is called an Outreach and Engagement Plan. According to BMP PH-1, “The Outreach and Engagement Plan will include goals and strategies of the County’s Community Response to Homelessness Strategic Plan and will focus on a targeted proactive response for temporary and permanent relocation assistance for transient populations affected by the proposed Project.” As mentioned in the General Comments section, BMP PH-1 lacks rigorous detail. It also does not address the topic of funding for an issue that is historically costly. Building spaces to accommodate unsheltered residents displaced by construction will be a significant amount of work, and

it will require funded solutions to be effective. We encourage SJRRC to work with project beneficiaries, the City, and the County to identify *funded* means of displacement mitigation. Rise Stockton is also available as a resource to access local community-based organizations focused on housing and homelessness in Stockton. We also recommend that SJRRC continue to engage with local property owners and residents through the design and implementation phases of the project.

Greenhouse Gas Emissions & Climate Mitigation

The draft EIR has identified and listed GHG emissions reductions and better air quality as a benefit from completion of the Stockton Diamond Grade Separation Project in (Sec. 1.5). In making these claims, there is a lack of quantitative analysis of greenhouse gas emissions accounting for the full suite of sources that would be created and eliminated by the project.

It's given that the estimated short-term emissions from demolition, construction, and clearing activities would generate 7,480 to 12,913 MT of CO₂e (3.7.5). But where is the accounting of approximate annual emissions at the Stockton Diamond junction and the net benefit that would be provided over time by reducing congestion and, hence, idling of trains and vehicles?

The lack of a quantitative analysis of long-term air quality and GHG emissions is based upon the idea that "the Project in and of itself would not increase the number of freight and passenger trains or change regional VMT" (Sec 3.7.3). However, there has been little to no substantial evidence offered that this project would not increase traffic to the area, despite plans for expansion of the Altamont Corridor Express's Valley Rail program and identification of rail projects in progress in Chapter 6. As such, the DEIR has failed to appropriately evaluate the cumulative impacts on air quality and GHG emissions associated with this project and anticipate increases in traffic resulting from planned increases in efficiency and capacity. To better understand that potential expansion, are there any growth projections available, and how would traffic and congestion then be affected?

Additionally, there is no emissions inventory accounting for any vegetation that would be removed and planted to accommodate the new development, as referenced in Sec. 3.2-3. There is also a lack of clarity as to whether new vegetation would be used as a buffer to reduce the impacts of air pollution, noise, vibrations, and odors between neighborhoods and the development (ie, urban greening and vegetative barrier projects). We are grateful for pledges to work together to address sound and air pollution. However, we feel it is incumbent upon the lead agency of this project to specify mitigation strategies for Displacement, Sound & Air pollution, even at this early stage.

Economic Development

In Chapters 1, 3, 4, 5, 6, 7, and the executive summary of this EIR, SJRRC refers to an increase in economic growth and competitiveness as a result of this project. However, there is little evidence presented to corroborate this consistent claim. Section 3-12 reads, "A full analysis of the socioeconomic impacts of the proposed Project can be found in Chapter 5, Environmental Justice." But Chapter 5 does not provide any further indication of economic growth--just how the project may or may not affect

minority or low-income populations. Can SJRRC share by what measures economic growth will occur in the project area, and potentially beyond?

In addition to the suggested economic growth stemming from this project, Chapter 2 describes the number of workers per crew to work on various phases of construction. Can the SJRRC identify exactly how many jobs are created and/or enabled by construction of this project? Further, will the SJRRC commit to weighting local contractors more heavily in the bid process to show preference for Stockton's workforce?

In Section 3.10 Land Use and Planning, the EIR describes SJRRC's acquisition of six private parcels on which five businesses sit. Mitigation Measure LU-2 describes the relocation assistance offered: "payment of fair market compensation and provision of relocation assistance in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act." However, it also provides a minimum of only 90 days written notice to vacate before the project requires possession of the property. If SJRRC has not already notified these businesses of this project's proposed acquisitions, we recommend that notification be sent as soon as possible to provide business owners ample time to strategically relocate.

