



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



## 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**

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

#### **Spanish Meeting Information**

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

## **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](mailto:info@stocktondiamond.com)

Mail:

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

Comments on the Draft EIR must be received by the end of the review period, which is **April 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:

- |   |            |          |
|---|------------|----------|
| <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 | \$ _____ |
| <br>  |            |          |
| <input type="checkbox"/> Exempt from fee  |            |          |
| <input type="checkbox"/> Notice of Exemption (attach)   |            |          |
| <input type="checkbox"/> CDFW No Effect Determination (attach)  |            |          |
| <input type="checkbox"/> Fee previously paid (attach previously issued cash receipt copy)                   |            |          |
| <hr/>   |            |          |
| <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 <b>X</b>	AGENCY OF FILING PRINTED NAME AND TITLE Samantha E. Treat-Landrum ,Deputy
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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  
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 TOTAL RECEIVED   
 \$ \_\_\_\_\_   
 \$0.00

SIGNATURE <i>X Samantha Landrum</i>	AGENCY OF FILING PRINTED NAME AND TITLE Samantha E. Treat-Landrum ,Deputy
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**Lead Agency:**

San Joaquin Regional Rail Commission

949 E Channel

Stockton, Ca 95202

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**DOCUMENT TITLE**

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

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  
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Sacramento, California 95833

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## 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

<b>SCH #</b>
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**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.

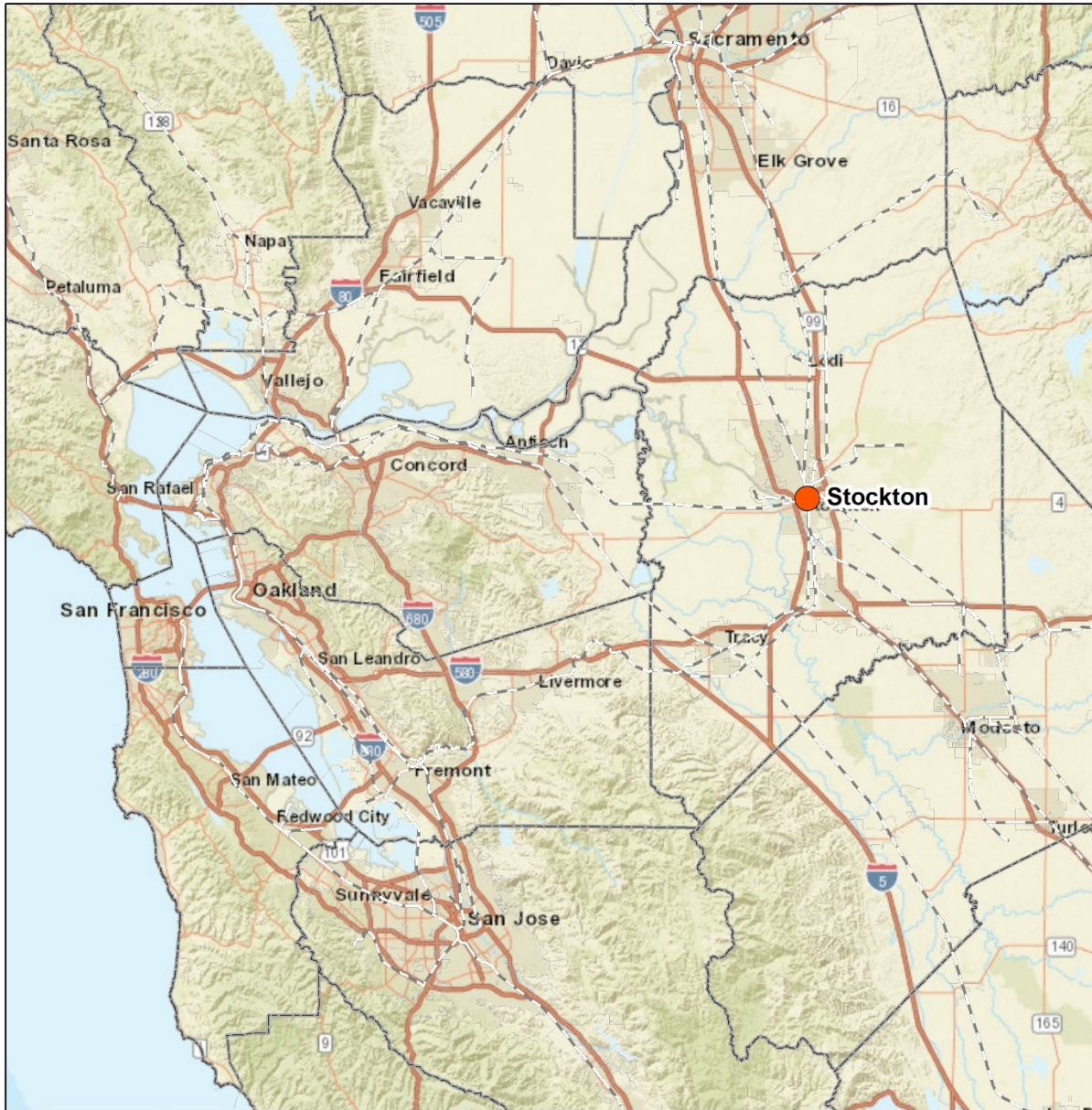
The proposed Project's public benefits would extend to motorists, pedestrians, rail passengers, freight shippers, and residents throughout the region. Additional benefits would include reduced fuel consumption, lower freight rail transportation costs, and improved travel times and reliability.

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.

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



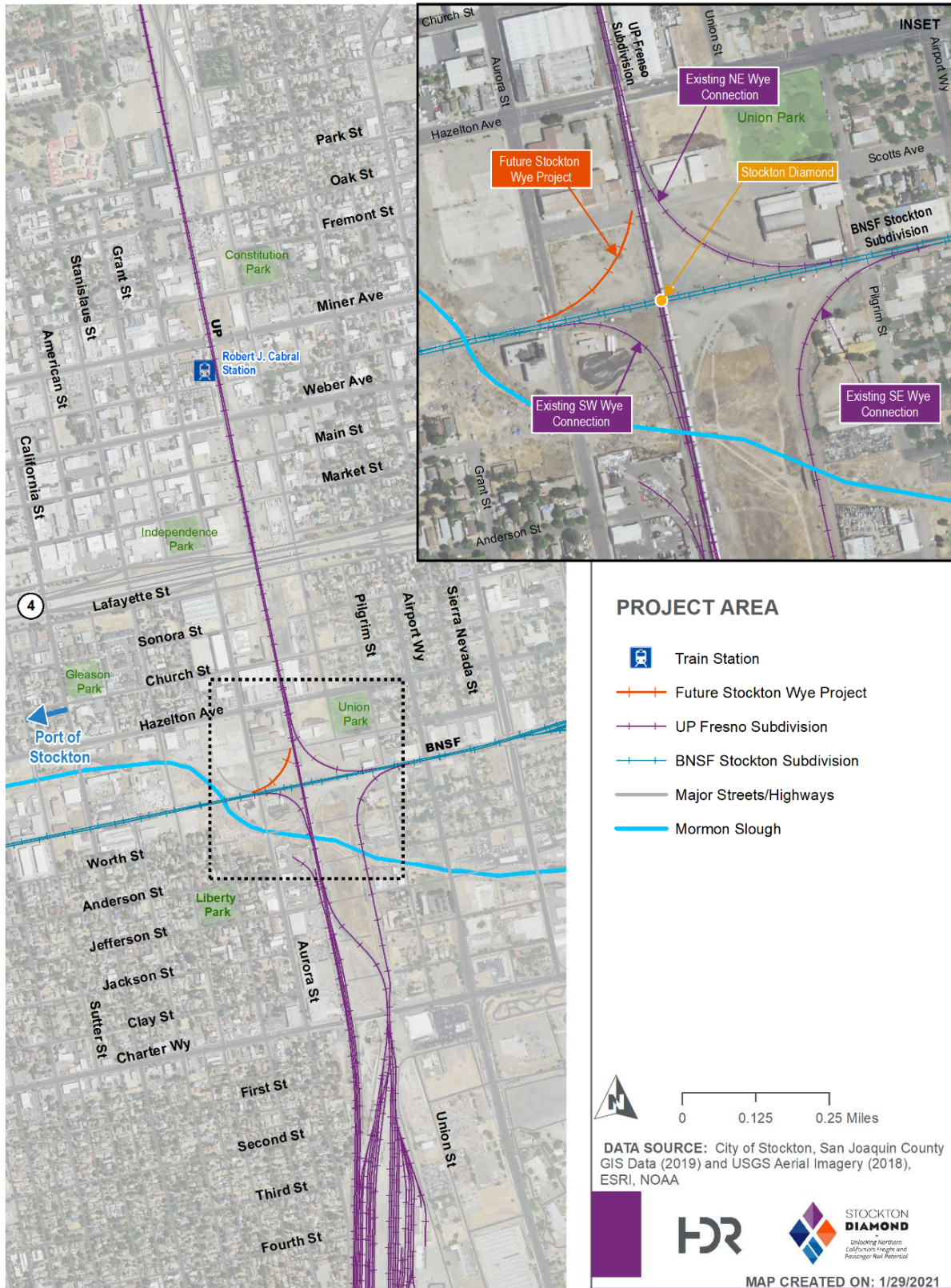
0 15 30 Miles

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

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

### PROJECT OVERVIEW

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

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

### POTENTIAL ENVIRONMENTAL IMPACTS

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

### PUBLIC PARTICIPATION OPPORTUNITIES

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

#### ENGLISH MEETING

**Webex:** [bit.ly/SD\\_Meeting\\_English](https://bit.ly/SD_Meeting_English)

**Webex Password:** SD\_English

**Dial-in #:** 408-418-9388 | **Access Code:** 187 558 2321

#### SPANISH MEETING

**Webex:** [bit.ly/SD\\_Meeting\\_Spanish](https://bit.ly/SD_Meeting_Spanish)

**Webex Password:** SD\_Spanish

**Dial-in #:** 408-418-9388 | **Access Code:** 187 359 6057

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2379 Gateway Oaks Drive, Suite 200  
Sacramento, CA 95833

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

**Website:** [stocktondiamond.com](http://stocktondiamond.com)

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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."

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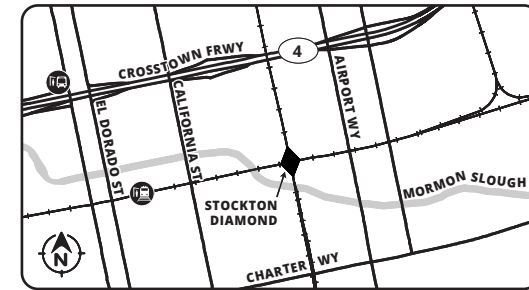
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# NOTIFICACIÓN SOBRE DISPONIBILIDAD

## 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.



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

### DESCRIPCIÓN DEL PROYECTO

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

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

### POSIBLES IMPACTOS AMBIENTALES

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

### APERTURAS A LA PARTICIPACIÓN PÚBLICA

Debido a la pandemia de COVID-19 —durante los 45 días de 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](https://bit.ly/SD_Meeting_Spanish)

Contraseña de Webex: SD\_Spanish

Tel. para Ingresar #: 408-418-9388 | Clave: 187 359 6057

#### JUNTA EN INGLÉS

Enlace de Webex: [bit.ly/SD\\_Meeting\\_English](https://bit.ly/SD_Meeting_English)

Contraseña de Webex: SD\_English

Tel. para Ingresar #: 408-418-9388 | Clave: 187 558 2321

### PARA SOMETER SUS COMENTARIOS

Se invita a todas las partes interesadas a enviarnos comentarios y aportes sobre este EIR preliminar durante el 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](mailto:info@stocktondiamond.com)  
**Sitio Virtual:** [stocktondiamond.com](http://stocktondiamond.com)  
**Telephone:** 209-235-0133

### ADAPTACIONES ESPECIALES PARA PARTICIPAR

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

# ¿CUÁNDO PODRÁ UN CRÉDITO EN LOS TAXES...

- ayudarte a pagar tu renta?
- ayudarte a reparar tu carro?
- brindarte tranquilidad?



## 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](http://CalEITC4Me.org)

**Si tus ingresos son de \$30,000 o menos, podrías calificar para el crédito CalEITC.**

Visita [CalEITC4Me.org](http://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.



