

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
9	11/11/13	Open	Action	10/29/13

Subject: Approving a Resolution Adopting a Mitigated Negative Declaration for Modifications to the Blue Line to Cosumnes River College Light Rail Extension Project and an Addendum to the Mitigation Monitoring and Reporting Plan for the Project.

ISSUE

Whether or not to Approve a Resolution Adopting a Mitigated Negative Declaration for Modifications to the Blue Line to Cosumnes River College Light Rail Extension Project and an Addendum to the Mitigation Monitoring and Reporting Plan for the Project.

RECOMMENDED ACTION

Adopt Resolution No. 13-11-____ Adopting a Mitigated Negative Declaration for Modifications to the Blue Line to Cosumnes River College Light Rail Extension Project and an Addendum to the Mitigation Monitoring and Reporting Plan for the Project.

FISCAL IMPACT

None as a result of this action.

DISCUSSION

The Blue Line to Cosumnes River College Light Rail Extension Project (Project), also known as the South Sacramento Corridor Phase 2 Light Rail Extension, will extend light rail service 4.3 miles south from the Blue Line terminus at Meadowview Road to Cosumnes River College. The Project was evaluated by the Federal Transit Administration (FTA) and RT in a Supplemental Final Environmental Impact Statement/Subsequent Final Environmental Impact Report (SFEIS/SFEIR) in 2008. The SFEIS/SFEIR was approved in December 2008 through the issuance of a Record of Decision by FTA and the filing of a Notice of Determination with the State of California by RT. In September 2011, the Board approved a Mitigated Negative Declaration addressing five project modifications not evaluated in the SFEIS/SFEIR.

Since approval of the Project environmental documents as described above, RT has identified additional required modifications to the project's design. Specifically, it has been determined that a Sacramento Municipal Utility District (SMUD) 69 kilovolt (kV) electric transmission line and joint pole facilities (including a 12 kV distribution line, cable television, and telephone services) will need to be relocated to accommodate the SSCP2 project (Attachment 1). The line cannot remain in its current location because of access constraints that would not allow SMUD to perform maintenance of the line. In addition, it is SMUD's policy that transmission lines cannot be placed above residential structures as part of a permanent installation. As currently configured, there is not sufficient room along the alignment to accommodate the 69 kV line without creating the potential for conductors to swing over residences during windy conditions. As such, the 69 kV line is proposed to be relocated to an area west of the Detroit Boulevard neighborhood where these

Approved:

Presented:

Final 11/05/13

General Manager/CEO

Director, Project Management

J:\ISSUES\SSCP2\Initial Study IP 2013.doc

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constraints are not present. SMUD relocation components include the placement of new utility poles, conductors, and associated components, and the removal of the existing transmission line and joint pole facilities. The Project would include a utility easement for both the 69 kV and 12 kV poles to be granted to SMUD, and the placement of access road within portions of the 69 kV easement to facilitate construction and maintenance of the relocated transmission line and joint pole facilities.

Both the SMUD 69 kV and 12 kV poles are currently located in the backyards of residences living adjacent to the UPRR corridor. This proposed modification would remove the 69 kV poles from the residential backyards to an open field located west of the Detroit Boulevard neighborhood. The 12 kV poles, which are spaced at intervals of 150 feet, would remain in the backyards in order to provide electricity, telephone and cable services. One pole typically serves two houses, so not every backyard will have a 12 kV pole.

SMUD has been an active participant with RT in the concept and design of the proposed South Sacramento Corridor Phase 2 69 kV Transmission Line and Joint Pole Facilities Relocation Project. SMUD would perform the relocation of the facilities and would therefore facilitate RT's implementation of the proposed project.

Because the proposed relocation of the 69 kV line was not evaluated as part of the previous environmental review documents, this modification requires further environmental analysis in compliance with the California Environmental Quality Act (CEQA). CEQA requires state and local governmental agencies to consider the potential adverse environmental effects of projects over which they have discretionary authority before taking action on those projects, and prohibits public agencies from approving projects as proposed if there are feasible alternatives or feasible mitigation measures available that would substantially lessen a proposed project's significant environmental effects. Under CEQA, RT is the local lead agency for the overall Blue Line to CRC project and is ultimately responsible for its implementation. RT is also the local lead agency for any proposed modifications to the Project, and has environmental review responsibilities that it must fulfill before committing to undertaking any modifications.