Finally, the potential impacts on property values in the project area are not reflected in the draft EIR. Is there any information on this subject that SJRRC may make available?

Water Rights in Mormon Slough

On Page 244 of this EIR the following narrative regarding Mormon Slough and critical habitat for Central Valley steelhead and Chinook salmon claims that no direct impacts will result on these species due to lack of perennial flow, but that direct impacts would result in critical habitat for these species. The EIR adds that "although Mormon Slough does not currently support habitat for these species, Project activities in Mormon Slough have potential to affect its long-term restoration potential for use by these species." This analysis is incomplete, short sighted and goes against the goals of the Central Valley Improvement Project for doubling salmon numbers in Central Valley rivers and the San Francisco Bay-Delta Estuary.

First, this analysis fails to address community desires and input for the restoration of Mormon Slough. Members of this coalition see the restoration of Mormon Slough as a multi-benefit project for the public good. Perennial flows can be restored easily through pumps and pipes using toilet-to-tap water discharge from Stockton's new municipal drinking water plant which will be on-line in the near future. Such flows would provide perennial flows for the restoration of both Central Valley steelhead and Chinook salmon, and would recreate much needed water circulation to flush out Mormon Slough and the Stockton shipping channel. This type of water recirculation moving from the slough into the shipping channel would help with the dilution of legacy pollutants in Mormon Slough from the Port of Stockton and industries operating from the Slough, and would assist in combating toxic algal blooms which were recorded as containing 200 times over dangerous level of cyanotoxins last year by the State Water Boards. The claim that the project would not result in impacts on fish species because perennial flow does not exist ignores how poorly designed flood control in Mormon Slough (by local government, the

Port of Stockton, and State agencies) has contributed to transforming Mormon Slough into a toxic and dangerous waterway in need of clean up and restoration, and suggests by inference that seeing that water circulation has already been altered eliminating perennial flows there is no harm for yet one more project and industry to add to the destruction of its water quality. Flow is a component of discharge mitigation.

Under the Clean Water Act, section 101(a), efforts must be made by dischargers to “restore and maintain the chemical, physical, and biological integrity of the Nation’s waters,” and attempts must be made to eliminate discharge of pollutants into navigable waters. The proposed project would increase the potential for aggravating discharge and pollution conditions for steelhead and salmon by impacting long-term restoration potential as native habitats function as natural water pollution filtering systems when flows are adequate. Habitat for fisheries consists first of cool, clean, flowing water, in addition to gravel beds, native plants, and shade for waterways. Any project that eliminates the community’s ability to restore such physical habitat for both fisheries and for the use of area residents is a direct negative impact on the public trust because it impedes the public’s right to fishing, to recreation, and to access of America’s waterways. Mormon Slough for decades has been utilized as a publicly subsidized pollution pond for Stockton industries, rather than as the public trust resource that it is under California’s public trust doctrine.

Last, enacted by the US Congress in 1992, the Central Valley Project Improvement Act (CVPIA) requires improvements to water management to protect fish and wildlife, including achieving the state and federal doubling goal for Central Valley Chinook salmon natural production relative to 1967-1991 levels. To achieve these goals, restoration of perennial flows and physical habitat is required. Any project that eliminates the potential for such restoration is in violation of the CVPIA and is off the table for community groups desiring the environmental restoration of Mormon Slough for public benefit.

Conclusion

Rise Stockton is interested in the equitable treatment of Stockton residents. As this project will have a substantial impact on the lives of central and south Stockton residents, our comments center on how the Stockton Diamond grade separation will contribute to the project area’s social, economic, and environmental health. As this project moves from design to construction and eventual operation, Rise Stockton would like to continue being a partner in this project and proponent of the Stockton community. There is much that this project has to offer, and we are an enthusiastic ally to make sure that benefits are distributed equitably and adverse impacts are mitigated as much as possible.

Thank you for your time in reading this letter and the opportunity to comment.

Sincerely,

Morokot Uy

On behalf of the Rise Stockton Coalition

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