## 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 prepara una Evaluación Ambiental (EA) para el propuesto Proyecto.



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

#### DESCRIPCIÓN DEL PROYECTO

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

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

#### POSIBLES IMPACTOS AMBIENTALES

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

#### APERTURAS A LA PARTICIPACIÓN PÚBLICA

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##### JUNTA EN ESPAÑOL

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

#### PARA SOMETER SUS COMENTARIOS

Se invita a todas las partes interesadas a enviarnos comentarios y aportes sobre este EIR preliminar durante el 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](mailto:info@stocktondiamond.com)  
 Sitio Virtual: [stocktondiamond.com](http://stocktondiamond.com)  
 Telephone: 209-235-0133

#### ADAPTACIONES ESPECIALES PARA PARTICIPAR

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



# Invite Mailer & Database Methodology



**NOTICE OF AVAILABILITY  
OF DRAFT ENVIRONMENTAL  
IMPACT REPORT AND BILINGUAL  
VIRTUAL PUBLIC MEETING**



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DIAMOND

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Sacramento, CA 95833

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**PUBLIC COMMENT PERIOD  
March 15 – April 29, 2021**

Visit [stocktondiamond.com](http://stocktondiamond.com) anytime during this time to review information and submit comments.

[STOCKTONDIAMOND.COM](http://STOCKTONDIAMOND.COM)

[INFO@STOCKTONDIAMOND.COM](mailto:INFO@STOCKTONDIAMOND.COM)

209-235-0133

[ALTAMONTCORRIDOREXPRESS](https://www.facebook.com/ALTAMONTCORRIDOREXPRESS)

[ACE\\_TRAIN](https://twitter.com/ACE_TRAIN)

**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](https://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](https://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: \_\_\_\_\_

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**COMENTARIO PÚBLICO**  
**15 de marzo al 29 de abril del 2021**

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

**JUNTA EN INGLÉS**

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Contraseña de Webex: SD\_English  
Tel. para Ingresar #: 408-418-9388 | Clave: 187 558 2321

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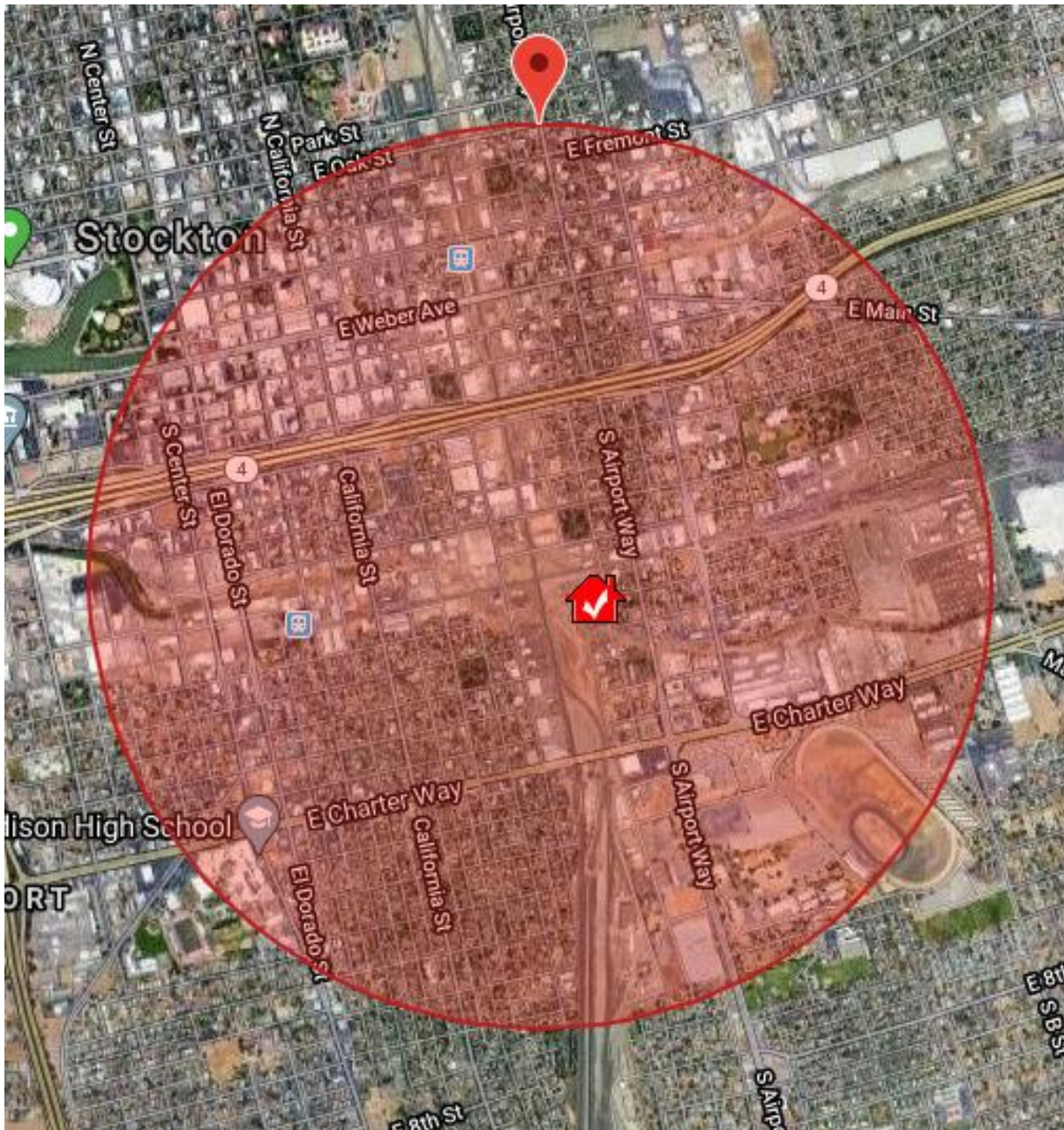
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2379 GATEWAY OAKS DR  
SUITE 200  
SACRAMENTO, CA 95833-4239



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](http://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](https://bit.ly/SD_Meeting_English)  
Webex Password: SD\_English  
Dial-in #: 408-418-9388  
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### **SPANISH MEETING**

Webex Link: [bit.ly/SD\\_Meeting\\_Spanish](https://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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2379 GATEWAY OAKS DRIVE, SUITE 200  
SACRAMENTO, CA 95833**



**STOCKTONDIAMOND.COM**



**INFO@STOCKTONDIAMOND.COM**



**209-235-0133**

# EL PLAN PRELIMINAR DE INFORME SOBRE IMPACTO AMBIENTAL



# STOCKTON DIAMOND

## 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](http://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

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### ¡SU OPINIÓN IMPORTA!

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SACRAMENTO, CA 95833

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# Media Relations



# STOCKTON DIAMOND

Unlocking Northern  
California's Freight and  
Passenger Rail Potential

March 15, 2021  
FOR IMMEDIATE RELEASE

Contact: David Lipari  
San Joaquin Joint Powers Authority  
[david@sjjpa.com](mailto:david@sjjpa.com)  
209-851-1626

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## **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.

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

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

## 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

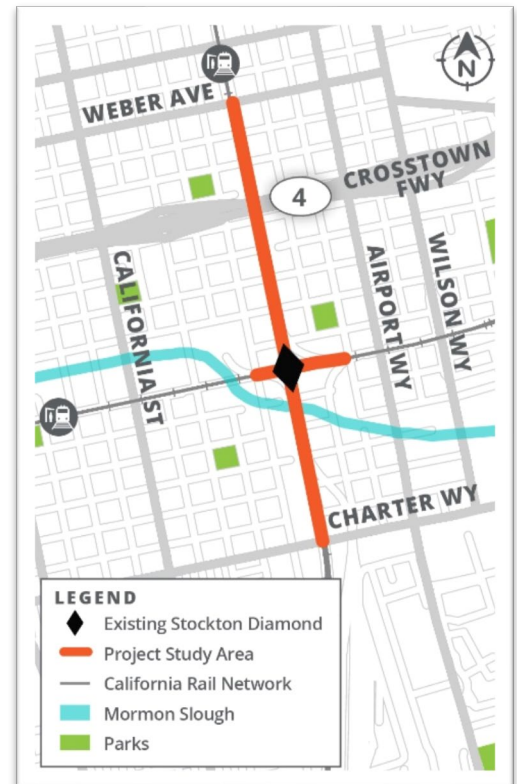
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**Email:** [info@stocktondiamond.com](mailto:info@stocktondiamond.com)  
**Phone:** (209) 235-0133

## 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](http://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](http://stocktondiamond.com), email [info@stocktondiamond.com](mailto: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
<b>ONLINE:</b> <ul style="list-style-type: none"><li>• Webex Link: <a href="https://bit.ly/SD_Meeting_English">bit.ly/SD_Meeting_English</a></li><li>• Webex Password: SD_English</li></ul> <b>BY PHONE:</b> <ul style="list-style-type: none"><li>• Dial-in #: 408-418-9388</li><li>• Dial-in Code: 187 558 2321</li></ul>	<b>ONLINE:</b> <ul style="list-style-type: none"><li>• Webex Link: <a href="https://bit.ly/SD_Meeting_Spanish">bit.ly/SD_Meeting_Spanish</a></li><li>• Webex Password: SD_Spanish</li></ul> <b>BY PHONE:</b> <ul style="list-style-type: none"><li>• Dial-in #: 408-418-9388</li><li>• Dial-in Code: 187 359 6057</li></ul>

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### 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/](http://stocktondiamond.com/contact/)  
**Email:** [info@stocktondiamond.com](mailto:info@stocktondiamond.com)  
**Phone:** (209) 235-0133

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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/](http://stocktondiamond.com/contact/)  
**Email:** [info@stocktondiamond.com](mailto: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**

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

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

**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/](https://stocktondiamond.com/contact/)  
**Email:** [info@stocktondiamond.com](mailto: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**

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- @ INFO@STOCKTONDIAMOND.COM
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**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/](http://stocktondiamond.com/contact/)  
**Email:** [info@stocktondiamond.com](mailto:info@stocktondiamond.com)  
**Phone:** (209) 235-0133

Again, thank you for your ongoing engagement and support in the Stockton Diamond Grade Separation Project.

**STAY INFORMED**

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

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**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/](https://stocktondiamond.com/contact/)  
**Email:** [info@stocktondiamond.com](mailto: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!

**STAY INFORMED**

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INFO@STOCKTONDIAMOND.COM

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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/](http://stocktondiamond.com/contact/)  
**Email:** [info@stocktondiamond.com](mailto: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.

**STAY INFORMED**

 [STOCKTONDIAMOND.COM](http://STOCKTONDIAMOND.COM)

 [INFO@STOCKTONDIAMOND.COM](mailto:INFO@STOCKTONDIAMOND.COM)

 209-235-0133

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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/](http://stocktondiamond.com/contact/)  
**Email:** [info@stocktondiamond.com](mailto: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.

**STAY INFORMED**

 [STOCKTONDIAMOND.COM](http://STOCKTONDIAMOND.COM)

 [INFO@STOCKTONDIAMOND.COM](mailto:INFO@STOCKTONDIAMOND.COM)

 209-235-0133

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**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](mailto: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/](http://stocktondiamond.com/contact/)  
**Email:** [info@stocktondiamond.com](mailto: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.

**STAY INFORMED**

 [STOCKTONDIAMOND.COM](http://STOCKTONDIAMOND.COM)

 [INFO@STOCKTONDIAMOND.COM](mailto: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 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.

**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.*



# 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](https://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](https://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](https://stocktondiamond.com) anytime during this time to review information and submit comments.