RT, as the lead agency under CEQA, must determine whether the Initial Study (IS) adequately satisfies the requirements under CEQA, whether any significant environmental effects would occur, what revisions to the Project would avoid or mitigate such effects to a point where no significant effects would occur, whether any mitigation measures should be adopted, and adopt a program to monitor any changes which it has required in the Project. Upon making the required findings, RT may then adopt a Mitigated Negative Declaration.

The IS was distributed on October 11, 2013 for public comment. The Notice of Intent (NOI) to adopt a Mitigated Negative Declaration (MND) was sent to federal, state, regional, and local agencies, elected officials, affected property owners and tenants and County Clerk. Certain public agencies also received copies of the IS via the State Clearinghouse. In addition, approximately

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500 notices announcing the availability of the IS were mailed to property owners and tenants of record in the vicinity of the Project area. The NOI was also published in four newspapers of general circulation.

During this comment period, RT held an open house on October 21, 2013 at Susan B. Anthony School on Detroit Boulevard. The purpose of the meeting was to inform the public of the proposed 69 kV and 12 kV SMUD pole relocations, solicit input and receive comments on potential concerns and alternatives. Approximately 25 people attended the meeting.

The IS has been prepared by RT in accordance with CEQA to ascertain whether the proposed Project would have a significant effect on the environment. On the basis of this study, it is determined that the proposed action will have:

No impact or a less-than significant impact on aesthetics, agriculture and forestry resources, air quality, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, transportation and traffic, and utilities and service systems.

A less-than-significant impact with mitigation on biological and cultural resources, with incorporation of the following mitigation measures:

Mitigation Measure BIO-1: Impact Avoidance for Valley Elderberry Longhorn Beetle

Prior to vegetation removal and construction activities, a pre-construction valley elderberry longhorn beetle survey will be conducted within a 30-foot buffer of the project area, and any shrubs containing stems greater than or equal to 1 inch in diameter will be surveyed for exit holes. Should any exit holes be found, the USFWS will be consulted.

Mitigation Measure BIO-2: Impact Avoidance for Nesting Migratory Birds

If project work should occur during the avian nesting season (February 1 through August 31), pre-construction surveys will be implemented to identify active migratory bird nests within 250 feet (500 feet for raptors) of the project area. Surveys will be conducted no less than 14 days and no more than 30 days prior to the initiation of ground disturbance or other construction activities. If no nests are found, no further measures will be required. If nests are located, impacts will be minimized by establishing an appropriate non-disturbance buffer zone around active nests, in compliance with CDFW guidelines. Buffer zones will be determined in consultation with CDFW and will depend on the species involved, site conditions, and type of work proposed. No Project activity will occur within the buffer zone until the young have fledged, until the nest is no longer active, or until a qualified biologist has determined, in consultation with CDFW, that reducing the buffer would not result in nest abandonment. Monitoring of the nest by a qualified biologist during construction will be required to ensure that nests are not jeopardized.

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Mitigation Measure BIO-3: Impacts for Swainson’s Hawk

If project work should occur during the Swainson’s hawk nesting season (March 1 through September 15), protocol-level Swainson’s hawk surveys will be conducted in the Project area prior to construction activities, in accordance with CDFW guidelines. If nests are located, impacts will be minimized by establishing an appropriate non-disturbance buffer zone around active nests, in compliance with CDFW guidelines.

Mitigation Measure CUL-1: Halt Ground-Disturbing Construction Activities if Cultural Materials Are Discovered.

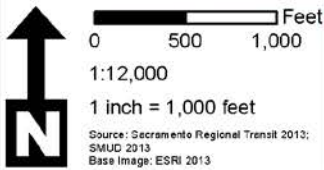
The following measures will be implemented to avoid or minimize potential impacts to cultural materials: In the event that any unanticipated buried cultural deposits are encountered during any phase of project construction, the Sacramento Regional Transit District will be contacted, all construction work will be halted within 100 feet of the discovery, and the cultural deposits will be assessed for significance by a qualified archaeologist. If, through consultation, the discovery is determined to not be significant, work will be allowed to continue.

If a discovery is determined to be significant, a mitigation plan will be prepared and carried out in accordance with state guidelines. If the resource cannot be avoided, a data recovery plan will be developed to ensure collection of sufficient information to address archaeological and historical research questions, and the results will be presented in a technical report that describes field methods, materials collected, and conclusions. Any cultural material collected as part of an assessment or data recovery effort will be curated at a qualified facility. Field notes and other pertinent materials will be curated along with the archaeological collection.

Prior to approving the MND, the RT Board must consider the MND, together with any comments received during the public review process. The Board can then adopt the MND only if there is no substantial evidence that the Project will have a significant environmental effect on the environment and that the MND reflects the lead agency’s independent judgment and analysis.

If the RT Board determines that there are no significant environmental effects with the adoption of the specified mitigation measures, a Mitigated Negative Declaration (Exhibit A) will be adopted. The Board will also adopt an addendum to the SSCP2 Mitigation Monitoring and Reporting Plan (Exhibit B) to include additional mitigation measures prescribed in the IS/MND. If the Board adopts the MND, RT must file a Notice of Determination within five working days of this approval. The Notice of Determination will approve the Project as modified and be available for a period of 30 days per CEQA guidelines.

Staff recommends that the Board approve the attached resolution which adopts a Mitigated Negative Declaration and an Addendum to the Mitigation Monitoring and Reporting Plan for the Blue Line to Cosumnes River College Light Rail Extension, and directs the filing of a Notice of Determination.



- Proposed Relocated SMUD 69 kV-only Line
- Existing SMUD 69 kV-only Route
- Existing SMUD 69 kV and 12 kV/Joint Pole Facilities Route
- RT Light Rail Alignment

* Components shown in this figure are for illustrative purposes only and are not intended to substitute for final design or construction documents.

SMUD 69 kV and Joint Pole Facilities Relocation Project





Agenda Item #9
Attachment 2
11/11/13

AECOM
300 California Street Suite 400
San Francisco, CA 94104
www.aecom.com

415.955.2800 tel
415.796.8200 fax

To: Ed Scofield, Director of Project Management, Sacramento Regional Transit District
From: Luke Evans, Senior Project Manager, AECOM
CC: Kim Crawford, Environmental Specialist, SMUD
Date: November 11, 2013
Subject: Response to Comments Received on the Draft Initial Study/Mitigated Negative Declaration for the South Sacramento Corridor Phase 2 Light Rail Extension Project 69 kV Relocation Project

INTRODUCTION

The Draft Initial Study/Mitigated Negative Declaration for the South Sacramento Corridor Phase 2 Light Rail Extension Project 69 kV Relocation Project was released for public review on October 11, 2011. The public comment period closed at 5:00 p.m. on November 11, 2013. RT received three comments during the public comment period. The comment letters are attached to this memorandum, and are also summarized below, with RT's responses.

SACRAMENTO METROPOLITAN AIR QUALITY MANAGEMENT DISTRICT

Comment: The SMAQMD requested that the proposed project should utilize the construction mitigation that was previously approved for the South Sacramento Corridor Phase 2 Extension Project (SSCP2), including Basic Construction Emission Control Practices and Enhanced Exhaust Control Practices.

Response: Pages 3.3-1 through 3.3-3 of the Initial Study assessed the air quality impacts of the proposed project, as well as project requirements relating to compliance with all applicable SMAQMD rules in effect at the time of construction. As noted on page 3.3-2 of the Initial Study, the proposed project would disturb approximately 3 acres during construction, which would be spread out over several months. According to SMAQMD guidelines, projects that implement all Basic Construction Emission Control Practices and would not exceed more than 5 acres of daily site disturbance would not generate levels of emissions that would exceed ambient air quality standards. The proposed project would be well below that threshold, and resultant emissions would be negligible. Based upon SMAQMD guidelines concerning projects of this size and duration, implementation of SMAQMD's Basic Construction Emission Control Practices and Rule 403 guidelines would be adequate to minimize fugitive particulate matter (PM) dust (i.e., PM₁₀ and PM_{2.5}) from all earth disturbance activities and NO_x and ROG from construction equipment emissions. As such, the proposed project would not generate emissions requiring any additional mitigation beyond that already planned for implementation.