 [STOCKTONDIAMOND.COM](https://stocktondiamond.com)

 [INFO@STOCKTONDIAMOND.COM](mailto: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](https://bit.ly/SD_Meeting_Spanish)  
Contraseña de Webex: SD\_Spanish  
Tel. para Ingresar #: 408-418-9388  
Clave: 187 359 6057

#### JUNTA EN INGLÉS

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

#### COMENTARIO PÚBLICO

15 de marzo al 29 de abril del 2021

Puede visitar [stocktondiamond.com](https://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](mailto:INFO@STOCKTONDIAMOND.COM)

 209-235-0133

 [ALTAMONTCORRIDOREXPRESS](https://www.facebook.com/ALTAMONTCORRIDOREXPRESS)

 [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 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 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 <a href="http://www.stocktondiamond.com">www.stocktondiamond.com</a> anytime between now and April 29 to review information and submit comments. We look forward to receiving your valuable input.</p> <p><b>#StocktonDiamond #GradeSeparation #UnlockingRailPotential</b></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 <a href="http://www.stocktondiamond.com">www.stocktondiamond.com</a></p> <p><b>#StocktonDiamond #GradeSeparation #UnlockingRailPotential</b></p>	



<p>Tues, 3/30/21 <b>boosted</b></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 <a href="http://www.stocktondiamond.com/resources">www.stocktondiamond.com/resources</a>.</p>	 <p><b>We Need Your Input!</b> ¡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 <a href="http://www.stocktondiamond.com">www.stocktondiamond.com</a></p>	 <p>STOCKTON DIAMOND</p> <p><b>REMINDER</b> Bilingual Virtual Public Meeting Tomorrow!</p> <p>TUESDAY <b>APR 6</b> 6-7:30 p.m.</p> <p>STOCKTON DIAMOND</p> <p><b>RECORDATORIO</b> ¡Bilingual Virtual Public Meeting Mañana!</p> <p>MARTES <b>6 DE ABRIL</b> 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"> <li>1) Submit through our Contact page at <a href="http://www.stocktondiamond.com">www.stocktondiamond.com</a></li> <li>2) Leave a voicemail on our informational hotline at (209) 235-0133</li> <li>3) Send an email to <a href="mailto:info@stocktondiamond.com">info@stocktondiamond.com</a></li> <li>4) Send a letter to c/o Public Outreach at 2379 Gateway Oaks Drive, Suite 200, Sacramento, CA 95833</li> </ol> <p>Learn more at <a href="http://www.stocktondiamond.com">www.stocktondiamond.com</a>  <b>#StocktonDiamond #GradeSeparation #UnlockingRailPotential</b></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 <a href="http://www.stocktondiamond.com">www.stocktondiamond.com</a>. 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 <a href="http://www.stocktondiamond.com">www.stocktondiamond.com</a></p>	<p><b>Two more days...</b> to submit input!</p> <p><b>Dos días más...</b> 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](http://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](http://www.opr.ca.gov).*

## HOW TO COMMENT ON THE DRAFT EIR COMMENTS MAY BE SUBMITTED THE FOLLOWING WAYS:

- ONLINE** [stocktondiamond.com/contact](http://stocktondiamond.com/contact)
- EMAIL** [info@stocktondiamond.com](mailto: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](https://bit.ly/SD_Meeting_English)  
**Webex Password:** SD\_English  
**Dial-in #:** 408-418-9388  
**Access Code:** 187 558 2321
- SPANISH MEETING INFORMATION**  
**WebEx:** [bit.ly/SD\\_Meeting\\_Spanish](https://bit.ly/SD_Meeting_Spanish)  
**Webex Password:** SD\_Spanish  
**Dial-in #:** 408-418-9388  
**Access Code:** 187 359 6057

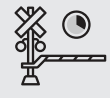
**COMMENTS MUST BE SUBMITTED IN WRITING DURING THE ESTABLISHED 45-DAY PUBLIC COMMENT PERIOD.  
DUE BY 5 P.M. APRIL 29, 2021**

Sign-up on the website to receive project notices and follow us on social.

[stocktondiamond.com](http://stocktondiamond.com)



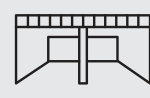
# LOCAL BENEFITS



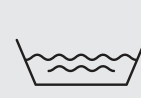
20-30% reduction in vehicle delay at crossings



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:

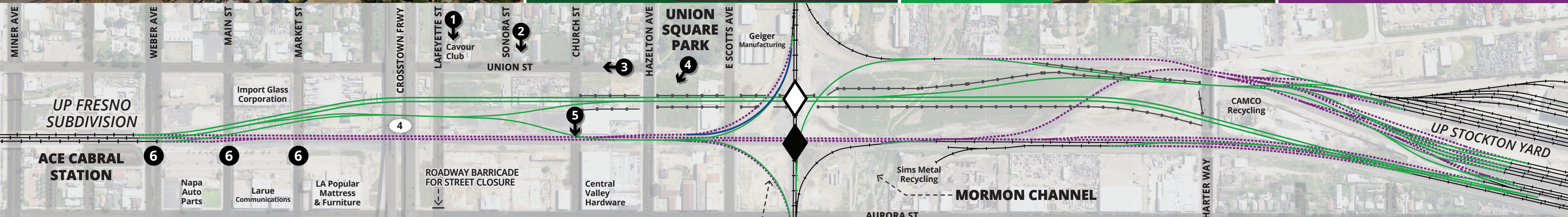
► Would result in **overall regional benefits** in terms of:

- 📍 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 cruces "a-nivel" de la carretera y el ferrocarril.



### INSPIRA CONECTIVIDAD

Respaldar 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](http://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](http://www.opr.ca.gov).

## CÓMO COMENTAR SOBRE EL EIR PRELIMINAR PUEDE SOMETER SUS COMENTARIOS DE LAS SIGUIENTES FORMAS:

- EN-LÍNEA** [stocktondiamond.com/contact](http://stocktondiamond.com/contact)
- CORREO ELECTRÓNICO** [info@stocktondiamond.com](mailto:info@stocktondiamond.com)
- LÍNEA DIRECTA** (209) 235-0133
- CORREO POSTAL**  
c/o Public Outreach  
2379 Gateway Oaks Drive, Suite 200  
Sacramento, CA 95833

## 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](https://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](https://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](http://stocktondiamond.com)



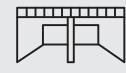
## BENEFICIOS LOCALES



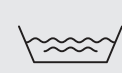
20-30% de reducción en el retraso de vehículos en los cruces



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)

## 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

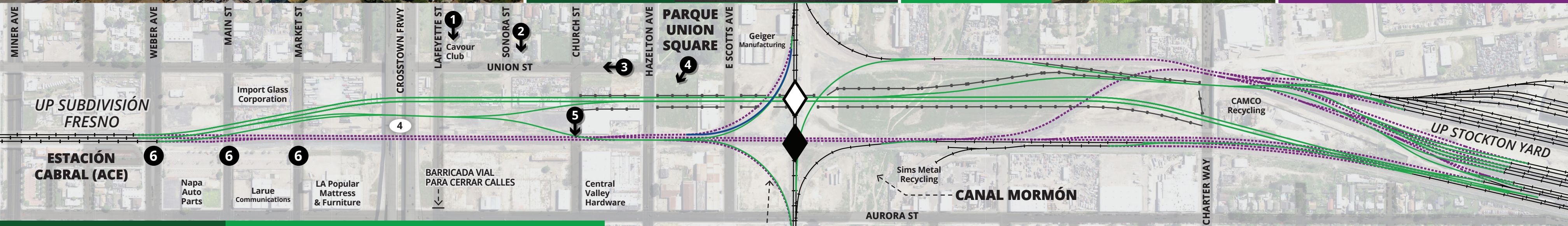
Causaría **impactos "menos que significativos" con las medidas de mitigación incorporadas** en los siguientes factores:

- 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
- Ferrovía Propuesta
- Estructura Elevada Propuesta sobre el Muro de Retención
- Paso a-nivel existente en el Stockton Diamond
- Ferrovías Existentes (a permanecer)
- Eliminación de Rieles (existente)
- Fase 1 - Desplazamiento rieles de conexión
- Marco de la Imagen
- Marcador de Ubicación

### 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.



**San Joaquin**  
Joint Powers Authority

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**



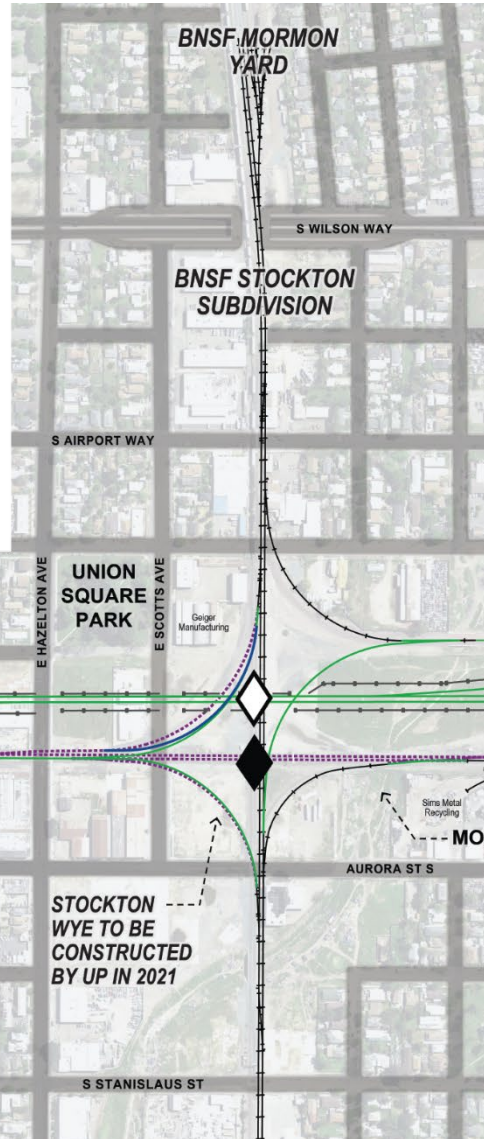
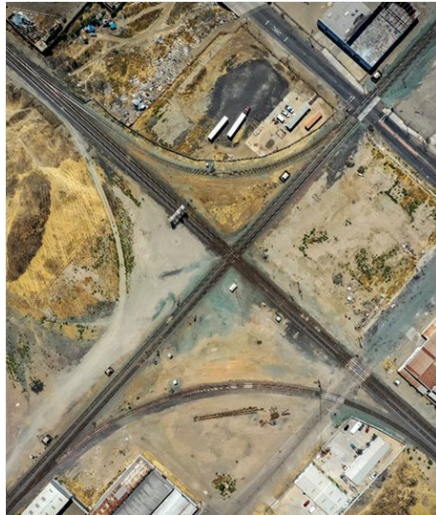
**Provide local and regional environmental and economic benefits**










**Address safety by closures and enhancements at key roadway-rail grade crossings**

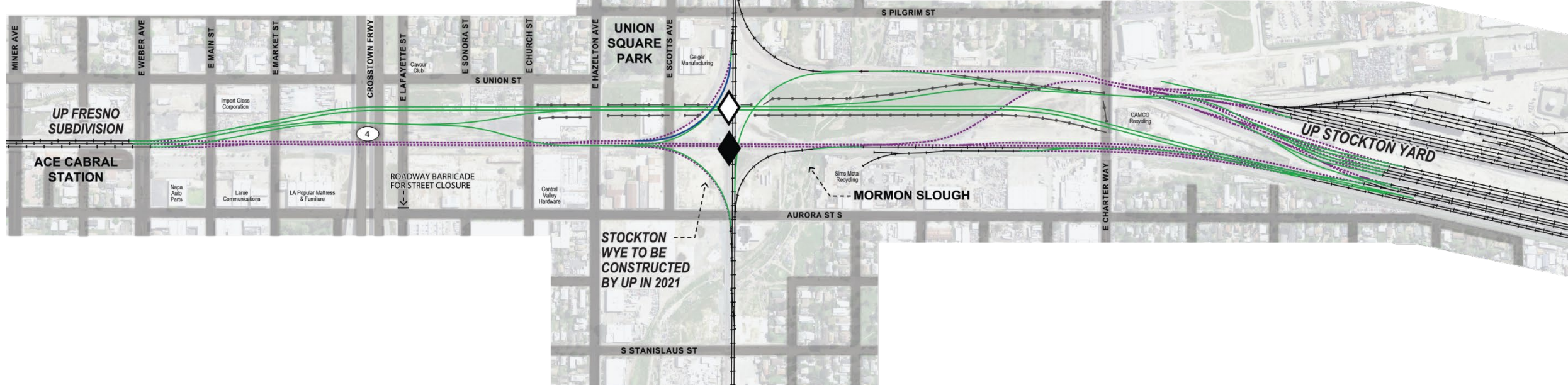


# Proposed Concept



## 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



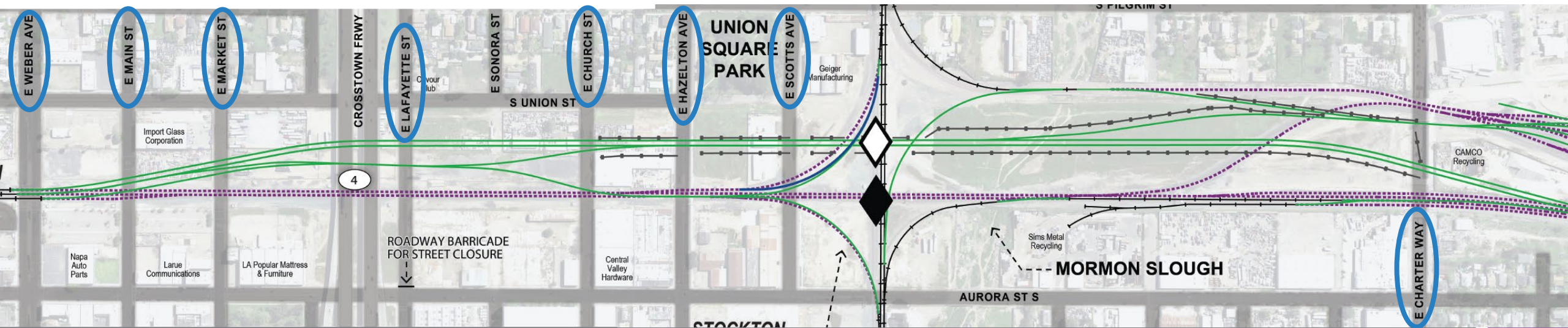
# Project Visual Rendering



# Proposed Local Road Modifications

New alignment, rail connections & flyover bridge will impact several local east-west city streets

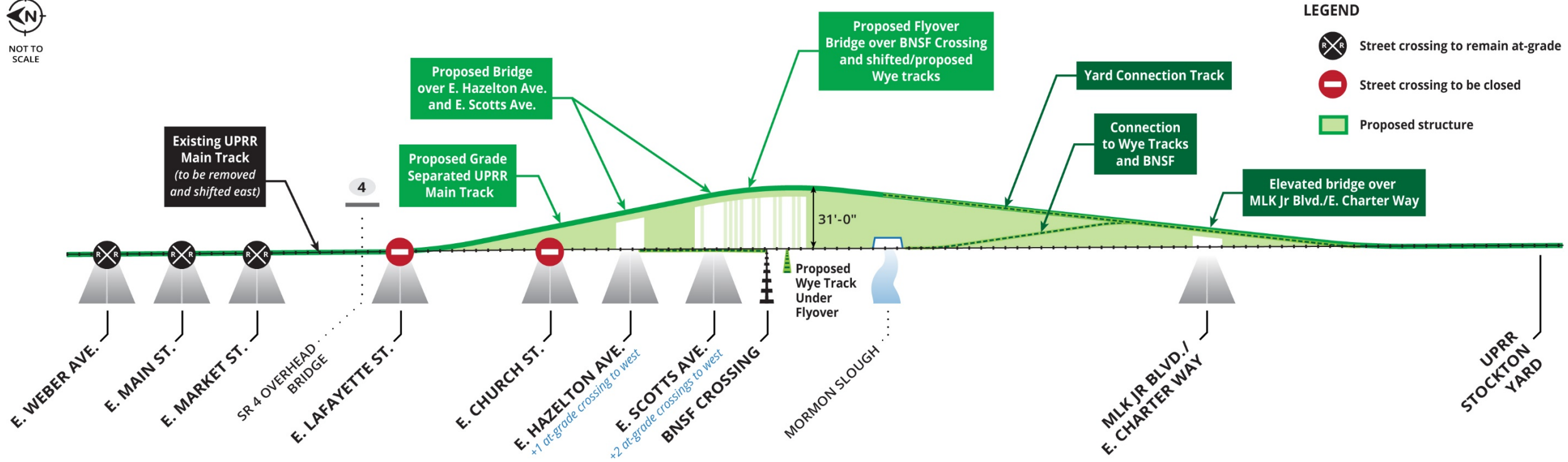
1. E. Weber Ave.
2. E. Main St.
3. E. Market St.
4. E. Lafayette St.
5. E. Church St.
6. E. Hazelton Ave.
7. E. Scotts Ave.
8. E. Charter Way






# Proposed Changes to Local Roads



NOT TO SCALE



## LEGEND

-  Street crossing to remain at-grade
-  Street crossing to be closed
-  Proposed structure

# 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)

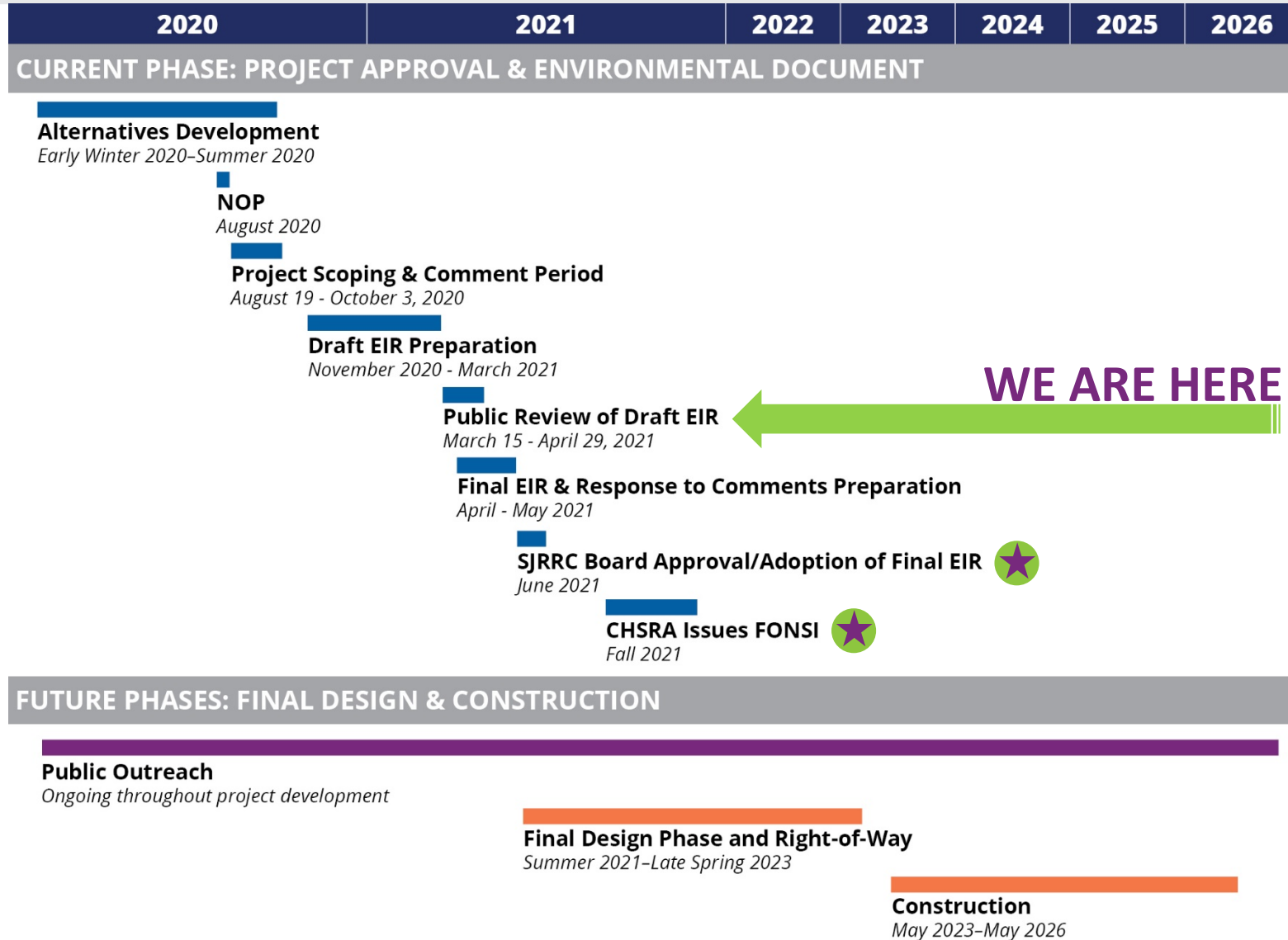
**Lead Agency** = California High Speed Rail Authority under assignment by Federal Railroad Administration



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

# Draft EIR Key Project Findings

- 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



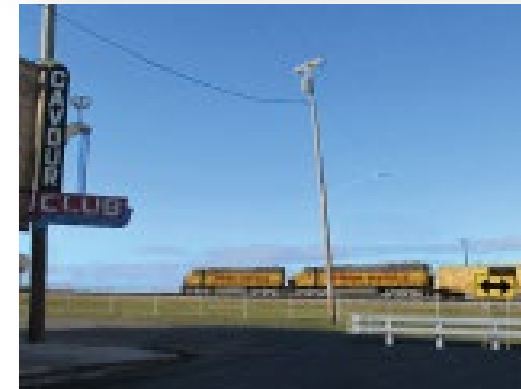
Hazards & Hazardous materials



Noise & vibration

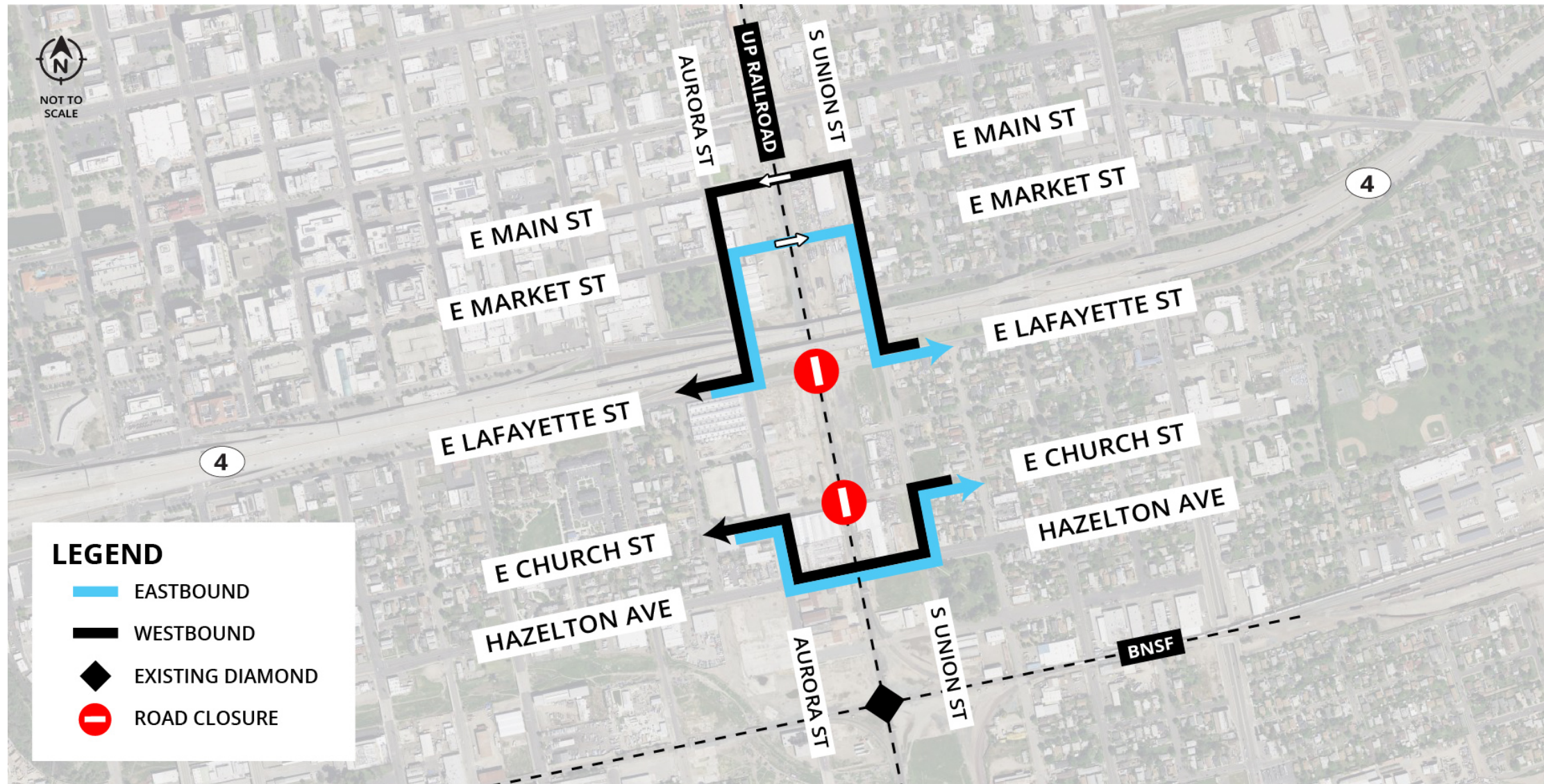
# DEIR Findings: Local Circulation & Mobility