Based upon the information provided above, this comment does not raise any additional issues or impacts not already evaluated in the Draft Initial Study. No further response is required.

CENTRAL VALLEY FLOOD PROTECTION BOARD

Comment: The Central Valley Flood Protection Board offered comments concerning work that could take place within their facilities, specifically the Morrison Creek and Union House Creek flood control channels. The Board's comments included an overview of specific activities within its facilities that would require a Board permit.

Response: As noted on page 2-26 of the Initial Study, and as illustrated in the various exhibits provided in the document, all of the new 69 kV transmission poles in the vicinity of Morrison and Union House Creeks would be located a minimum of 10 feet from the outside western toe of the levees, per applicable regulatory requirements contained in Title 23, Section 123 of the California Code of Regulations. Further, all poles in this area would be located within the RT ROW or within areas already identified as part of RT's temporary construction easement for the LRT tracks. No new structures would be placed within the floodway or levee facilities.

The proposed project also involves the complete removal of nine existing 69 kV transmission poles from the inside eastern bank of the Morrison Creek levee. This will represent an improved condition within the floodway. To the extent required, RT and SMUD will coordinate with the Board for any permits or other requirements needed for the removal of these poles.

Based upon the information provided above, this comment does not raise any additional issues or impacts not already evaluated in the Draft Initial Study. No further response is required.

CITY OF SACRAMENTO

Comment 1: The City noted that the project, as proposed, would relocate the existing SMUD and 69 kV transmission line and joint pole facilities from within the railroad right of way to a location where it would be clearly visible with overhead lines and towers spanning across Meadowview Road. The City would prefer to underground such facilities rather than construct/relocate the existing ones to an area where it will be more visible.

Response: RT and SMUD investigated the feasibility of undergrounding all or portions of the relocated 69 kV transmission line. However, it was determined that doing so was infeasible for technical and cost reasons. Unlike distribution lines, transmission lines present specific technical limitations with respect to undergrounding. Further, and as discussed on page 3.1-2 of the Initial Study, the crossing location at Meadowview Road is already occupied by a number of transmission and distribution lines that either cross or run alongside the roadway. Therefore, the analysis in the Initial Study found that the installation of the relocated 69 kV line would be consistent with the views that are already present in the area, and would therefore not substantially degrade the existing visual character or quality of the site and its surroundings.

This comment does not raise any additional issues or impacts not already evaluated in the Draft Initial Study. No further response is required.

Comment 2: The City noted that Exhibit 4 of the Initial Study shows that the new line would be located in very close proximity to existing homes. The Initial Study did not specify and discuss the need for a buffer area/set back from the 69 KV line to residential areas or what will be the impact of this project on the existing development and residential homes within the area.

Response: The Initial Study evaluated effects of installation and operation of the 69 kV line in the vicinity of residential areas in each of the following Initial Study sections: Aesthetics, Air Quality, Cultural Resources, Hazards and Hazardous Materials, Land Use and Planning, Noise, Population and Housing, and Utilities and Service Systems. For each of these issue areas, it was determined that relocation of the line would have either no impact or a less than significant impact on nearby residences and other land uses. Accordingly, there is no identified need for a buffer, and the commenter provides no additional information to support the inclusion of a buffer. Accordingly, this comment does not raise any additional issues or impacts not already evaluated in the Draft Initial Study. No further response is required.

ATTACHMENT A

**LETTER FROM SACRAMENTO METROPOLITAN AIR QUALITY MANAGEMENT DISTRICT
NOVEMBER 1, 2013**

November 1, 2013

Ed Scofield
Director, Project Management
Sacramento Regional Transit District
2811 O Street
Sacramento, CA 95812
escofield@sacrt.com

**RE: 69 kV Transmission Line and Joint Pole Facilities Relocation Project
(SAC200701097)**

Mr. Scofield,

The Sacramento Metropolitan Air Quality Management District (The District) has received the Initial Study/Proposed Mitigated Negative Declaration for the transmission line and joint pole facilities relocation project as part of the South Sacramento Corridor Phase 2 Extension.