- 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



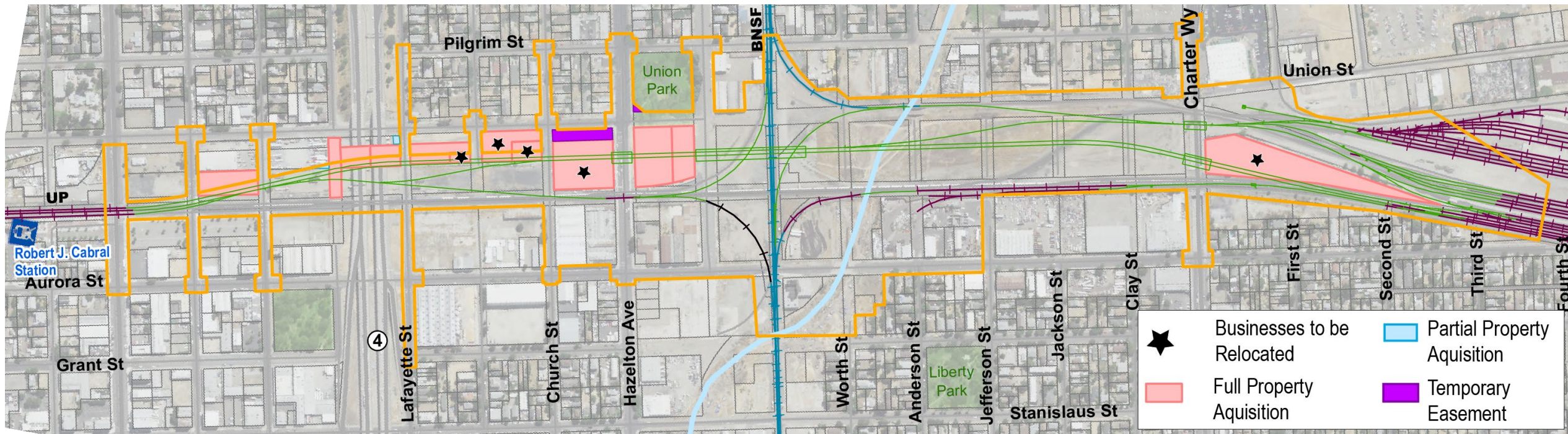
*Key issues raised during Scoping*

- **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



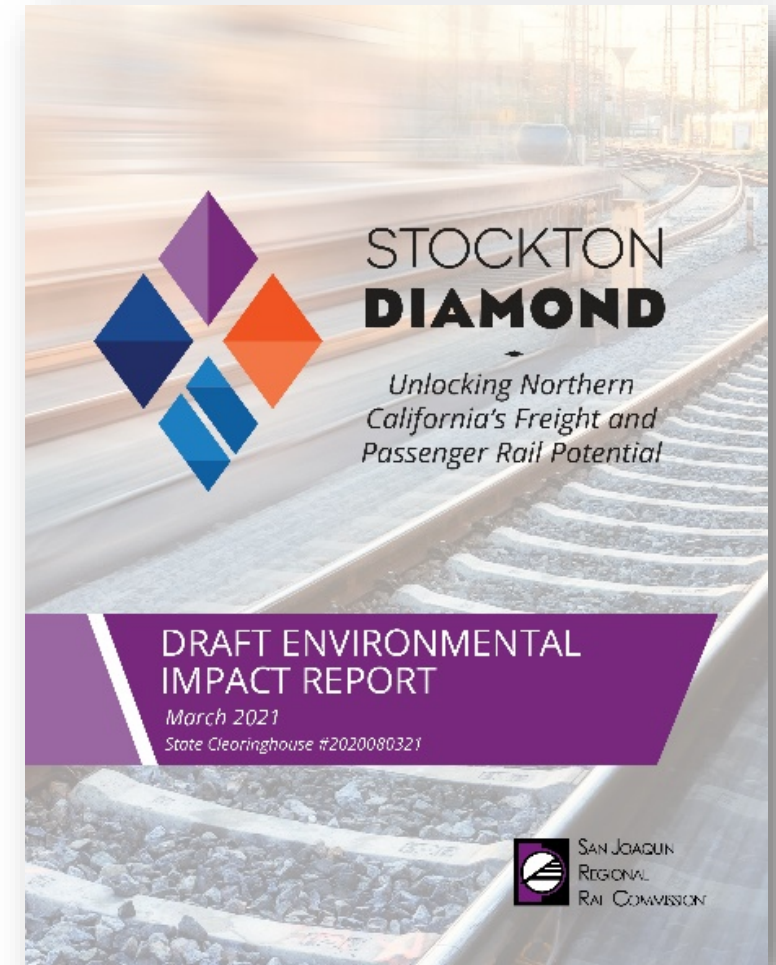
# DEIR Findings: Visual Impacts

- 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](https://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](http://stocktondiamond.com)



[info@stocktondiamond.com](mailto: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](https://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.sanjoaquinccoc.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.



**San Joaquin**  
Joint Powers Authority

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



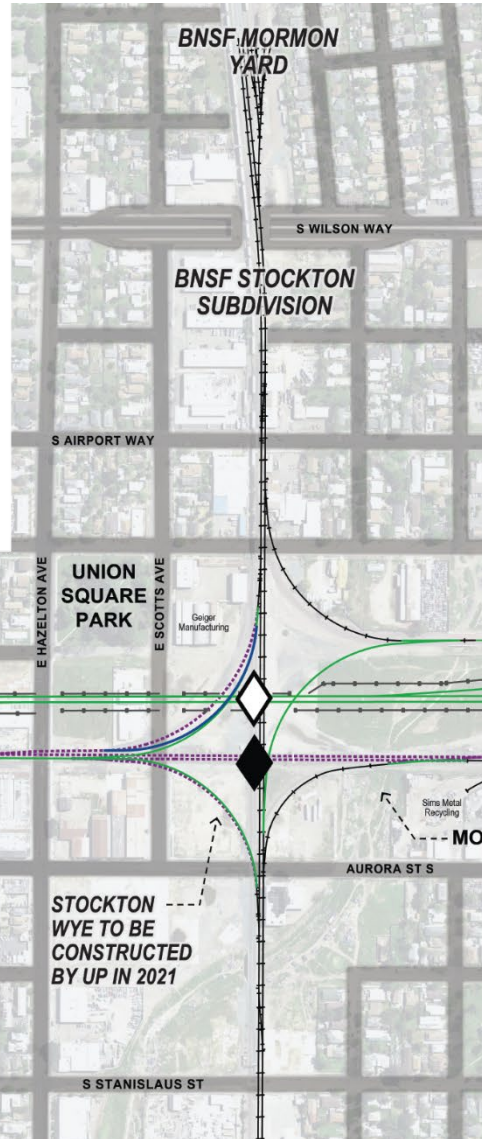
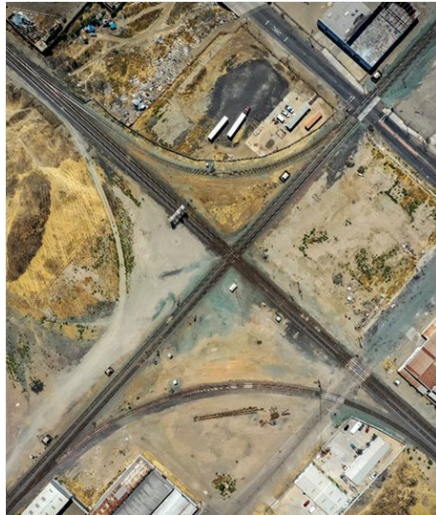
Ofrecer beneficios medioambientales y económicos a nivel local y regional.










Garantizar la seguridad clausurando o mejorando los más críticos cruces viales de ferrovías al-mismo-nivel

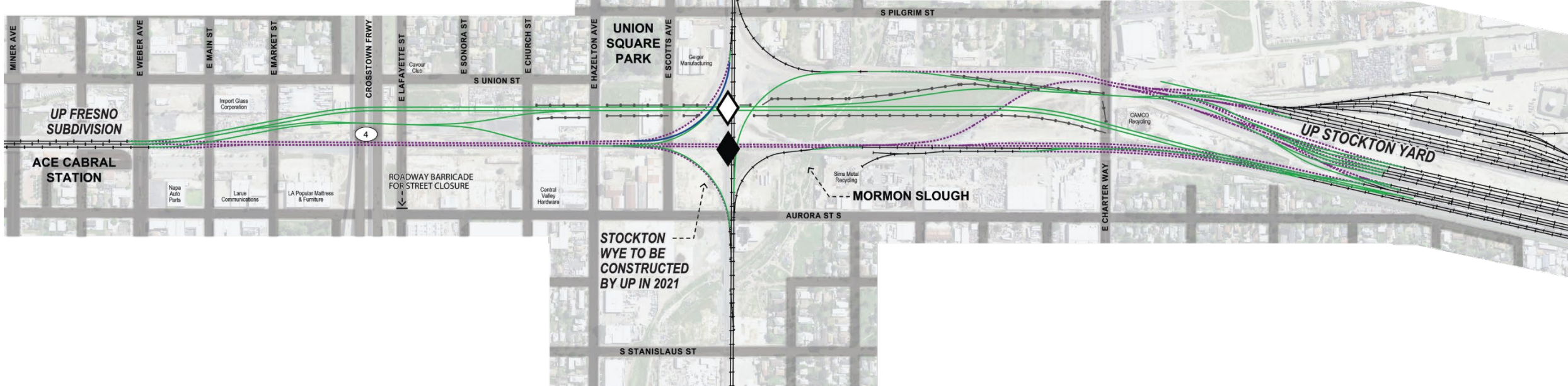


# Concepto Propuesto



## 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

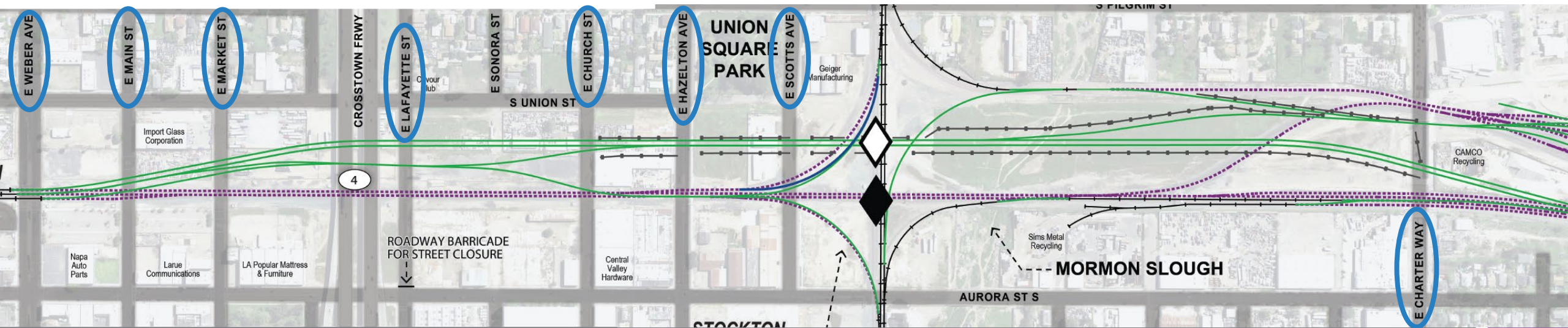


# Visualiación del Proyecto

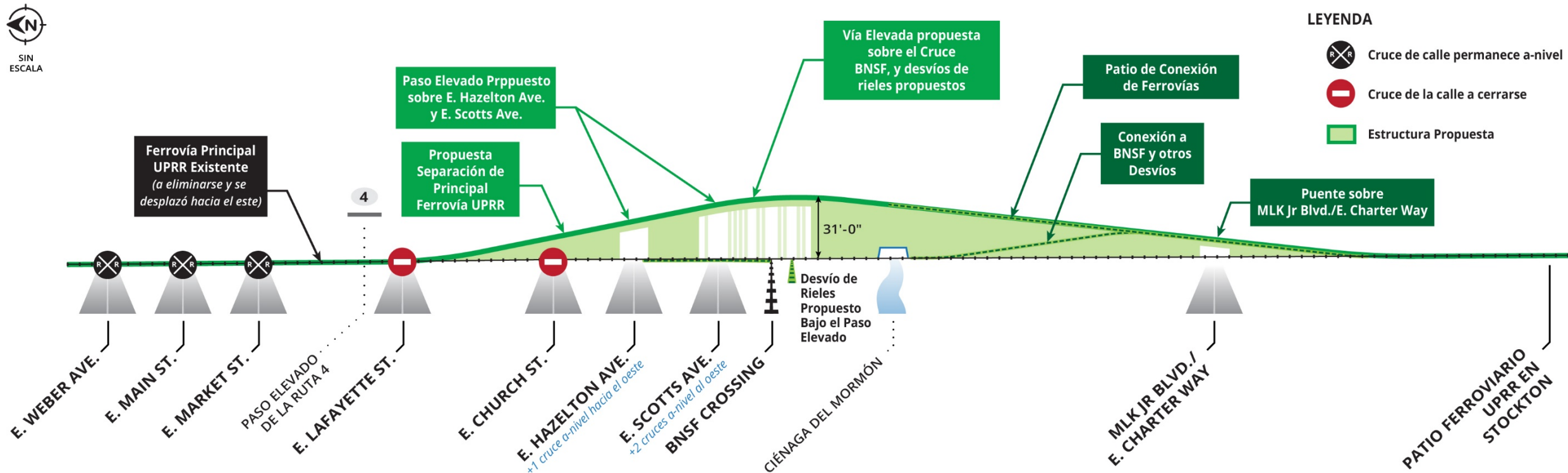


Esta nueva alineación, conexiones ferroviarias & cruce elevado afectarán varias calles este-a-oeste de esta área urbana

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.

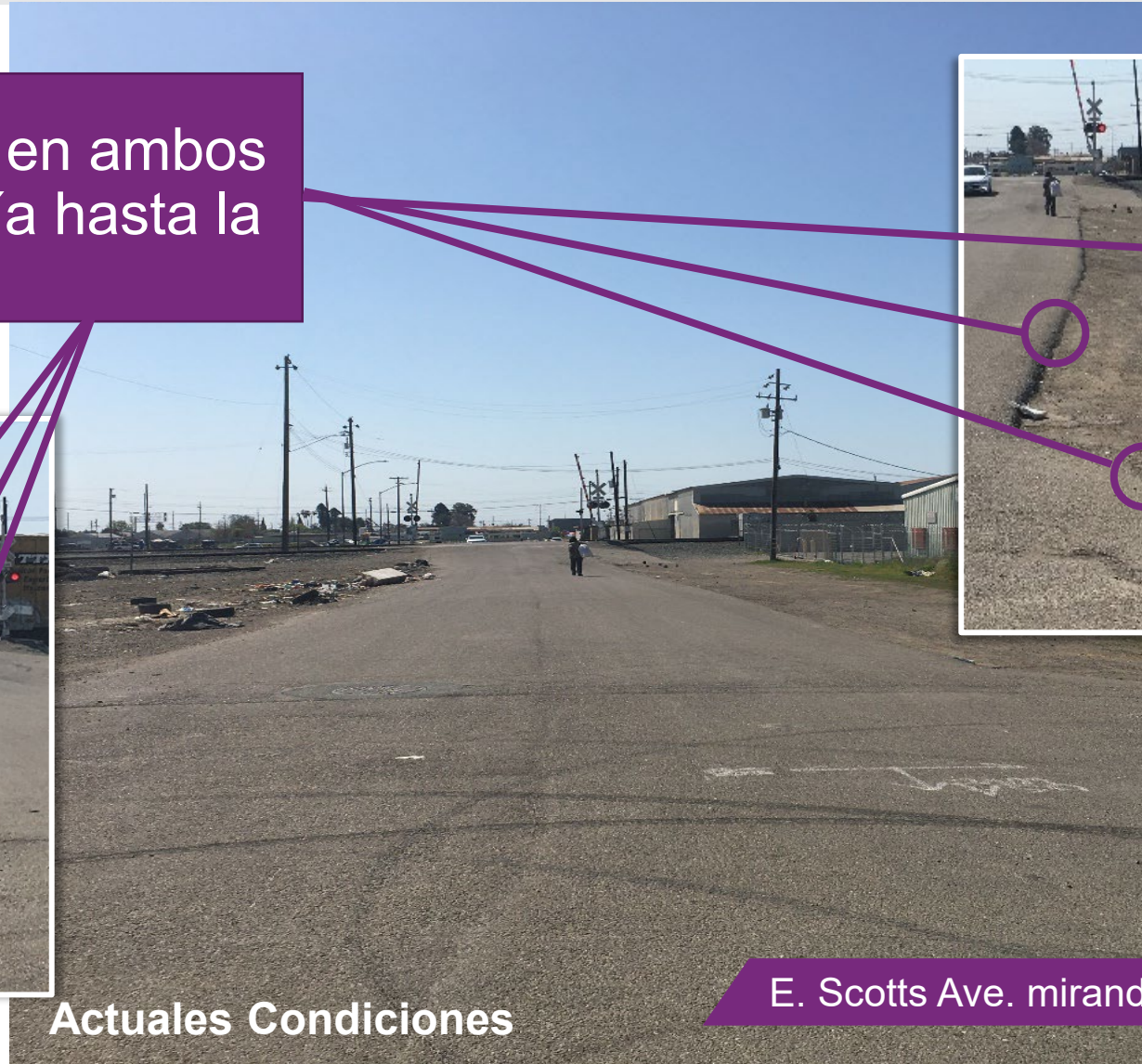
Nuevo bordillo, cuneta y calzada en ambos lados de la calle, desde la ferrovía hasta la Calle Union



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)

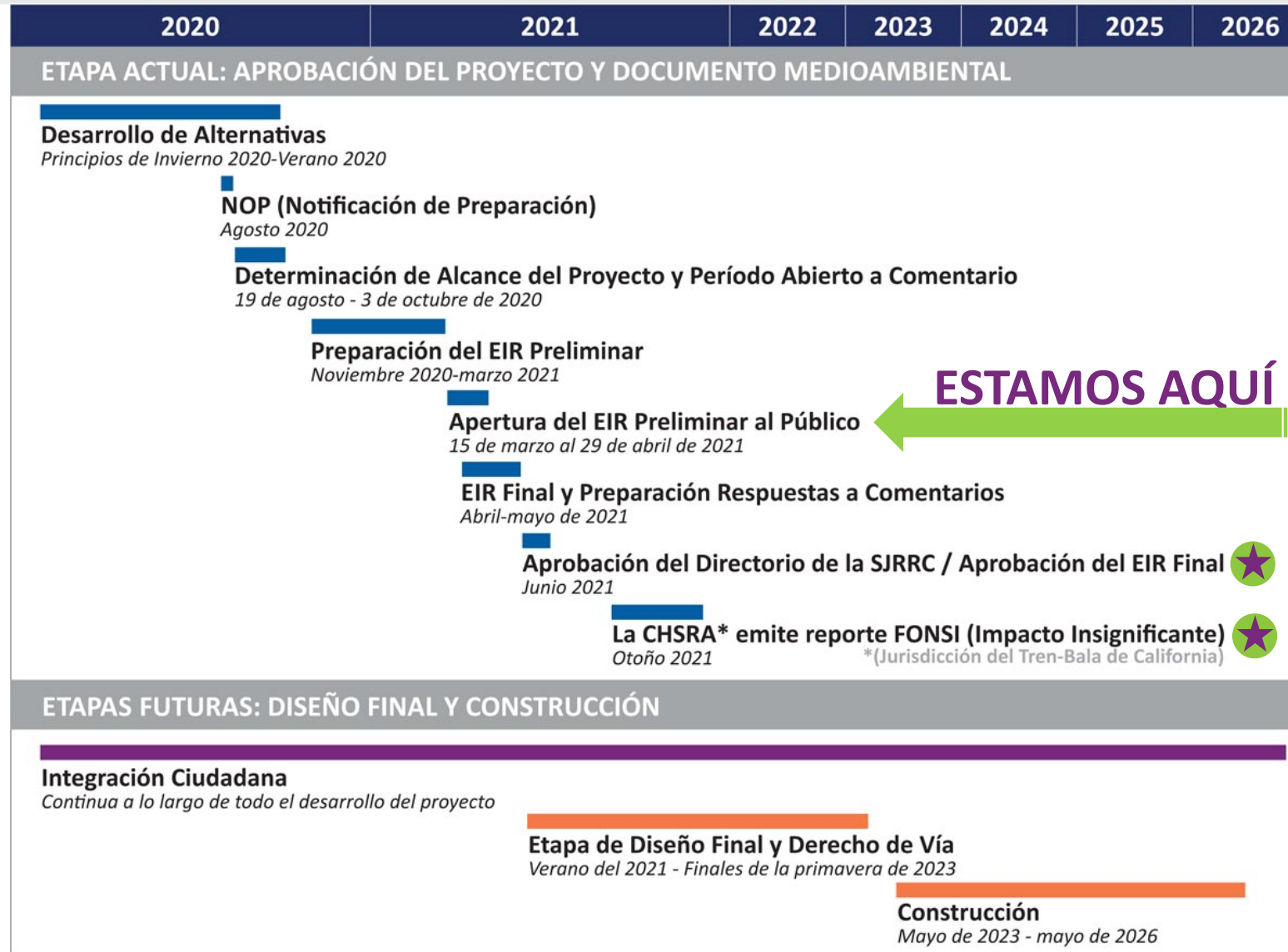
**Agencia Líder** = Jurisdicción del Tren-Bala de California por asignación de la Administración Ferroviaria Federal