Consistency with Adopted Construction Mitigation

The project is part of, and being constructed concurrently with, the South Sacramento Corridor Phase 2 Extension. As such, the project should utilize the construction mitigation approved for the prior approval which is the District's [Basic Construction Emission Control Practices](#)¹ and [Enhanced Exhaust Control Practices](#).² The District recommends the IS/MND be amended to be consistent with the previously adopted environmental document.

General Comments

All projects are subject to SMAQMD rules in effect at the time of construction. A complete listing of current rules is available at www.airquality.org or by calling (916) 874-4800. Specific rules that may relate to construction activities or building design are attached.

¹ <http://www.airquality.org/ceqa/cequguideupdate/Ch3BasicConstructionEmissionControlPracticesFINAL.pdf>

² <http://www.airquality.org/ceqa/cequguideupdate/Ch3EnhancedExhaustControlPractices.pdf>

The District thanks Regional Transit for the opportunity to comment on this project. If you have additional questions or require further assistance, please contact me at pphilley@airquality.org or (916) 874-4882.

Sincerely,

A handwritten signature in black ink that reads "Paul Philley". The signature is written in a cursive style with a large, looped initial "P".

Paul Philley, AICP
Sacramento Metropolitan Air Quality Management District
777 12th Street, 3rd Floor
Sacramento, CA 95814

Attachment: SMAQMD Rules & Regulations Statement

Attachment: SMAQMD Rules & Regulations Statement (revised 3/12)

*The following statement is recommended as standard condition of approval or construction document language for **all** development projects within the Sacramento Metropolitan Air Quality Management District (SMAQMD):*

All projects are subject to SMAQMD rules in effect at the time of construction. A complete listing of current rules is available at www.airquality.org or by calling 916.874.4800. Specific rules that may relate to construction activities or building design may include, but are not limited to:

Rule 201: General Permit Requirements. Any project that includes the use of equipment capable of releasing emissions to the atmosphere may require permit(s) from SMAQMD prior to equipment operation. The applicant, developer, or operator of a project that includes an emergency generator, boiler, or heater should contact the SMAQMD early to determine if a permit is required, and to begin the permit application process. Portable construction equipment (e.g. generators, compressors, pile drivers, lighting equipment, etc.) with an internal combustion engine over 50 horsepower are required to have a SMAQMD permit or a California Air Resources Board portable equipment registration. Other general types of uses that require a permit include, but are not limited to dry cleaners, gasoline stations, spray booths, and operations that generate airborne particulate emissions.

Rule 403: Fugitive Dust. The developer or contractor is required to control dust emissions from earth moving activities, storage or any other construction activity to prevent airborne dust from leaving the project site.

Rule 414: Water Heaters, Boilers and Process Heaters Rated Less Than 1,000,000 BTU PER HOUR. The developer or contractor is required to install water heaters (including residence water heaters), boilers or process heaters that comply with the emission limits specified in the rule.

Rule 417: Wood Burning Appliances. This rule prohibits the installation of any new, permanently installed, indoor or outdoor, uncontrolled fireplaces in new or existing developments.

Rule 442: Architectural Coatings. The developer or contractor is required to use coatings that comply with the volatile organic compound content limits specified in the rule.

Rule 460: Adhesives and Sealants. The developer or contractor is required to use adhesives and sealants that comply with the volatile organic compound content limits specified in the rule.

Rule 902: Asbestos. The developer or contractor is required to notify SMAQMD of any regulated renovation or demolition activity. Rule 902 contains specific requirements for surveying, notification, removal, and disposal of asbestos containing material.