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



ESTAMOS AQUÍ



## 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



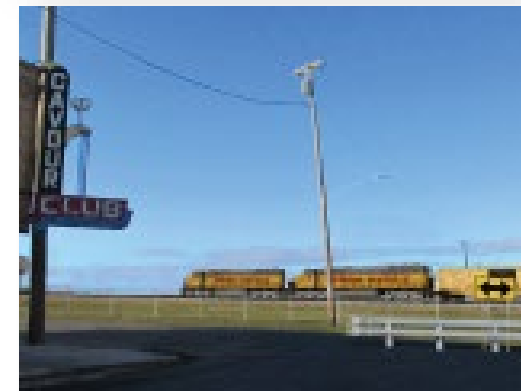
Riesgos y materiales peligrosos



Ruido y Vibración

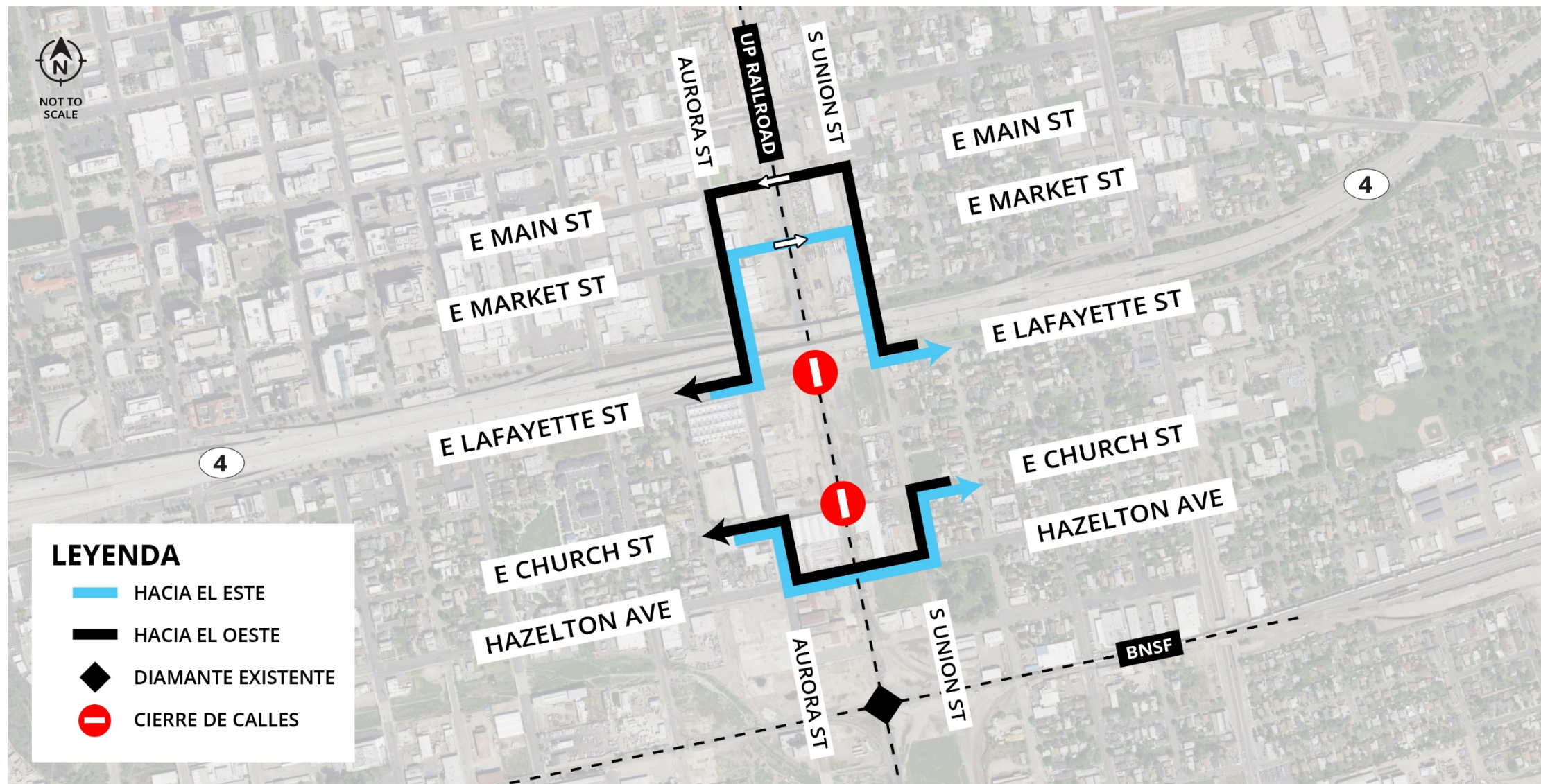
# Conclusiones del EIR Preliminar (DEIR): Circulación y Desplazamiento Local

- 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*

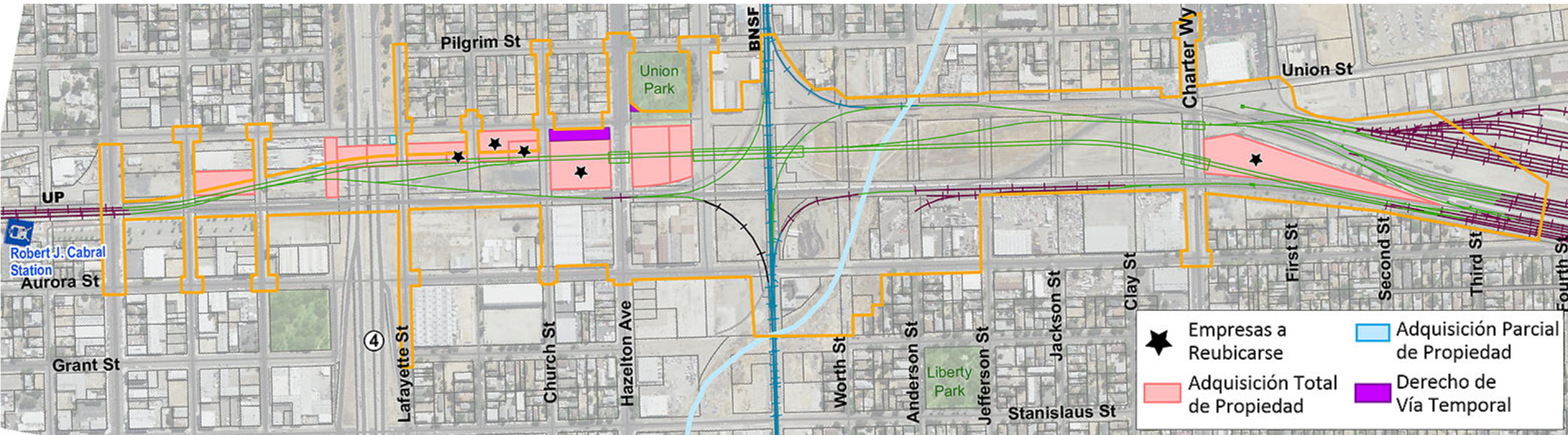
# Conclusiones del DEIR: Uso de Suelo y su Impacto en la Comunidad

- **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



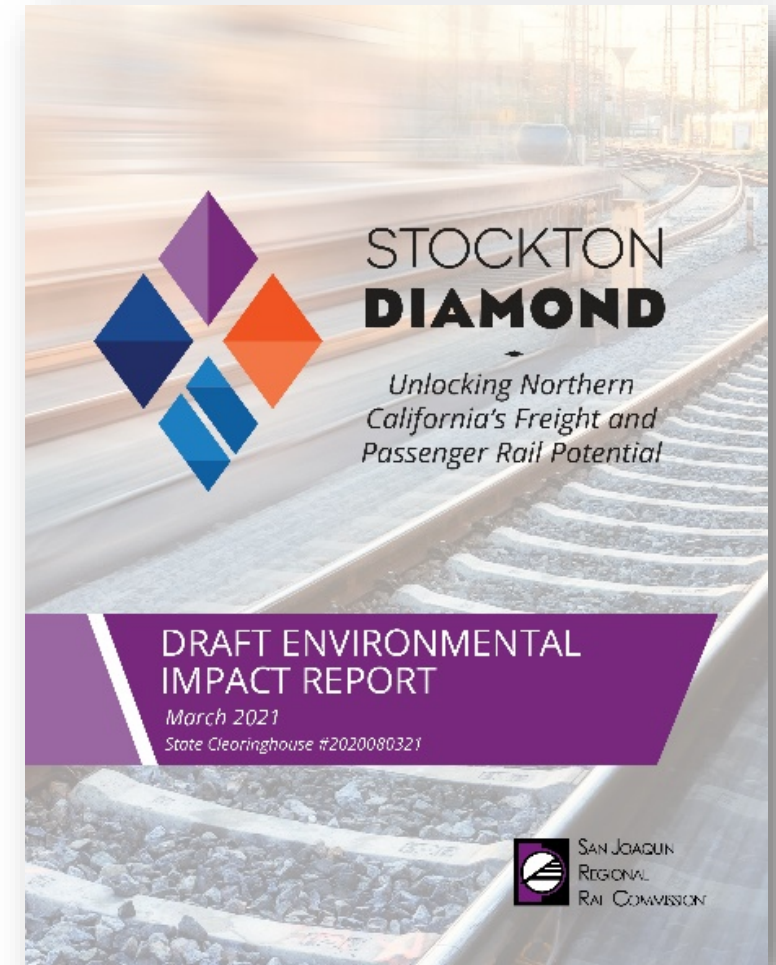
# Conclusiones del DEIR: Impactos visuales

- 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](https://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](http://stocktondiamond.com)



[info@stocktondiamond.com](mailto: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](http://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.**



**stocktondiamond.com**  
*(Inscríbese para recibir actualizaciones electrónicas)*



**(209) 235-0133**



**info@stocktondiamond.com**

## SÍGANOS EN LAS REDES SOCIALES



**AltamontCorridorExpress**



**@ACE\_train**



**AltamontCorridorExpress**



# ◆ 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](https://stocktondiamond.com/video/English)

## Spanish:

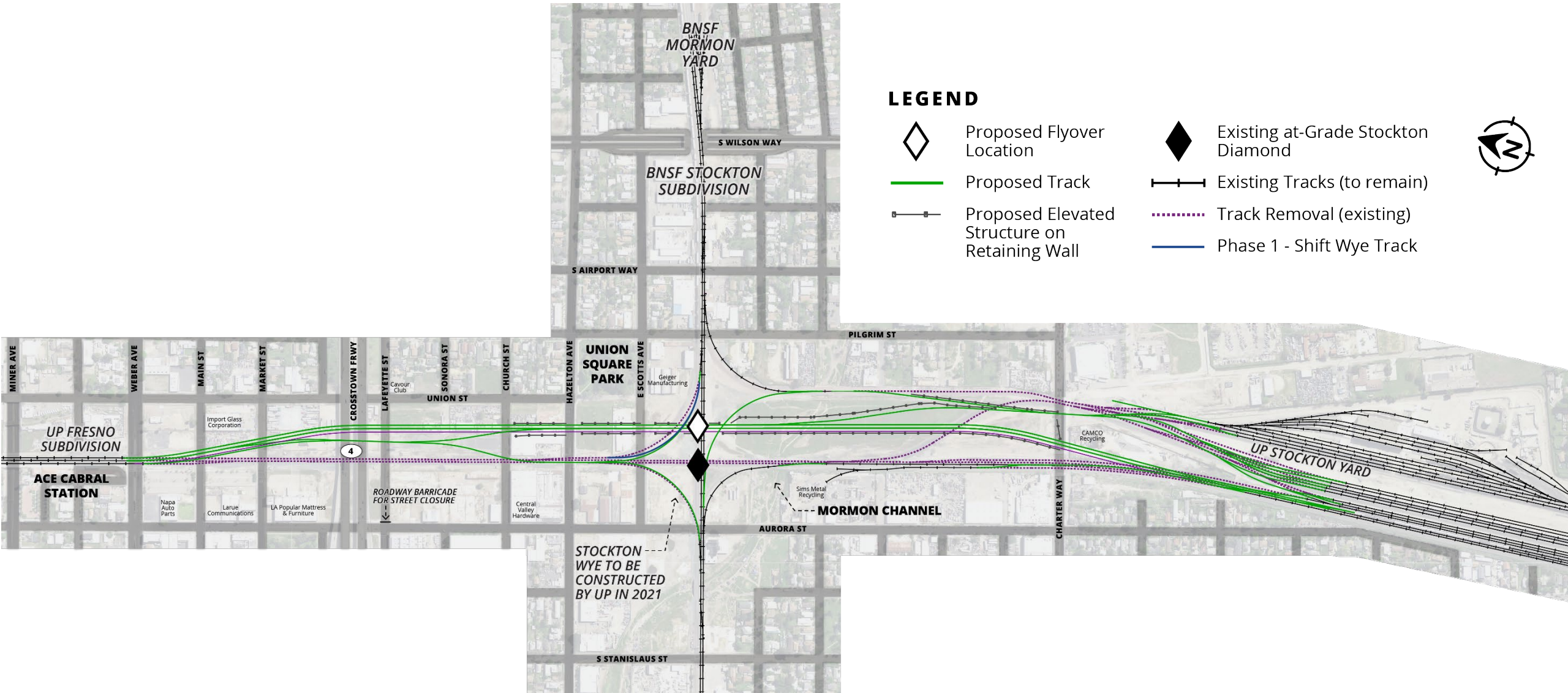
- [stocktondiamond.com/video/Spanish](https://stocktondiamond.com/video/Spanish)