Naturally Occurring Asbestos: The developer or contractor is required to notify SMAQMD of earth moving projects, greater than 1 acre in size in areas “Moderately Likely to Contain Asbestos” within eastern Sacramento County. Asbestos Airborne Toxic Control Measures, Section 93105 & 93106 contain specific requirements for surveying, notification, and handling soil that contains naturally occurring

ATTACHMENT B
LETTER FROM CENTRAL VALLEY FLOOD PROTECTION BOARD
NOVEMBER 6, 2013

CENTRAL VALLEY FLOOD PROTECTION BOARD

3310 El Camino Ave., Rm. 151
SACRAMENTO, CA 95821
(916) 574-0609 FAX: (916) 574-0682
PERMITS: (916) 574-2380 FAX: (916) 574-0682



RECEIVED

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ECD

November 6, 2013

Mr. Ed Scofield
Sacramento Regional Transit District
2811 O Street
Sacramento, California 95812

Subject: South Sacramento Corridor Phase 2 Extension 69 kV Transmission Line and Joint Pole Facilities Relocation
SCH Number: 2011121021
Document Type: Negative Declaration

Dear Mr. Scofield:

Staff of the Central Valley Flood Protection Board (Board) has reviewed the subject document and provides the following comments:

The proposed project is located adjacent to or within Morrison Creek and Union House Creek which are under the jurisdiction of the Central Valley Flood Protection Board. The Board is required to enforce standards for the construction, maintenance, and protection of adopted flood control plans that will protect public lands from floods. The jurisdiction of the Board includes the Central Valley, including all tributaries and distributaries of the Sacramento River, the San Joaquin River, and designated floodways (Title 23 California Code of Regulations (CCR), Section 2).

A Board permit is required prior to starting the work within the Board's jurisdiction for the following:

- The placement, construction, reconstruction, removal, or abandonment of any landscaping, culvert, bridge, conduit, fence, projection, fill, embankment, building, structure, obstruction, encroachment, excavation, the planting, or removal of vegetation, and any repair or maintenance that involves cutting into the levee (CCR Section 6);
- Existing structures that predate permitting, or where it is necessary to establish the conditions normally imposed by permitting. The circumstances include those where responsibility for the encroachment has not been clearly established or ownership and use have been revised (CCR Section 6);
- Vegetation plantings will require the submission of detailed design drawings; identification of vegetation type; plant and tree names (i.e. common name and scientific name); total number of each type of plant and tree; planting spacing and irrigation method that will be utilized within the project area; a complete vegetative management plan for maintenance to prevent the interference with flood control, levee maintenance, inspection, and flood fight procedures (CCR Section 131).

Mr. Ed Scofield
November 6, 2013
Page 2 of 2

Vegetation requirements in accordance with Title 23, Section 131 (c) states "Vegetation must not interfere with the integrity of the adopted plan of flood control, or interfere with maintenance, inspection, and flood fight procedures."

The accumulation and establishment of woody vegetation that is not managed has a negative impact on channel capacity and increases the potential for levee over-topping. When a channel develops vegetation that then becomes habitat for wildlife, maintenance to initial baseline conditions becomes more difficult as the removal of vegetative growth is subject to federal and State agency requirements for on-site mitigation within the floodway. The project should include mitigation measures to avoid decreasing floodway channel capacity.

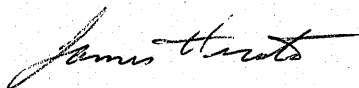
Hydraulic Impacts - Hydraulic impacts due to encroachments could impede flood flows, reroute flood flows, and/or increase sediment accumulation. The project should include mitigation measures for channel and levee improvements and maintenance to prevent and/or reduce hydraulic impacts. Off-site mitigation outside of the State Plan of Flood Control should be used when mitigating for vegetation removed within the project location.

The permit application and Title 23 CCR can be found on the Central Valley Flood Protection Board's website at <http://www.cvfpb.ca.gov/>. Contact your local, federal and State agencies, as other permits may apply.

The Board's jurisdiction, including all tributaries and distributaries of the Sacramento River and the San Joaquin River, and designated floodways can be viewed on the Central Valley Flood Protection Board's website at <http://gis.bam.water.ca.gov/bam/>.

If you have any questions, please contact me by phone at (916) 574-0651, or via e-mail at James.Herota@water.ca.gov.

Sincerely,



James Herota
Senior Environmental Scientist
Projects and Environmental Branch

cc: Governor's Office of Planning and Research
State Clearinghouse
1400 Tenth Street, Room 121
Sacramento, California 95814

ATTACHMENT C
LETTER FROM CITY OF SACRAMENTO
NOVEMBER 8, 2013

From: [Evans, Luke](#)
To: [Evans, Luke](#)
Subject: FW: FW: IS/EA South Sacramento Corridor Phase 2 Extension 69 kV Transmission Line and Joint Pole Relocation Project
Date: Monday, November 11, 2013 11:52:16 AM

>>> Samar Hajeer <SHajeer@cityofsacramento.org> 11/8/13 9:26 AM >>>
Hi Ed:

Thank you for the opportunity to review the Initial Study and Mitigated Negative Declaration for the South Sacramento Corridor Phase 2 Extension 69 KV Transmission Line and Joint Pole Facilities Relocation Project. The City of Sacramento reviewed the document and we have the following comments about the project:

1. The project, as proposed, will relocate the existing SMUD and 69 kV transmission line and joint pole facilities from within the railroad right of way to a location where it will be clearly visible with big overhead lines and towers spanning across Meadowview. The City of Sacramento would prefer to underground such facilities rather than construct/ relocate the existing ones to an area where it will be more visible.
2. Exhibit 4 of the IS study shows that the new line will be in a very close proximity to existing homes. The project did not specify and discuss the need for a buffer area/ set back from the 69 KV line to residential areas or what will be the impact of this project on the existing development and residential homes within the study area.

Please feel free to contact me or Tim Mar , Supervising Engineer, at 916-808-7531 or by email tmar@cityofsacramento.org.

Thanks

Samar Hajeer, P.E. & T.E.
Senior Engineer, Transportation Division
Department of Pubic Works
City of Sacramento
Phone: 916-808-7808
Email: shajeer@CityofSacramento.org

RESOLUTION NO. 13-11-_____

Adopted by the Board of Directors of the Sacramento Regional Transit District on this date:

November 11, 2013

ADOPTING A MITIGATED NEGATIVE DECLARATION FOR MODIFICATIONS TO THE BLUE LINE TO COSUMNES RIVER COLLEGE LIGHT RAIL EXTENSION PROJECT AND AN ADDENDUM TO THE MITIGATION MONITORING AND REPORTING PLAN FOR THE PROJECT

WHEREAS, on October 27, 2008, the RT Board of Directors previously approved and certified a Subsequent Final Environmental Impact Report for the Blue Line to Cosumnes River College Light Rail Extension Project (Project) [then referred to as the South Sacramento Corridor Phase 2 Extension Project] in compliance with the California Environmental Quality Act (CEQA) and adopted a Mitigation Monitoring and Reporting Plan for the Project; and

WHEREAS, in 2009, RT identified several minor design changes to the Project and prepared a CEQA Addendum which was received and approved by the RT Board on December 14, 2009, after finding that the changes to the Project were minor and that none of the conditions set forth in Section 15162 of the CEQA Guidelines were present; and

WHEREAS, in 2011, RT identified several modifications to the Project and an Initial Study, which identified potentially significant effects and mitigation measures which could reduce such impacts to a less than significant level, was received and approved by the RT Board on September 26, 2011; and

WHEREAS, in 2013, RT identified additional modifications to the Project consisting of 69 kV transmission line and joint pole facilities relocations; and

WHEREAS, RT conducted a public information meeting on October 21, 2013 at Susan B. Anthony School to inform the public of the proposed modifications and to solicit input on potential concerns and alternatives; and

WHEREAS, an Initial Study was prepared by and for RT to ascertain whether the proposed modifications to the Project would have a significant effect on the environment and to identify any project changes and/or mitigation measures to avoid or reduce any such impacts to a less than significant level; and

WHEREAS, the Initial Study identified less than significant impacts with mitigation on biological and cultural resources; and

WHEREAS, RT consulted with and requested comments on the IS from Responsible Agencies, Trustee Agencies, and other federal, state and local agencies in compliance with CEQA Guidelines; and

WHEREAS, the Initial Study, a Notice of Intent to Adopt a Mitigated Negative Declaration, and a Mitigated Negative Declaration were provided to the public, transportation planning agencies, Responsible Agencies, Trustee Agencies, federal agencies, and the County Clerk in compliance with CEQA Guidelines; and