**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



# Project Goals



**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

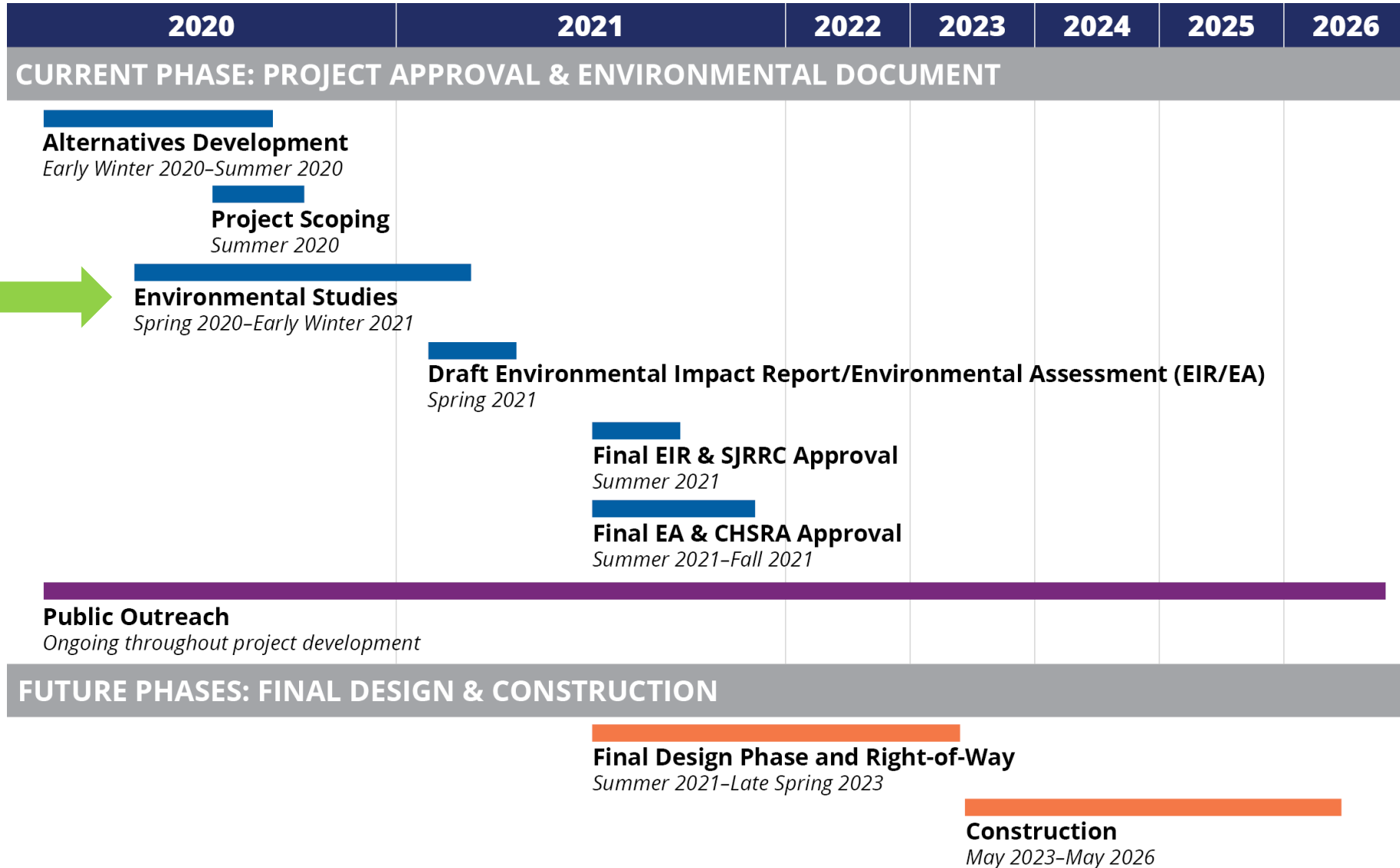


Agriculture & Forestry  
Resources




Wildfire

# Project Schedule



**WE ARE HERE** 

Steps	Activity
1	Notice of Preparation of EIR/EA
2	Scoping 45-Day Public Comment Period <b>(Public Mtgs. 8-19 – 10-3-20)</b>
 3	Draft EIR/EA Development
4	Draft EIR/EA Minimum 30-day Public Comment Period <b>(Public Mtgs. Spring 2021)</b>
5	Development of Final EIR/EA (includes response to comments)
6	SJRRC Board EIR Approval/Adoption <b>(Public Hearing Summer 2021)</b> CHSRA Board EA Approval/Adoption <b>(Public Hearing Fall 2021)</b>

**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





**stocktondiamond.com**  
*(Sign-up to receive electronic updates)*



**(209) 235-0133**



**info@stocktondiamond.com**

## FOLLOW US ON SOCIAL



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**@ACE\_train**



**AltamontCorridorExpress**



◆ 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>



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		<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. <a href="http://www.sjcog.org">http://www.sjcog.org</a></p> <p>Please contact SJMSCP staff regarding completing the following steps to satisfy SJMSCP requirements:</p> <ul style="list-style-type: none"> <li>• Schedule a SJMSCP Biologist to perform a pre-construction survey prior to any ground disturbance</li> <li>• SJMSCP Incidental take Minimization Measures and mitigation requirement:             <ol style="list-style-type: none"> <li>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.</li> <li>2. Under no circumstance shall ground disturbance occur without compliance and satisfaction of the ITMMs.</li> </ol> </li> </ul>



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		<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"> <li>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</li> <li>b. Pay the appropriate SJMSCP fee for the entirety of the project acreage being covered; or</li> <li>c. Dedicate land in-lieu of fees, either as conservation easements or fee title; or</li> <li>d. Purchase approved mitigation bank credits.</li> </ol> <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"> <li>a. Pay the appropriate SJMSCP for the entirety of the project acreage being covered; or</li> <li>b. Dedicate land in-lieu of fees, either as conservation easements or fee title; or</li> <li>c. Purchase approved mitigation bank credits.</li> </ol> <p>Failure to satisfy the obligations of the mitigation fee shall subject the bond to be called.</p> <ul style="list-style-type: none"> <li>• Receive your Certificate of Payment and release the required permit</li> </ul> <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>



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		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><b>Project: Draft Environmental Impact Report for the Stockton Diamond Grade Separation Project</b></p> <p><b>District CEQA Reference No: 20210259</b></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><b>1) Project Related Emissions</b> 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).</p> <p><b>2) Project Related Operational Emissions</b> 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><b>3) Assembly Bill 617</b> 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>



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		<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><b>4) Locomotives, and Railcar Movers/Switchers</b></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"> <li>o Heavy-Duty Program – <a href="http://valleyair.org/grants/locomotive.htm">http://valleyair.org/grants/locomotive.htm</a></li> </ul> <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"> <li>o Proposition 1B - <a href="http://valleyair.org/grants/locomotives-prop1b.htm">http://valleyair.org/grants/locomotives-prop1b.htm</a></li> </ul> <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>



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		<p><b>5) Vegetative Barriers and Urban Greening</b>            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><b>6) District Rules and Regulation</b>            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: <a href="http://www.valleyair.org/rules/1ruleslist.htm">www.valleyair.org/rules/1ruleslist.htm</a>. 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><b>6a) Other District Rules and Regulations</b>            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>



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		<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><b>7) District Comment Letter</b> 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"> <li>• Metro Hopper 5 and 9; and, County Hopper 90, 91 and 95 (Weekday Service).</li> <li>• Route 515 also travels along Weber Avenue (Weekday Service).</li> <li>• 710, 715 also travels along Weber Avenue (Weekend Service).</li> </ul> <p>B. Commuter Route 150 travels along the study area seven days a week.</p>



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		<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"> <li>• Metro Hopper 5 and 9; and, County Hopper 90, 91 and 95 (Weekday Service).</li> <li>• Route 515 also travels along Weber Avenue (Weekday Service).</li> <li>• 710, 715 also travels along Weber Avenue (Weekend Service).</li> </ul> <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>



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		<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"> <li>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.</li> <li>2. What if any are the plans to address the large homeless population that is camped in the immediate area of the constructions?</li> </ol>
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"> <li>• 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.</li> <li>• 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.</li> <li>• 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.</li> </ul> <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"> <li>• Improved reliability of ACE and Amtrak San Joaquins services</li> <li>• Travel time savings from a reduction in freight delays</li> <li>• Fuel cost savings from a reduction in idling</li> <li>• Greater efficiency for freight rail movement, especially to the Port of Stockton</li> <li>• Reduced grade crossing delays from stopped trains and improved air quality</li> </ul> <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><b>COMMENTS TO REQUEST FOR REVIEW FOR THE DRAFT ENVIRONMENTAL IMPACT REPORT, STOCKTON DIAMOND GRADE SEPERATION PROJECT, SCH#2020080321, SAN JOAQUIN COUNTY</b></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><b>I. Regulatory Setting</b></p> <p><b><u>Basin Plan</u></b> 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>



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		<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:  <a href="http://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/">http://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/</a></p> <p><b><u>Antidegradation Considerations</u></b>  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:  <a href="https://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/sacsjr_201805.pdf">https://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/sacsjr_201805.pdf</a></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><b>II. Permitting Requirements</b></p> <p><b><u>Construction Storm Water General Permit</u></b>  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>





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		<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:  <a href="http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml">http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml</a></p> <p><b><u>Clean Water Act Section 404 Permit</u></b>            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><b><u>Clean Water Act Section 401 Permit – Water Quality Certification</u></b>            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:  <a href="https://www.waterboards.ca.gov/centralvalley/water_issues/water_quality_certification/">https://www.waterboards.ca.gov/centralvalley/water_issues/water_quality_certification/</a></p> <p><b><u>Waste Discharge Requirements – Discharges to Waters of the State</u></b>            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>



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		<p>information on the Waste Discharges to Surface Water NPDES Program and WDR processes, visit the Central Valley Water Board website at:  <a href="https://www.waterboards.ca.gov/centralvalley/water_issues/waste_to_surface_water/">https://www.waterboards.ca.gov/centralvalley/water_issues/waste_to_surface_water/</a></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:  <a href="https://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2004/wqo/wqo2004-0004.pdf">https://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2004/wqo/wqo2004-0004.pdf</a></p> <p><b><u>Dewatering Permit</u></b>            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:  <a href="http://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2003/wqo/wqo2003-0003.pdf">http://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2003/wqo/wqo2003-0003.pdf</a></p> <p>For more information regarding the Low Threat Waiver and the application process, visit the Central Valley Water Board website at:  <a href="https://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/waivers/r5-2018-0085.pdf">https://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/waivers/r5-2018-0085.pdf</a></p> <p><b><u>NPDES Permit</u></b>            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:  <a href="https://www.waterboards.ca.gov/centralvalley/help/permit/">https://www.waterboards.ca.gov/centralvalley/help/permit/</a></p>



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		<p>If you have questions regarding these comments, please contact me at (916) 464-4856 or <a href="mailto:Nicholas.White@waterboards.ca.gov">Nicholas.White@waterboards.ca.gov</a>.</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"> <li>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.</li> <li>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?</li> </ol> <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>



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		<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>



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		<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"> <li>• 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.</li> <li>• 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.</li> <li>• 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.</li> </ul> <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>





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		<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><b>Background</b>  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><b>General Comments</b>  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>



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		<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>



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		<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"> <li>1. Community Engagement Challenges</li> <li>2. Housing &amp; Homelessness</li> <li>3. Greenhouse Gas Emissions &amp; Climate Mitigation</li> <li>4. Economic Development</li> <li>5. Water Rights in Mormon Slough</li> </ol> <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"> <li>• How will community members be notified of permanent street closures?</li> </ul>



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		<ul style="list-style-type: none"> <li>• 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?</li> <li>• 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.)?</li> </ul> <p>Housing &amp; 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 &amp; 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 CO<sub>2</sub>e (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>



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		<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 &amp; Air pollution, even at this early stage.</p> <p><b>Economic Development</b> 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><b>Water Rights in Mormon Slough</b></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 &amp; 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.

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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 #s:** 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
- SJAFCFA
- 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](http://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

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**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<sub>2.5</sub> in the form of diesel particulate and NO<sub>x</sub>. 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](http://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](mailto: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](mailto: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](mailto: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](http://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](http://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/](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](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](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/](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/](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](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](http://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2003/wqo/wqo2003-0003.pdf)

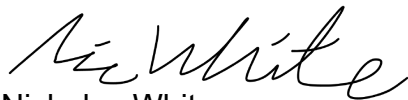
For more information regarding the Low Threat Waiver and the application process, visit the Central Valley Water Board website at:

[https://www.waterboards.ca.gov/centralvalley/board\\_decisions/adopted\\_orders/waivers/r5-2018-0085.pdf](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](mailto: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](mailto: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 4<sup>th</sup> 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.

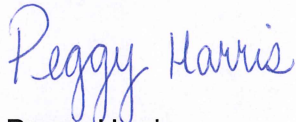
While SJRRC and its consultants have to date been responsive to UPRR review and comments of the project scope and design, UPRR requests incorporation of these additional considerations if the Preferred Alternative is chosen and advanced:

- 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

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## 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**

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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 CO<sub>2</sub>e (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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