WHEREAS, the Notice of Intent to Adopt a Mitigated Negative Declaration and the Mitigated Negative Declaration were sent to designated parties, published in local newspapers, and sent to owners and occupants of properties contiguous to the project; and

WHEREAS, the Initial Study, Notice of Intent to Adopt a Mitigated Negative Declaration, and a Mitigated Negative Declaration were forwarded to the Office of Planning and Research pursuant to CEQA Guidelines, and

WHEREAS, the County Clerk posted the proposed Mitigated Negative Declaration for at least 20 days; and

WHEREAS, the proposed Mitigated Negative Declaration was submitted to the State Clearinghouse pursuant to CEQA Guidelines; and

WHEREAS, RT conducted a public meeting on the proposed modifications and solicited public comment on the proposed changes.

THEREFORE, BE IT FUTHER RESOLVED, that this Board does hereby adopt the following findings, which this Board finds are supported by substantial evidence in light of the whole record:

- A. THAT, an Initial Study has been prepared pursuant to CEQA;
- B. THAT, the Initial Study identified less than significant impacts with mitigation on the environment from the proposed modifications to the Project;
- C. THAT, the Initial Study identified mitigation measures which would avoid or mitigate the effects to a point where no significant impacts would occur;
- D. THAT, the Initial Study/Mitigated Negative Declaration incorporates mitigation measures into the Project which would avoid or mitigate the effects to a point where no significant impacts would occur;
- E. THAT, the Board certifies the Initial Study/Mitigated Negative Declaration has been completed and circulated in compliance with CEQA and is consistent with state and RT guidelines implementing CEQA;
- F. THAT, the Board has reviewed and considered the subject Initial Study, the proposed Mitigated Negative Declaration, all comments received during the public review period, as well as written and oral comments and other evidence presented by all persons, including members of the public and staff members, who appeared and addressed the Board;
- G. THAT, the Board has before it all of the necessary environmental information required by CEQA to properly analyze and evaluate any and all of the potential environmental effects of the proposed modifications to the Project;

- H. THAT, the Board has reviewed and considered the Initial Study and Mitigated Negative Declaration and related Mitigation Monitoring and Reporting Program, which reflects the Board's independent judgment;
- I. THAT, the Board finds that there is no substantial evidence in the record that the Project modifications, as mitigated, will have a significant effort on the environment. Mitigation measures for biological and cultural resources have been incorporated into the Project to reduce impacts to a less than significant level and
- J. THAT, based on the evidence presented and the records and files herein, the Board determines that the proposed modifications to the Project will not have a significant effect on the environment if the mitigation measures listed and identified in the Mitigated Negative Declaration are implemented.

RESOLVED FURTHER THAT, the Board approves and adopts a Mitigated Negative Declaration for the modifications to Blue Line to Cosumnes River College Light Rail Extension Project, set out as Exhibit A and incorporated herein by this reference; and

RESOLVED FURTHER THAT, the Board approves and adopts an Addendum to the Mitigation Monitoring and Reporting Plan for the Blue Line to Cosumnes River College Light Rail Extension Project, set out as Exhibit B and incorporated herein by this reference, to include those additional mitigation measures prescribed in the Initial Study/Mitigated Negative Declaration into the Project as a condition of the approval of the Project modifications; and

RESOLVED FURTHER THAT, the Board approves the modification to the Project, consisting of relocating an existing SMUD 69 kV transmission line and joint pole facilities (including a 12 kV distribution line, cable TV and telephone services) from within the Project right-of-way to a location that would not interfere with the construction and operation of light rail service, and directs staff to file a Notice of Determination within five working days of this approval; and

RESOLVED FURTHER THAT, the Board designates the Assistant General Manager, Engineering and Construction, or his/her designee, located at 1400 29th Street, Sacramento, CA, 95812, as the custodian of the records in this matter.

PATRICK HUME, Chair

A T T E S T:

MICHAEL R. WILEY, Secretary

By: _____
Cindy Brooks, Assistant Secretary